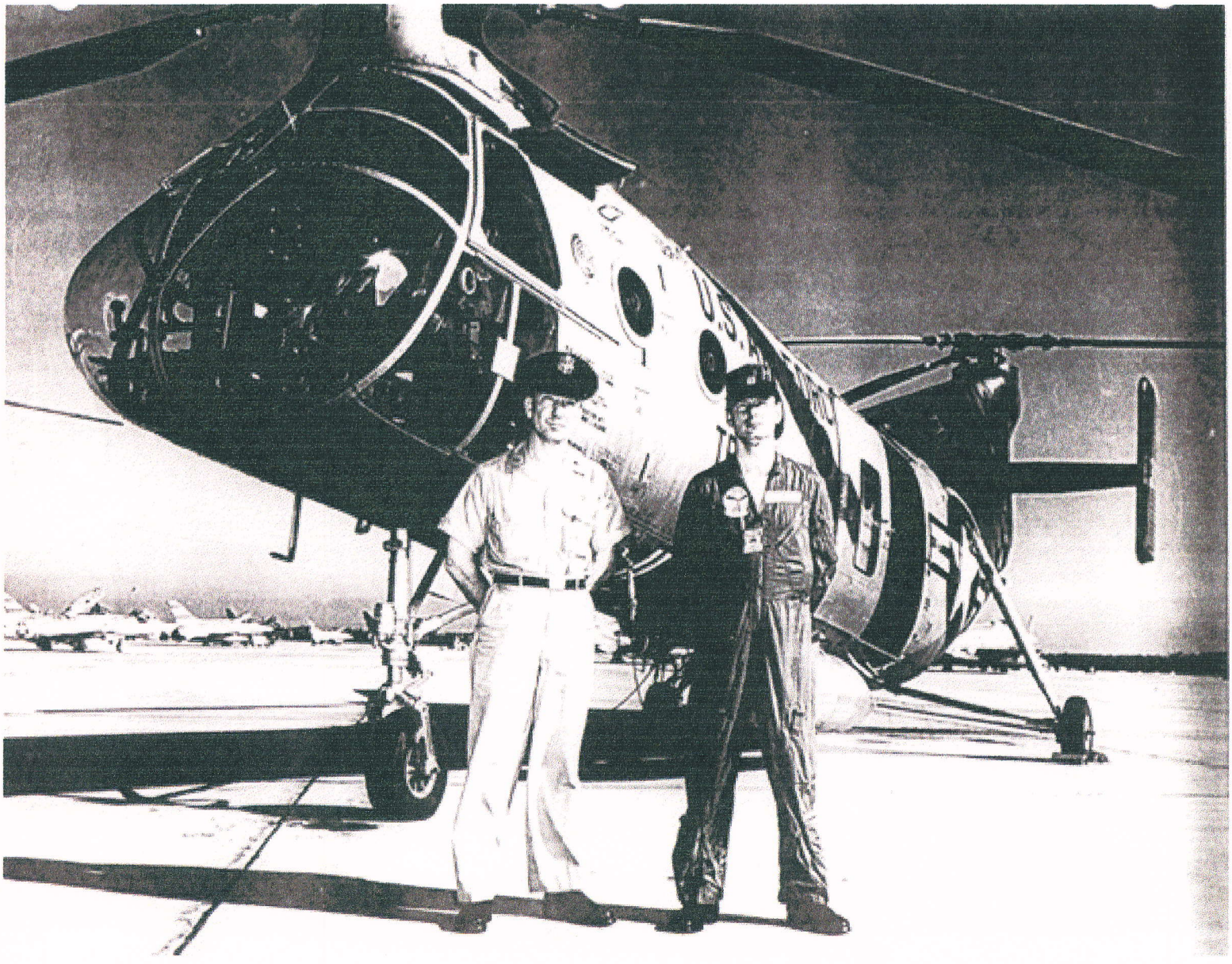
1959

HISTORY OF THE 20TH HELICOPTER SQUADRON



1959

History of the 20 Helicopter
Squadron (Support)

Numbered Air Force: 9th

Location: Sewart AFB, TN.

Wing: 314th Troop Carrier Wing (Medium)

Type Aircraft: H-21

Hours : 3395.65 (Incomplete)

Sorties: 1337 (Incomplete) Passengers: 1411 Cargo: 63,120 tons

Commander: Lt. Col. Oscar N. Tibbetts/ Major Gregg D. Hartley

Senior Enlisted: MSgt John K. Bolin

Personnel Strength (Min/Max): 31/ Officers 81/ Enlisted

Commentary: The 20th Helicopter Squadron mission statement remained the same in 1959. It still included logistical air operations involving movement of personnel and/ or equipment, air rescue, and other miscellanious missions. By June of 1959 the 20th had 14,941 hours with no major accidents.

Significant Missions: During April 1959 the 20th flew NBC television crews at Nellis AFB, Nv. in support of the World Congress of Flight. In June a 20th H-21 was used to unveil an Atlas Intercontinental Ballistic Missile at Wright-Patterson AFB, Oh. for the Air Force Museum there. The 20th also participated in operation "Dark Cloud/ Pine Cone II" at Pope AFB, N.C. Late in the year (November and December) they supported opration "Sagebrush" at England AFB, La.

Significant Awards: In May the squadron received the Air Force Flying Safety Award for 1958 for having more than 8,000 flying hours during 1957 and 1958 without a major aircraft accident.

MEMORANDUM

Date: 27 Dec 94

From: 20 SOS/CCX

To: WHOM IT MAY CONCERN

Subject: DOCUMENT CLASSIFICATION

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1. The documents contained herein are portions of the 1ST/16TH SOW histories for the dates shown on each document. The SOW histories as a whole are classified for the most part.

2. The documents in this binder are a compilation of materials from varied sources and have all been declassified if necessary. Sheets showing declassification are all posted in the last document protector for each respective binder.

3. Any materials you feel may be of questionable classification you are encouraged to bring to my attention and I will endeavor to alleviate your apprehensions.

SQUADRON HISTORIAN

(Unclassified) History of the 20th Helicopter Squadron

Sewart Air Force Base, Tennessee

1 January - 30 June 1959

(RCS: AU-D5)

James C. Thomas

JAMES C. THOMAS
Captain, USAF
Historian

Gregg D. Hartley

GREGG D. HARTLEY
Major, USAF
Commander

(NINTH AIR FORCE, TACTICAL AIR COMMAND)


DEPARTMENT OF THE AIR FORCE
UNITED STATES OF AMERICA
MCMXLVII
FOR MERITORIOUS
ACHIEVEMENT IN
FLIGHT SAFETY
20TH HELICOPTER SQUA
31 DECEMBER 1958

TABLE OF CONTENTS

I.	ORGANIZATION	Page 1
II.	MISSION	Page 2
III.	ADMINISTRATION	Page 4
IV.	OPERATIONS	Page 6
V.	MAINTENANCE	Page 13
VI.	SUPPLY	Page 16

I ORGANIZATION

The 20th Helicopter Squadron, an O/T organization of the Ninth Air Force, and assigned to the 314th Troop Carrier Wing (Medium) for logistical and administrative support and operational control has continued to operate under O/T R-3155, 1 May 1958 with a manning document authorization of 38 officers and 91 airmen. A change to the present Unit Manning Document was requested on 3 April 1959, realigning the structure of the Maintenance Section to fit the true workload of that section with no increase in total strength of the Squadron. This action, approved by Headquarters Tactical Air Command on 11 May 1959, with a subsequent request to Headquarters United States Air Force for a change to O/T R-3155, will become effective at the beginning of the third quarter, Fiscal Year 1960.

The Squadron orderly room remained in building 516 throughout the period covered by this history. The Squadron consists of the following major sections.

COMMAND

ADMINISTRATION OPERATIONS MAINTENANCE SUPPLY

II MISSION

The mission of the 20th Helicopter Squadron is to perform air logistical air operations involving movement of personnel and or material, air rescue operations when required, and such other miscellaneous support and operational missions as directed. Some of the functions of the 20th Helicopter Squadron are as follows:

A. Implement emergency war plans and operating instructions as directed.

B. Maintain proficiency in techniques of helicopter air rescue, escape and evasion, and evacuation of personnel from overseas combat zones.

C. Provide airlift for logistical support of remote radar and radio relay sites in the ZI and overseas areas, including siting, evacuation of medical cases, laying of heavy communication cable, and other logistical requirements as directed.

D. Provide such other airlift essential to internal operations, movements and supply of Air Force units to which assigned as cannot be effectively performed by theater or Zone of Interior airlift forces.

E. Provide liaison courier and aeromedical evacuation as may be required.

F. Participate in joint exercises and maneuvers, including support of Air Force personnel in the joint exercise headquarters, and conduct other exercises and maneuvers as directed.

G. Provide firefighting standby on troop carrier assault strips during major assault airlift operations.

III ADMINISTRATION

Major Gregg D. Hartley assumed command of the Squadron on 25 January 1959, replacing Lieutenant Colonel Oscar N. Tibbetts, who was transferred to another unit at Sewart Air Force Base.

Assigned strength of the Squadron as of 1 January 1959 was 35 officers and 109 airmen. Assigned strength as of 30 June 1959 was 31 officers and 81 airmen. The gains and losses that took place during the period of this report are shown in a separate attachment to this history.[1] Shortages and overages, by officer and airman career fields, are also shown in a separate attachment.[2]

The following named airmen were selected as Squadron Airman of the Month for the month indicated. Even though none of our airmen were selected as the Wing Airman of the Month, the competition was very keen and we are very proud of these airmen.

A/1C James R. Ozmar	January
A/2C Ronald G. Coco	February
A/1C Bobby L. West	March
A/1C James R. Ozmar	April
A/1C Loyd W. Elmore	May
None, due to Squadron move	June

A roster of key personnel as of 30 June 1959 is as follows:

Major Gregg D. Hartley	Commander
Capt. Bennie F. Lemoine	Operations Officer
Major Curtis E. Parkins	Maintenance Officer
Capt. Buel W. Woolverton	Asst. Maintenance Officer
Capt. Willie Downing	Administrative Officer
Capt. Huey D. Rogers	Supply Officer
2nd Lt. David O. Ladley	Asst. Supply Officer
1st Lt. John R. Huss	Tool Crib Officer
T/Sgt Henry M. Gilley	First Sergeant

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1. Gains and Losses, TAB 1.
2. Shortages and Overages by career fields, TAB 2.

M/Sgt John K. Bolin	Line Chief
S/Sgt Everett E. Eaton	Supply Sergeant
M/Sgt William P. Myers	NCOIC Specialist Section

During the reporting period the Squadron has discharged two (2) airmen, both of whom reenlisted, giving the Squadron a reenlistment rate of 100 percent. The following named airmen reenlisted:

T/Sgt Kenneth O. Frautschi T/Sgt Charles J. McGuire

There were two (2) cases of AWOL during this period. These airmen were court martialed.

The promotion of airmen during the reporting period is as follows:

To T/Sgt: Coy E. Watson
To A/1C: James R. Ozmar, George H. Pfeiffer
To A/2C: Ralph W. Bartholomew

At the end of the reporting period there were seven (7) airmen on OJT, as reflected in TAB 3.

A roster of personnel of the Squadron as of 30 June 1959 is given in TAB 4.

IV OPERATIONS

From 1 January until 25 January 1959, Major Gregg D. Hartley served as the Squadron Operations Officer. On that date, 25 January 1959, Lieutenant Colonel Oscar N. Tibbetts, the Squadron Commander, was reassigned to another organization on the base and Major Hartley resumed command of the Squadron. On that same date, Captain Bennie F. Lemoine assumed the duty of Squadron Operations Officer. During the entire period covered by this report, Master Sergeant Willian V. Laseur has continued as the Air Operations Supervisor and Form 5 clerk.

The activation of Detachment 1, 20th Helicopter Squadron at Myrtle Beach Air Force Base, South Carolina, an action which was in the early planning stages during the final weeks of calendar 1958, began to materialize with the issuance of orders[3] on 7 January 1959 directing the activation of that unit. The activation of the Detachment, effective 1 March 1959, built around a nucleus of experienced pilots and maintenance personnel drawn from the parent Squadron at Sewart Air Force Base and augmented by the assignment of seven (7) new pilots from the USAF Helicopter School at Stead Air Force Base, Nevada, was a major concern for all sections of the Squadron during the early months of this reporting period. The varying requirements for support of the Detachment, with the ultimate objective being the transfer of the Squadron to Myrtle Beach Air Force Base,[4] has been a continuing problem area throughout this period.

Along with the many problems involved in the activation of the Detachment

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3. General Orders Number 3, Hq TAC, 7 Jan 59, TAB 5.
4. Ltr., Hq 9AF, Subj: Movement Order, 20th Helicopter Squadron, dtd 27 Mar 59, and Ltr., Hq 9AF, Subj: Change #1, Movement Order, 20th Helicopter Squadron, dtd 14 Apr 59, TAB 6.

and preparation for the movement of the Squadron, the Squadron accomplished 2772 hours of flying during this period. A major accident was narrowly averted on 14 May 1959 when aircraft 54-4000 experienced a complete engine failure over heavily-wooded terrain between Shaw Air Force Base and Clemson, South Carolina. With approximately 15 seconds in which to select a landing spot and maneuver the aircraft into position, Captain Buel W. Woolverton, the pilot, accomplished a successful autorotation into the only available clearing. There were no injuries incurred by the three (3) crew members aboard, and the aircraft suffered only minor damage. Masterful handling by the pilot saved the aircraft and crew from almost certain disaster. At the close of this period, the Squadron had completed 14,941 hours of flying without a major accident since the activation of the Squadron.

The loss of several experienced pilots during late 1958 and early 1959, plus the assignment of seven (7) new pilots from the helicopter school, has necessitated considerable pilot upgrading during this period. This action has resulted in the checkout of one (1) new Instructor Pilot, five (5) Tactical First Pilots, two (2) First Pilots and five (5) Co-pilots.[5] At the end of this period, the Squadron had thirteen operationally ready combat crews assigned as compared to sixteen at the beginning of the period. As of 30 June 1959, ten pilots in the Squadron had in excess of 1000 hours of H-21 flying time.

As in the past, the Squadron has continued to perform a wide variety of missions during this period. In addition to the normal requirements for airlifting personnel and cargo, four (4) Ninth Air Force directed missions

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5. Crew and Pilot Status, TAB 7.

were flown.[6] From 23 January through 9 March 1959, two (2) aircraft and crews provided crash, rescue and photographic coverage for ski-equipped C-130 aircraft from the parent Wing undergoing ski training at Bimidji, Minnesota. During the period 7 April through 22 April, one (1) aircraft flew approximately 65 hours at Nellis Air Force Base, Nevada transporting NBC television personnel covering the various activities of the World Congress of Flight. From 6 May through 17 May, three (3) aircraft provided helicopter airlift for Air Force personnel participating in Exercise Logex 1959 at Fort Lee, Virginia. This included the airlift of 10 Air Force general officers during the exercise. From 21 May through 27 May the Squadron provided three (3) aircraft, and from 31 May through 6 June, provided six (6) aircraft in support of Exercise Dark Cloud-Pine Cone II at Pope Air Force Base, North Carolina.

The large number of support missions flown during this period precludes the feasibility of treating each one individually in this history. They include airlift of personnel and cargo, prisoner pick-ups, aeromedical evacuation, photography, paradrops, static displays and aerial demonstrations, search and rescue, and leaflet drops.[7] Adding to the lengthy list of unusual missions flown by this Squadron, an aircraft flown by Captain Huey D. Rogers was used on 21 June 1959 to accomplish what was very likely the most unique unveiling ceremony ever conceived and executed.[8] Hovering some 100 feet above an Atlas ICBM which was standing in the upright position, a line suspended from the cargo sling was attached to the mammoth parachute canopy covering the

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6. 9AF Directed Missions (1 Jan - 30 Jun 59), TAB 8.
7. Support Missions, TAB 9.
8. Ltr., Hq USAF, dtd 2 Jul 59, TAB 10, and photograph of unveiling, TAB 11.

85 foot missile. As thousands of spectators looked on, the hookup was effected, the cover lifted vertically until it was clear of the missile, then transported to a clear area for release from the helicopter.

At Myrtle Beach Air Force Base, under the very capable command of Captain Morton B. Peterson with Captain Charles R. Carpenter as his Operations Officer,[9] Detachment 1 of the 20th Helicopter Squadron has upheld the high standards of the parent Squadron. In addition to accomplishing considerable flying training toward the upgrading of seven (7) recent graduates of the USAF Helicopter School and laying the groundwork at Myrtle Beach Air Force Base for the transfer of the Squadron to that base, the Detachment has flown a number of missions in support of various activities at Myrtle Beach Air Force Base. These include the airlift of a Range Officer and enlisted personnel to Poinsette Gunnery Range, base photography missions, airlift of Colonel Gabreski and party to a Ninth Air Force conference, airlift of a Tactical Air Command Operational Readiness Inspection Team to Stumpy Point Gunnery Range, and a static display and aerial demonstration for the Armed Forces Day show at Myrtle Beach Air Force Base. On the morning of 13 May 1959, the Detachment had four (4) aircraft airborne at 0430 EST, less than an hour after being notified that three (3) F-100's had crashed approximately 10 miles off-shore from Myrtle Beach. These aircraft flew over 20 hours searching and recovering bits of wreckage from the lost aircraft.

Highlighting all Squadron activities for this period, the Squadron received the United States Air Force Flying Safety Award on 24 June for

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9. Photograph of Capt. Peterson, left, and Capt. Carpenter, TAB 12.

accomplishing 8000 hours of accident-free flying during the period 1 January 1957 through 31 December 1958.[10] This was the first time in the history of the United States Air Force that a helicopter squadron had received such an award.

A review of past histories reveals that the Squadron, originally equipped with H-19 type aircraft, had no qualified H-21 pilots when it received its first H-21's in June 1955. Because of this fact, initial pilot checkout requirement was 20 hours in the H-21. As of 30 June 1955, the Squadron had a total of two (2) Instructor Pilots, four (4) First Pilots, and 13 Co-pilots. On 1 August 1955, the minimum time for pilot checkout was increased to 50 hours.[11] In effect, this figure has been steadily increased as the experience level of pilots assigned to the Squadron has improved. As previously stated, the Squadron now has a total of 10 pilots who have passed the 1000 hour mark in H-21 flying.

The first sizeable mission flown by this Squadron (then designated as the 345th Troop Carrier Squadron Assault Rotary Wing) was participation in Operation Sagebrush at England Air Force Base, Louisiana during the period 4 November through 8 December 1955.[12] On this mission, a great deal of maximum gross weight operation was accomplished. This included the airlifting of Air Force Combat Control Teams and their equipment (jeeps and radio trailers) into drop zones prior to personnel and heavy equipment drops.

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10. Ltr., Hq TAC, Subj: Flying Safety Award, dtd 5 May 59, TAB 13.
11. Squadron History, 9 Mar through 30 Jun 55.
12. Squadron History, 1 Oct through 31 Dec 55.

Also during this operation, the Squadron flew numerous aeromedical evacuation flights airlifting both ambulatory and litter patients from drop zones and field hospitals to the hospital at Fort Polk, Louisiana, or to airstrips for transfer to MATS Air Evacuation aircraft. A considerable amount of restricted area flying was accomplished at pick-up and delivery sites on these aeromedical evacuation flights. Squadron aircraft flew a total of 276:55 in support of Operation Sagebrush.

From the completion of that first major endeavor until the present, the Squadron has performed at various locations from Florida to Greenland and from Massachusetts to California involving a variety of missions which include the towing of ships, recovery of Q-2A Firebee drones from the Gulf of Mexico, hydrographic survey work for the United States Navy at Frobisher Bay, Northwest Territory, airlift of personnel and cargo in support of the United States Army Corps of Engineers on the DEW Line in Greenland, radiological surveys at the Test Site in Nevada, radio relay site surveys, search and rescue, aeromedical evacuation, paradrops, support of fixed wing assault missions, and a host of other activities too numerous to mention.

Having flown a total of 14,941 H-21 hours as of 30 June 1959, the Squadron had not experienced a major accident as of the end of the reporting period. While accomplishing this amount of flying, aircraft of the Squadron had experienced four complete engine failures in flight. One of these failures occurred at night, two (2) occurred over mountainous terrain, and one (1) occurred over heavily-wooded terrain. In each instance, disaster was averted by a successful autorotation into the only available clearing. Of particular

interest is the fact that one individual, Major Gregg D. Hartley, has played a lead role in the Squadron's accomplishments, serving variously as Operations Officer and Squadron Commander, since his original assignment to the Squadron as Operations Officer on 23 May 1955.

A comprehensive breakdown of flying time for the period 1 January through 30 June 1959 is shown in TAB 14. TAB 15 contains a summary of pilot standardization checks given during this period.

V MAINTENANCE

During the period 1 January through 30 June 1959, Major Curtis E. Parkins has continued to serve as the Maintenance Officer. Captain Buel W. Woolverton has served as the Assistant Maintenance Officer as an additional duty. Master Sergeant Bolin has replaced Sergeant Savage as Line Chief during this period.

On 1 March 1959, Detachment 1 of the 20th Helicopter Squadron was formed with duty station at Myrtle Beach Air Force Base, South Carolina. To support the four (4) aircraft assigned to the Detachment, 12 maintenance personnel were transferred to Myrtle Beach Air Force Base in a PCS status. Captain Buel W. Woolverton assumed the duty of Detachment Maintenance Officer with Master Sergeant Savage as NCOIC. During the month of May, four (4) additional maintenance personnel were transferred to Myrtle Beach and an additional aircraft was furnished the Detachment. Another aircraft was transferred to the Detachment on 1 June, bringing the aircraft assigned there to six (6). To provide an equitable distribution of work load and keep the inspection docks at Sewart Air Force Base functioning to capacity, the periodic inspections on Detachment aircraft were initially performed at Sewart. As more maintenance personnel reported to the Detachment, periodic inspections were accomplished at Myrtle Beach Air Force Base. The first aircraft to complete its periodic inspection at Myrtle Beach Air Force Base came out of inspection and was ready for flight on 25 May 1959.

Spare parts for the Detachment were provided in the form of Unit Emergency Kit D, which was designed to support four (4) aircraft for six (6) months. Several changes in the contents of this kit are forthcoming as a

result of this experience, but basically the kit listing has proven very satisfactory. The smaller Unit Emergency Supply Kits, designed to support two (2) aircraft for 15 days, have also been used on shorter missions and have proven to be lifesavers to maintenance personnel.

Supply problems have continued at about the same rate as in the past, with generators and flight control actuators continuing to be the most troublesome items. The new maintenance problem encountered this period, with its resulting supply problem, has been cracks in the mounting brackets for the vertical stabilizer. These brackets were back ordered to the contractor, and a four (4) month delay has been experienced in their procurement. Three (3) instances of broken spars in the horizontal stabilizer have also occurred, each requiring 150 man-hours to repair. This trouble with the empennage section is a result of not being able to comply with Technical Order 1H-21-601. Permission to secure the kits and comply with this technical order was requested from higher headquarters, but was disapproved. This organization has approximately a 5,000 man-hour backlog of Technical Order Compliances. Since July of 1958, T.O.C. Kits have been sent directly to the depot and held for a modernization program, scheduled to begin in November 1958. At this writing, one (1) aircraft is scheduled for the new modernization program at Marana, Arizona, during the month of August.

The discontinuance of the IRAN program has resulted in several changes to Technical Order 1H-21-6. Work that had previously been required every 1050 hours or IRAN is now required every 1050 hours or every 36 months, whichever occurs first. This has resulted in a large increase in the work load in the Maintenance Section, since 80 percent of our aircraft were due

these inspections at the same time. Nearly all affected aircraft have required a complete replacement of hydraulic hoses.

Replacement of frayed aft control cables continues to be a problem, with the replacement of an average of two (2) control cables each periodic inspection. Although we have received excellent support from the 314th Consolidated Aircraft Maintenance Squadron in the manufacture of these items, shortage of bulk cable has caused some delay.

A maintenance statistics summary[13] and a monthly breakdown of assigned strength of the Maintenance Section[14] are furnished as supplemental data to this history.

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13. Maintenance Statistics Summary, TAB 16.
14. Assigned Strength of Maintenance Section, TAB 17.

VI SUPPLY

This has been a period of peak activity for the Supply Section, involving supply functions connected with the activation of the Detachment at Myrtle Beach Air Force Base, supply support of four (4) Ninth Air Force directed missions, preparation of budgets for Fiscal Year 1960, converting to the mechanization system, preparation of all unit supplies and equipment for transfer of the Squadron to Myrtle Beach, and a rash of personnel changes in the section.

Captain Huey D. Rogers replaced Captain Robert H. Stapleton as Squadron Supply Officer on 5 February 1959. Staff Sergeant Santiago Benitez, Jr., a Personal Equipment Specialist, came to us from the 345th Troop Carrier Squadron on 11 February, filling a vacant slot on the Unit Manning Document. Airman Basic Herbert Lee was discharged on 18 March and was replaced by Airman Third Class Robert K. Mahlitz, who was transferred from the 314th Troop Carrier Wing Personal Equipment Pool on 23 March. The Supply Section has an authorization for seven (7) personnel, with six (6) assigned; in addition, two (2) Personal Equipment Specialists are authorized, with two (2) presently assigned. A positional chart for the Supply Section is included as an addendum to this history.[15]

One of the major activities for this section was its work in connection with the activation of Detachment 1, 20th Helicopter Squadron at Myrtle Beach Air Force Base, South Carolina, on 1 March 1959. All equipment and supplies had to be packed and marked, shipping cases had to be marked with weight, cube and Squadron markings, packing lists and Dummy Air Cargo Manifests had to be prepared. Myrtle Beach Air Force Base had neither

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15. Positional Chart, TAB 18.

sufficient Unit Support Equipment on hand to meet Detachment requirements nor sufficient funds for the purchase of such equipment. Consequently, approval had to be obtained from Headquarters Tactical Air Command for the Squadron to transfer Unit Support Equipment for the Detachment from Sewart Air Force Base to Myrtle Beach Air Force Base.

During the latter part of this reporting period, a considerable amount of time has been spent in preparation for the transfer of the Squadron to Myrtle Beach. Once again this required the marking of all boxes and packing cases with Squadron markings, weighing and cubing all supplies and equipment, painting the weight and cube on each container and each uncrated item, preparing Dummy Air Cargo Manifests and preparing Mobility Packing Lists. In conjunction with this, budgets for Fiscal Year 1960 had to be prepared, and bench stock requirements prepared and sent to Myrtle Beach Air Force Base.

Personnel from this section accompanying the Detachment to Myrtle Beach were Second Lieutenant David O. Ladley to function as the Detachment Supply Officer and Airman First Class Loyd W. Elmore to handle Technical Supply functions.

Four (4) Ninth Air Force directed missions during this period[16] required the section to furnish Unit Emergency Emergency Supply Kits as a source of spare parts for the missions. Considerable difficulty was encountered in obtaining Arctic clothing and equipment for personnel of this Squadron participating in the mission at Bimidji, Minnesota. This Squadron is not authorized

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16. Bimidji, Minnesota; Nellis AFB, Nevada; Fort Lee, Virginia; Pope AFB, North Carolina.

sufficient Arctic equipment to support such a mission. This equipment had to be obtained on loan from other units at Sewart. No supply difficulties were experienced on the other three (3) missions mentioned herein.

On 20 March, this section converted to mechanization. Numerous problems were encountered under this new system. This method changed the procedure for both issues and turn-ins, replacing the unit Control Register and voucher files. When mechanization went into effect, the procedures outlined in AFM 67-1 were changed by TAC Supplements to the manual, creating much confusion between Unit Supply and Base Supply. At present the mechanized system has smoothed out considerably.

Since the last reporting period, UAL-UME property has risen in both dollar value and percentage of line items on hand. On 1 January 1959, UAL-UME property dollar value was $128,633.74. The percentage of line items on hand at that time was 80.62 percent. The dollar value of UAL-UME property as of 30 June was $139,722.68, and the percentage of UAL-UME line items on hand was 85.30 percent. Due to the movement of this Squadron to Myrtle Beach Air Force Base, this section has cancelled all UAL property due-ins at Base Supply at Sewart and has this property on order at Myrtle Beach Air Force Base.

CARRIER'S COURIER

A TACTICAL AIR COMMAND BASE NEWSPAPER

20th Helicopter Sq Wins USAF Safety Award

The 20th Helicopter Sq is one of three TAC units selected for the USAF Flying Safety Award for the period ending Dec. 31, 1958, it was announced by TAC Hq last week. The award was won by the 20th while flying difficult DEWline support missions in the Arctic.

The 839th Air Division made a further contribution to the TAC flying safety record during this period in posting an accident rate less than half that of TAC. The TAC rate for 1958 was 17 major accidents per 100,000 flying hours while Sewart had a rate of only 8.

Tactical Air Command's flying safety record is an enviable one, according to Maj Gen Joseph D. Caldara, Director of Flight Safety Research, Office of the Inspector General, Norton AFB, Calif.

"The TAC accident rate reduction during 1958 is highly commendable, and has proved our statistical forecast to be wrong," said General Caldara. TAC's aircraft accident rate during 1958 was 37 per cent less than the 1957 rate. The 1958 rate of 17 includes TAC's high performance supersonic F-100 Super Sabres and F-101 Voodoos. In 1957 the rate was 25.

Commenting on the best aircraft safety year in TAC's history, General Weyland attributed much of the improvement to better supervision of aircraft operations and maintenance at all echelons of command.

"The reduction in accidents within TAC in 1958 denotes positive accident prevention efforts," said General Caldara.

In addition to the 20th Helicopter Sq, other TAC units receiving the awards are the 345th Bombardment Wg, Langley AFB, Va., and the recently deactivated 391st Tactical Fighter Sq., England, AFB, La.

Base H-21 Rescues Civilian Plane Crash Victim

A Sewart H-21B helicopter, flown by Capt Fred Liebert of the 20th Helicopter Sq, was instrumental in saving the life of a civilian pilot who crashed on a frozen lake in northern Minnesota, last week. His wife was killed in the crash.

The couple, Mr. and Mrs. Lonnie Worth of Minnapolis, were returning from a fishing trip when a blinding snow storm forced them to attempt the landing on the frozen lake.

The Civil Air Patrol located the wreck last Wednesday afternoon, four days after the crash. They could not land at the scene however. They called Bemidji, Minn., airport, where the Sewart helicopter was on TDY with the C-130 ski training detachment and asked for help.

Capt Liebert and his crew flew to the scene of the crash, but found only the body of the woman. As they took off to circle the area they noticed a man about three miles away waving a large cloth.

Upon landing, they found him to be the pilot of the wrecked craft. He said that he had covered his wife with his coat and started for help. He found a deserted fishing camp in which he was able to find shelter. He said he started back for his wife, but the snow had covered his tracks and he was unable to find the plane.

The Sewart helicopter flew him to safety and returned with the coroner to pick up the body of his wife.

Crew members in addition to Capt Liebert were 1st Lt Paul E. Collier, co-pilot and S Sgt George S. Edwards, crew chief; S Sgt E. G. Roberson, a photographer, was also aboard the helicopter.

Four Sewart Planes Featured In Flight Congress

Four Sewart aircraft participated in the recent World Congress of Flight held the week of April 13-19 at Nellis AFB, Nevada.

Three C-130s and an H-21 Helicopter from Sewart were used for demonstration as well as static display and logistical support for the fighter aircraft on hand.

The week-long activity combined conferences and forums, outdoor and indoor displays and exhibits, plus air and ground demonstrations that were all concerned with flight, missiles, and rockets in the space age.

Industry and aircraft corporations presented a panorama of the latest in design including the Boeing and Douglas civilian jet passenger series, and the Lockheed "Electra." The latest in military aircraft were of course on display.

The congress was sponsored by the Air Force Association in conjunction with the Air Transport Association of America, the Electronic Industries Association, the Flight Safety Foundation, the National Aeronautic Association, the National Business Aircraft Association, and the Space Education Foundation.

Sewart aircraft commanders attending the conclave were Major Charles F. Boster, 839th Air Division, Captin William W. Chaney, 463d TC Wg, Capt David L. Moore, 463d TC Wg, Captain James Thomas, 20th Hel Sq.

Base To Support Exercise LOGEX May 11 Thru 16

Three helicopters and eleven crew members of the 20th Helicopter Sq, along with 14 support personnel from the 839th Air Division, left Wednesday to participate in exercise LOGEX to be held at Fort Lee, Virginia May 11 through 16.

Sewart aircraft are there largely to maneuver the people around for one post to another. Four other commands besides TAC and Headquarters USAF will participate in this exercise which is said to be one of the largest command post and map maneuver exercise ever held at Fort Lee.

Four other commands besides TAC and Headquarters USAF will participate in this exercise.

Sewart personnel to participate are from the 20th Helicopter Sq, Capt James C. Thomas; First Lts: R. H. Christinsen, Vernon R. Granier, John R. Huss, R. K. Madison, H. D. Rogers. T/Sgt K.O. Frautschi, SSgt Harold D. Bair, J. E. Dodson, and Vernon D. Hinton. A/2C Horace A. Schmidt.

Support members from the 839th Air Division suport personnel: T/Sgt James H. McKinney; S/Sgt's Gaston O. Adkinson, Laurence A. Bauman, Charles T. Davis, Russell Hudson, Charles C. Huffmann, Travis L. Mc Elroy, J. C. Troglin and Ellis H. Whitaker. A/1C's: Norman Hunber, Edward Moran and R. T. Sanders. A/3C J. P. Schultz.

(Continued On Page 4)

Tabbed LOGEX 59, the USAF contingent numbering 142 Air Force officers and airmen, will team forces with Army, Navy and State Department personnel in a week long simulated nuclear war.

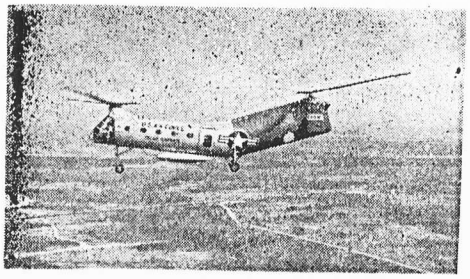
LOGEX 59 is designed to emphasize inter and intra-service cooperation required for logistical support of forces in a combat theater of operations.

Chief Air Force representative and Theater Air Force commander at the war game is Brig. Gen. John G. Fowler, Commandant of the USAF Air Ground Operations at Kessler AFB, Miss. This is General Fowler's second year as senior Air Force commander and deputy maneuver director.

Colonel Warren M. Miller, Jr., LOGEX USAF Representative at the Air University's Air Command and Staff College at Maxwell AFB, Ala., has been named Deputy Theater Air Force commander. Colonel Miller is responsible for planning this year's USAF participation in the annual exercise.

Over six thousand military personnel engaged in the play of the maneuver will give advanced students of Army technical and administrative schools realistic experience in staff action required under combat conditions and will afford them a look at air power's role in combat theater operations.

Air Commands participating are: Tactical Air Command with the largest representation of 97 officers and airmen; Air Materiel Command; Air University; Continental Air Command and Military Air Transport Service.



RARE BIRD—An H-21 Helicopter from Sewart's 20th Helicopter Sq hovers near Myrtle Beach AFB, S. C. The squadron, the only unit of its kind in the United States, is stationed at Sewart and is soon to be reassigned to Myrtle Beach AFB. The mission of the squadron includes radio relay line surveys, personnel airlifts, radiation surveys, drone recovery and many other varied tasks. The H-21 is capable of transporting 20 passengers fully equipped.
(U. S. AIR FORCE PHOTO by Richard L. Byrd)



SCENES LIKE THIS will be common place to members of the 61st TC Sq this summer when they move to the Far North to haul equipment and supplies to the DEWline construction sites near the Arctic Circle. A "Skibird" comes in for a landing on the ice (upper left). Maintenance is no easy thing when the thermometer reads below zero (upper right) Lt Col Wilbert Turk commander of the 61st and his crew pose with their plane, aptly named "Frozen Assets". They are already in the Northland (center). Ice thickness is measured before the heavy C-130s land (lower right). Casting its shadow over the snow this Ski equipped C-130 prepares to land.
(Official USAF photos by A/1C James Fuller)

20th Helicopter Sq Pilot Shows Skill In Emergency Landing At Shaw AFB

Myrtle Beach AFB, SC. . . . Capt. Buel W. Wolverton, a member of Detachment 1, 20th Helicopter Sq, made a succesful emergency landing at Shaw AFB, S.C. after his H-21 Helicopter experienced a complete engine failure.

Demonstrating his professional skill, Captain Wolverton made a successful auto-rotation (air rushing past the rotors causes them to rotate as the helicopter descends) and managed to land the aircraft in a small clearing. The helicopter received only minor damage and there were no personal injuries.

Detachment 1 is presently at Myrtle Beach preparing for the move of the 20th Helicopter Sq from Sewart to that base.

20th Helicopter Starts Move Sunday

Helicopter Pilot Gets TAC Flying Safety Award

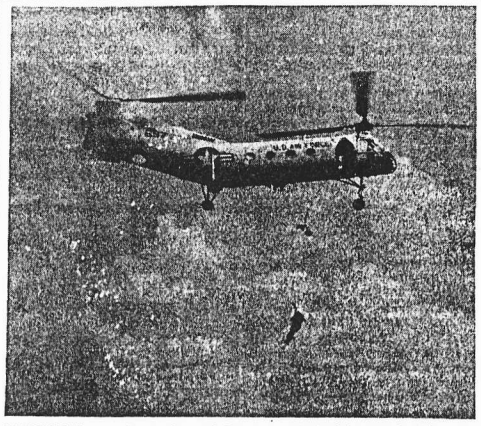
1st Lt. James C. Thomas, a pilot with the 20th Helicopter Sq, was last week awarded the Tactical Air Command Individual Flying Safety Achievement Award.

Presentation of the award was made by Col Albert V. Endress, 839th Air Division Commander.

While flying at 3,500 feet on a DEWline support mission in the Arctic last summer, Lieutenant Thomas experienced a complete power failure. With less than a minute to pick a landing spot, he set the twin rotor H-21B helicopter safely down on the side of a mountain. The crew escaped injury and the aircraft was undamaged.

The award, which was signed by General O. P. Weyland, TAC commander, was given to Lieutenant Thomas for "his personal accomplishment in the realm of flying safety."

It read in part, "His outstanding achievement through professional performance, knowledge and devotion to duty resulted in a meritorious contribution to the accomplishment of this command's mission and reflects great credit upon himself and the United States Air Force."



GERONIMO . . . A member of Sewart's 2d Aerial Port Sq hits the courtesy of the 20th Helicopter Sq. During their stay at this base, helicopters of the 20th were used quite extensively for training missions in dropping members of the 2d for practice.
(U. S. Air Force Photo By A/2C Arie Landrum)

Two Base Sqs On Three Day Alert Near Center Hill Area

At 7:45 Tuesday morning a report was received of an aircraft crash in the Center Hill Lake area . . . This "simulated report" announced the beginning of a practice maneuver involving the 20th Helicopter Sq with the 22d Aero-Medical Evacuation Team.

The exercise was to involve a "Navy C-45 filed from Knoxville to Sewart, and believed downed in the Center Hill area."

The following staged situation took place:

Base Operations received a report that a Navy C-45 declared an emergency in the Center Hill area —the last contact made with the aircraft. Upon alerting the 20th Helicopter Sq., a briefing was held by Capt Bennie F Lemoine, flight commander of the 20th for crews participating in the operation. Two H-21 Helicopters and crews sped to the area directly after the briefing was completed.

Once in the area, the copters began an "expanding square" search pattern, one commonly used in rescue operations. This made an expanding track over the ground just one-half mile outside the previous track, while flying at an altitude of 800 feet.

The missions, repeated by several different crews in the period of two days, lasted about two hours each.

Aboard each aircraft was an aeromedical technician from the 22d Aero-Medical Evacuation Sq. to render on-the-spot first aid and prepare the injured for air evacuation when the missing aircraft was found.

Upon finding the crash location, outlined by bright parachute silk, a landing was made within 200 feet of the crash scene, and the medical technician quickly went to the victims in the "wreckage." He had previously been trained in the correct procedures for making the patient as comfortable as possible, and air evacuation without aggravating the patient's condition.

Within 30 minutes the injured were placed aboard the helicopters in the litters provided for evacuation, and were on their way to the "field hospital"—in this case—one-

(Continued On Page 4)

Two Base Sqs - - -

(Continued From Page 1)

half mile away from the crash scene.

Their mission successfully completed, the helicopters returned to Sewart, and the aero-med team "fractured arms, and slashed arteries" of their recently evacuated victims in order to have them "in suitable condition" for the next practice arrival of new H-21 crews a few hours later.

It was a comforting thought, to all those observing the mission to know that crews like the 20th Heltron and the 22d Aero-Med EVAC Sq were in top shape and ready to respond to this type of emergency, should the situation arise.



With Best Wishes . . .

By July 16, Sewart's 20th Helicopter Squadron will be moved and in place at its new home, Myrtle Beach AFB, S.C.

Since 1955 the 20th has been performing a vital mission for the Air Force at Sewart and recently the squadron received a cherished Air Force Flying Safety Award —the first one ever to be won by a helicopter squadron. There are many search and rescue missions that could be described—many autorotations that were performed in a high-calibre manner—and many mission hours piled up by former and present crews. From a community relations angle, thousands of youngsters, as well as adults have toured the squadron and watched the H-21's perform for them in demonstrations of what they are capable of doing and do almost every day.



I would like to personally commend and say "thank you" for the excellent work by all the 20th personnel since my arrival, and for all the fine work during their entire duty assignment at Sewart. The commander, 354th Tactical Fighter Wing, Myrtle Beach AFB, may place his complete faith and trust in the 20th when they resume operations at their new home and be assured of continued outstanding performance.

ALBERT V. ENDRESS
Colonel, USAF
Commander

Myrtle Beach AFB, S.C., Is New Home For TAC Sq

Sewart's 20th Helicopter Sq, the only Air Force helicopter squadron in the United States, is slated to depart this base next week for its new duty station, Myrtle Beach AFB, S. C. A detachment of the organization is already at that location establishing a headquarters.

20th Helicopter - - -

(Continued From Page 1)

during 1958, the 20th carries an impressive record to their new location. The squadron has accomplished its missions under some of the most adverse conditions.

In February of 1958, for example, personnel of the 20th searched for 11 days near rugged Holsten Mountain before finding a Navy aircraft that had been almost entirely covered by snow.

The 20th will maintain its present mission of performing air logistical missions involving movement of materials and/or personnel at Myrtle Beach. As an additional duty, the squadron will probably perform search and rescue missions in that area.

Myrtle Beach is the home of the 354th Tactical Fighter Wg, commanded by Col. Francis S. Gabreski. The wing is equipped with North American F-100 Super Sabre jet aircraft. The base is used as a staging area for a large number of overseas deployments.

When the 20th completes their move, Sewart will be without a helicopter unit for the first time in seven years. The first helicopter squadron at this base was the 644th which was activated in 1952.

The 20th, originally the 345th Helicopter Sq, was one of three units assigned to the 516th Helicopter Gp upon its activation here in 1955. The two other squadrons — the 23d and 24th—departed Sewart for overseas bases in 1956.

The move of the squadron to Myrtle Beach is scheduled for completion on July 17. The first helicopters will leave Sunday, July 5, and most of the squadron's equipment will be shipped on July 13 and 14.

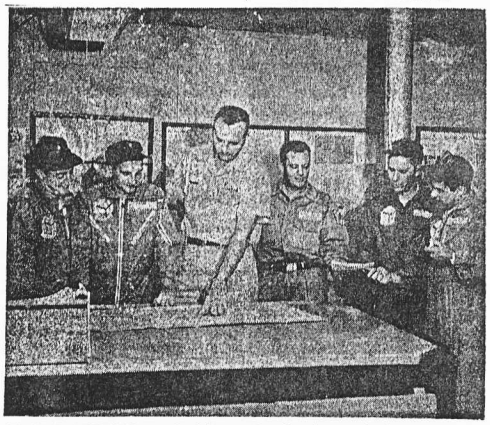
Equipped with 18 Vertol H-21B helicopters and commanded by Maj. Gregg Hartley, the 20th has performed numerous and varied duties during their stay at Sewart. Their operations have ranged all over the North American Continent and they have accomplished everything from air-lifting fish to towing ships for the U. S. Navy.

Major Hartley, commenting on the change of stations, said, "I feel the squadron is leaving the finest base in Tactical Air Command. Sewart has been our home for several years," he continued, "and many of the presently assigned personnel have been here since early in 1955."

The major went on to point out that, " . . . the cooperation and assistance the squadron has received from various agencies at Sewart in connection with our future move has been outstanding. Most personnel in the squadron will agree that this is typical of the 'Can Do' spirit which prevails at Sewart."

Winners of the U. S. Air Force Flying Safety Award for "meritorious achievement" in flight safety

(Continued on Page 3)



FLIGHT BRIEFING . . . Maj. Gregg Hartley (center left), commander of the 20th Helicopter Sq, and MSgt. William V. LaSeur are shown briefing crews of two helicopters slated to depart Sewart for Myrtle Beach AFB, S. C., Sunday. Standing around the briefing table are 1st Lt. Richard K. Madison, 1st Lt., Roger H. Christiansen, Major Hartley, Sergeant LaSeur, 1st Lt. William F. Williams, and 1st Lt. Vernon R. Granier.
(U. S. Air Force Photo By A/3C Albert A. Alva)

Flying Safety Award Goes To 20th

Fifteen Awards Were Presented Last Week

Col Albert V. Endress, 839th Air Division commander, presented the Legion of Merit to Col John R. Roche, 839th Air Division deputy for operations, and the Air Medal to 1st Lt James C. Thomas, 20th Helicopter Sq, during parade and review ceremonies last Saturday morning, along with 13 other awards presented earlier last week.

Col Roche received the Legion of Merit for his achievement in the performance of outstanding service to the United States during the period Aug. 19, 1956 through Dec. 3, 1956, as commander of the 513th TC Wg. He personally directed the airlifting of backlogged supplies along the many early warning DEWline sites, in the Arctic.

Capt Thomas received the Air Medal for his meritorious landing of an H-21B helicopter after experiencing an engine failure while flying over mountainous Arctic terrain. The fact that the aircraft was heavily loaded and Captain Thomas had only 43 seconds in which to select a landing site, the possibility of a successful landing looked extremely doubtful.

The previous evening, Maj Gen C. H. Childre, TAC director of operations and training, presented Tactical Air Command Individual Achievement awards to Captain Jack Pevey and Lt Walter Cramer, members of the 463d TCW.

While flying a mission as pilot and co-pilot in a C-130 at 8000 feet, 95 miles N-NE of Bankok, Thailand with a crew of 13 plus heavy equipment, their elevator trim tabs ran away in a nose down position. During this violent maneuver, the officers were able to reach the elevator trim power selector switch and throw it into emergency position, pulling the aircraft out of its dive at 3000 feet. Although the right alerion and 11 feet of the horizontal stabelizer were missing, the pilots were able to land, analyze the loss of aerodynamic qualities, and nurse the aircraft safely back to its home base.

Col Endress, presented ten Air Force Commendation Medals at the staff meeting last Friday to Sewart personnel for meritorious service throughout the Air Force during the recent month.



Col Albert V. Endress, 839th Air Division commander, pins the Legion of Merit medal over the left pocket of Col John R. Roche, while Lt James Thomas stands at attention waiting to be presented with the Air Medal, at the parade held last Saturday.
(Official USAF Photo by A/1C Bobby Pittard)

Flying Safety---
(Continued from Page 1)

event of an accident requiring search and rescue.

A detachment of the squadron is presently at Myrtle Beach AFB, S. C., preparing for the transfer of the squadron to that location.



MEMBERS OF THE 839TH TACTICAL HOSPITAL SQ and 22d Aeromedical Evacuation Sq are shown loading a man in an H-21B helicopter from the 20th Helicopter Sq during their month long simulated rescue mission near Center Hill.
(Official USAF Photo by A/1C Bobby Pittard)

Two Base Sqs Join To Form Medical Rescue Group

The 839th Tactical Hospital and the 22d Aeromedical Evacuation Sq have completed a month-long training session this week, which included simulated rescue missions that were accomplished with an H-21B aircraft from the 20th Helicopter Sq.

A field communications network was established at Center Hill Reservoir to relay messages through MARS to the 20th Helicopter Sq at Sewart.

Ground Rescue teams maintained constant contact with the relay station at Center Hill by using the lightweight AN/PRC-9 radios. Messages were picked up by the relay station, which consisted of a truck mounted AN/GRC-38 radio, and were relayed through MARS to notify the 20th Helicopter Sq of simulated emergency situations and locations.

Medical Technicians of the 839th Tactical Hospital and the 22d Aeromedical Evacuation Sq were present to participate and to provide medical aid at all stages of the simulated rescue and evacuation procedures.

Other phases of training included patient loading procedures on the C-130 and C-123 type aircraft provided by the 345th TC Sq and the 463d TC Wg and training in erecting and operating a 50 bed casualty staging facilities.

The Sqs have teamed to provide a comprehensive reciprocal training program which will fully qualify Medical Technicians in all phases of Tactical Medical Support.

Colonel Endress Presents Plaque To Helicopter Sq

Sewart's 20th Helicopter Sq has been selected by the Chief of Staff, USAF, to receive the U. S. Air Force Flying Safety Award for "meritorious achievement" in flight safety during 1958. A plaque, signifying the award, was presented to Maj. Gregg Hartley, commander of the 20th, by Col. Albert V. Endress, commander of the 839th Air Division, this morning.

This is the first time in the history of the Air Force that a flight safety award has been received by a helicopter squadron, according to the Directorate of Flight Safety at USAF Headquarters.

The award followed 8,000 accident-free hours flown by pilots of the 20th. This record was established in spite of the fact that many of the hours were flown at minimum altitudes in mountainous regions where dangerous and unpredictable wind currents are a constant hazard to helicopter flying.

The 20th utilizes Vertol H-21B helicopters to accomplish its mission of performing air logistical flights involving movement of material and/or personnel and such other miscellaneous support of special missions as directed.

The squadron received a large variety of special tasks which required helicopters and personnel to go all over the North American Continent during 1958. The missions have been as varied in nature as location. Included in the long list of 20th missions last year were such things as airlifting fish to local lakes, recovery of a KC-97 propellor from the Louisiana swamps to aid accident investigators and airlift in extension of the DEW Line.

Search and rescue, although not a primary mission of the squadron, accounted for a lot of 20th flying hours last year. In February of 1958, the personnel of the squadron searched for 11 days near rugged Holsten Mountain before finding a Navy aircraft that had been almost entirely covered by snow.

At Sewart, the 20th has provided an alert crew and helicopter to be on their way in minutes, 24 hours a day, 7 days a week in the

(Continued on Page 3)



RIGHT ABOUT HERE . . . Col. Albert V. Endress (right), 839th Air Division commander, teams up with Maj. Gregg Hartley, commander of the 20th Helicopter Sq, in determining where the USAF Flying Safety Award plaque will be displayed. The 20th received the award for "meritorious achievement" in flight safety during 1958.
(U. S. Air Force Photo By A/3C Albert A. Alva)

JUNE 1959

FLYING SAFETY

UNITED STATES AIR FORCE

On the following pages are listed the twenty-four units which were the flying safety leaders of the United States Air Force for the last half of calendar year 1958. The Selection Committee wishes to congratulate all those organizations which were nominated, and FLYING SAFETY magazine salutes the winners!



FLIGHT SAFETY AWARDS

20th Helicopter Sq, Sewart AFB, Tenn. TAC

Mission—perform air logistical and other special missions. This catchall phrase encompasses: 12,169 hours flying without a major accident since July 1955 (2772 hours during the award period); hydrographic operations at Frobisher Bay; radiological surveys at nuclear tests; supporting radar site construction in Greenland; airlifting to crash sites and search-rescue tasks. This busy squadron has no time to waste on an accident.

1st. Lt. ALAN B. DUNN

20th Helicopter Sq, Sewart AFB, Tenn.



The H-21B was returning at night to its home station with a crew of three aboard after completing a mission at Alpena, Michigan. Lieutenant Dunn, copilot, was at the flight controls while the pilot busied himself with the navigation. They were flying 800 feet above the terrain. Suddenly, the engine quit.

Lieutenant Dunn immediately put the helicopter into autorotation and headed toward a small field he could see faintly outlined by moonlight. The pilot, deciding against taking the controls at such a critical time when he would lose precious seconds re-orienting himself, let Lieutenant Dunn proceed with the emergency landing while he flipped on the searchlight. The glare revealed the field almost underneath them.

Lieutenant Dunn abruptly decreased the speed of the aircraft, which increased the rate of descent and enabled him, through skillful flying technique, to guide the helicopter into the small field below. The touchdown was smooth, with an after-landing roll of only one foot. The elapsed time between engine failure and reaching the ground was only 25 seconds. With the high rate of descent resulting from the precariously low airspeed, a safe landing would have been difficult under daylight conditions. With the additional handicaps of darkness and the small, uneven landing area, the resulting safe recovery was doubly commendable.

Lieutenant Dunn's clear thinking, professional pilot technique and his sound judgment saved the United States Air Force one H-21B helicopter and the lives of three crewmembers. Well Done! ▲

GAINS OF OFFICERS AND AIRMEN BY MONTH

JANUARY

OFFICERS — None

AIRMEN — M/Sgt William P. Myers

FEBRUARY

OFFICERS

1st Lt Richard G. Carter
1st Lt Charles H. Cole
1st Lt Roger L. Crabtree
1st Lt Armand J. Fiola
1st Lt Charles G. Kaminsky
1st Lt Robert E. Kinne
1st Lt Carl G. Layman
1st Lt Gerald A. Maddox
1st Lt Glenn W. Warner

AIRMEN

S/Sgt Santiago Benitez, Jr.
A/2C Joseph C. Carter, Jr.
A/2C Charles K. Melby

MARCH

OFFICERS — None

AIRMEN

S/Sgt James L. Wilmeth
S/Sgt Norman F. Dashiell
A/2C James K. Helkowski
A/2C Robert J. Howard
A/2C William C. Howard
A/2C Robert F. Huscko
A/3C Robert K. Mahlitz
A/2C Neal C. Reed
A/2C William G. Walsh

APRIL

OFFICERS — 1st Lt Richard P. Ladd

AIRMEN — T/Sgt Garvie R. Setzer

MAY

OFFICERS — None

AIRMEN — None

JUNE

OFFICERS

Capt Willie J. Downing
Capt Charles N. McAllister

AIRMEN — None

LOSSES OF OFFICERS AND AIRMEN BY MONTH

JANUARY

OFFICERS	Lt Col	Oscar N. Tibbetts	1st Lt	Alan B. Dunn
	Capt	Kenneth J. Dille	1st Lt	James M. Kalbfleisch
	Capt	Robert H. Stapleton	1st Lt	William C. McEwen
	1st Lt	Frank P. Scalfano		
AIRMEN	S/Sgt	Samuel J. Jordan	A/1C	Robert E. Ehrhardt
	S/Sgt	Terrell C. Turner	A/2C	Ralph V. Wagner

FEBRUARY

OFFICERS	1st Lt	Donald G. Calder	1st Lt	Richard L. Perry
	1st Lt	Richard F. Camp		
AIRMEN	S/Sgt	Louis H. Fenters	A/2C	Edward McConnell
	A/1C	Theodore D. Garber	A/B	Zebedee P. Akers

MARCH

OFFICERS	1st Lt	Armand J. Fiola		
AIRMEN	S/Sgt	Howard G. Engleman	A/1C	George H. Pfeiffer
	S/Sgt	Donald L. Newton	A/1C	Donald F. Twitchell
	S/Sgt	Joseph B. Trompeter	A/2C	Karl E. Kirkland
	S/Sgt	Jackie D. Whitaker	A/2C	Stephen M. Looney
	A/1C	David J. Blazic	A/2C	Richard T. McMahon
	A/1C	Rossie M. Goodman		

APRIL

OFFICERS	Maj	Robert W. Lord	1st Lt	Dale E. McDonald
	1st Lt	Paul E. Collier		
AIRMEN	S/Sgt	Arthur L. Ambrose	A/1C	Carl L. Warmack
	S/Sgt	Roy G. Bryson	A/2C	James R. Walker

MAY

OFFICERS	None			
AIRMEN	S/Sgt	David Joe, Jr.	A/1C	Joseph A. E. Garand
	A/1C	Harold D. Cunningham		

JUNE

OFFICERS	1st Lt	Mitchell B. Moore		
AIRMEN	T/Sgt	John J. Kelly	S/Sgt	Sherrel W. Robinson
	T/Sgt	George R. Mitchell	S/Sgt	Robert J. Watson
	T/Sgt	Coy E. Watson	A/1C	Victor J. Miraglia
	S/Sgt	Vernon E. Hinton	A/1C	Bobby L. West

SHORTAGES AND OVERAGES (BY OFFICER AND AIRMEN CAREER FIELD)

AT BEGINNING OF REPORTING PERIOD

	CAREER FIELD	AUTH	ASSIGNED	% OVER	% SHORT
OFFICERS	1025B	37	34	-	08
	3054	1	0	-	100
	4344	1	0	-	100
	6424	1	1	-	-
	7324	1	0	-	100
	TOTAL	41	35		
AIRMEN	27	2	1	-	50
	30	5	2	-	60
	42	8	8	-	-
	43	51	77	51	-
	47	5	5	-	-
	53	4	4	-	-
	64	5	6	20	-
	70	6	3	-	50
	73	3	2	-	33
	92	2	1	-	50
	TOTAL	91	109		

AT END OF REPORTING PERIOD

	CAREER FIELD	AUTH	ASSIGNED	% OVER	% SHORT
OFFICERS	1025B	34	29	-	15
	3054	1	0	-	100
	4344	1	0	-	100
	6424	1	1	-	-
	7324	1	1	-	-
	TOTAL	38	31		
	27	2	2	-	-
	30	5	5	-	-
	42	13	11	-	15
	43	51	49	-	04
	53	4	2	-	50
	64	5	5	-	-
	70	6	3	-	50
	73	3	3	-	-
	92	2	1	-	50
	TOTAL	91	81		

SQUADRON OJT STATUS AT THE END OF THE REPORTING PERIOD

CAREER FIELD	3 LEVEL	5 LEVEL	7 LEVEL
301-0	0	1	0
421-0	0	2	0
702-0	0	2	0
732-0	0	2	0
TOTAL	0	7	0

ROSTER OF 20TH HELICOPTER SQUADRON

OFFICERS

Major	Hartley, Gregg D.	A0820011
	Parkins, Curtis E.	A0757264
Captain	Carpenter, Charles R.	A01912062
	Downing, Willie J.	A03005845
	Lavin, John J.	46414A
	Lemoine, Bennie F.	38689A
	Liebert, Fred M.	A02245184
	McAllister, Charles N.	A02246557
	Peterson, Morton B.	A0764429
	Rogers, Huey D.	A03016646
	Thomas, James C.	28646A
	Woolverton, Buel W.	46679A
1st Lt	Carter, Richard G.	A03038385
	Christiansen, Roger H.	A03048250
	Cole, Charles H.	A03071938
	Crabtree, Roger L.	A03033663
	Elliff, John J.	A03039666
	Fisher, Grady F.	A03013743
	Granier, Vernon R.	A03020666
	Hahn, Guy S.	A03039666
	Huss, John R.	A03057866
	Kaminsky, Charles G.	A03034794
	Kinne, Robert E.	A03034925
	Ladd, Richard P.	A03050168
	Layman, Carl G.	A03037929
	Madison, Richard K.	A03010941
	Maddox, Gerald A.	A03055493
	Pido, Michael P.	A03051040
	Van Deursen, Ferdinand W., Jr.	53691A
	Williams, William F.	A03012623
2nd Lt	Ladley, David O.	A03094294

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ROSTER OF 20TH HELICOPTER SQUADRON

AIRMEN

MSgt	Adair, Francis M., Jr.	AF18005211
	Bolin, John K.	AF6281350
	Foster, James R.	AF14063862
	Hepfl, Leo R.	AF33168575
	Hill, Dee	AF14156510
	Myers, William P.	AF34149627
	Savage, Thomas L.	AF6783261
	Laseur, William V.	AF17011832
TSgt	Aspinwall, Richard R.	AF11181157
	Frautschi, Kenneth O.	AF14627018
	Gilley, Henry M.	AF14291807
	Gunter, Talmadge L.	AF14626614
	Haney, Earl P.	AF18050199
	Hartman, Maxwell C.	AF33719033
	Luch, James G.	AF18342119
	Maples, Lee R.	AF34924420
	McGuire, Charles J.	AF14626882
	Moore, Harold T.	AF14464022
	Renfrow, John E.	AF14626204
	Rosson, Francis M., Jr.	AF14626715
	Setzer, Garvie R.	AF34212368
	Witcher, Otha L.	AF37066340
	Yeats, James D.	AF14350942
SSgt	Ansley, Lee J.	AF13260784
	Benitez, Santiago, Jr.	AF13507425
	Bair, Harold D.	AF13266796
	Biddy, George B.	AF14230495
	Chaney, James A.	AF13359563
	Dashiell, Norman F.	AF13263111
	Dodson, J E	AF18222470
	Eaton, Everett E.	AF19391141
	Edwards, George S.	AF15449038
	Fenters, Louis H.	AF14509364
	Gill, Jerry E.	AF25268647
	Gray, Raymond L.	AF11168281
	Greer, Harold A.	AF14546657
	Gregory, Albert E.	AF14513865
	Lawson, Augustus W., Jr.	AF14541199
	Montgomery, Willard R.	AF14491842
	Pearson, William J.	AF14429929
	Powell, David L.	AF16438904
	Presgraves, James D.	AF14479998
	Purnell, Sam M.	AF14155147
	Reed, Wyatt G.	AF14490981
	Rushing, James L.	AF34727177
	Sandquist, Harold D.	AF36922952
	Severns, Charles D.	AF19453330
	Steele, Avron L.	AF18438473
	Stout, Carl R.	AF13604735
	Tucker, James R.	AF15473722
	Williams, Roy O., Jr.	AF14573772
	Wilmeth, James L.	AF14425031

ROSTER OF 20TH HELICOPTER SQUADRON (Cont'd)

AIRMEN

A/1C	Evans, Ernest L.	AF18495269
	Davis, Ralph L.	AF15531162
	Elmore, Loyd W.	AF14493073
	McDonald, Jerry D.	AF28194882
	Ozmar, James R.	AF24280171
	Robinson, Joseph W.	AF17515070
	Wilcox, Walter S. O.	AF16493480
A/2C	Bridges, Ernest	AF14730392
	Carter, Joseph C., Jr.	AF13507054
	Coco, Ronald G.	AF18537276
	Croom, Stephen R., Jr.	AF14626656
	Ewton, Harrison H.	AF14552981
	Ham, Hugh M.	AF14511578
	Helkowski, James K.	AF16521862
	Howard, Robert J.	AF14666755
	Howard, William C.	AF14666756
	Huscko, Robert F.	AF17419679
	King, Richard B.	AF15559723
	Locke, Dean R.	AF17460889
	Melby, Charles K.	AF17383969
	Peterson, Gene A.	AF16537507
	Reed, Neal C.	AF21215307
	Roberts, Carl L.	AF25355349
	Schmidt, Horace A.	AF18497403
	Walsh, William G.	AF16496091
	Weatherford, Charles F.	AF14611686
A/3C	Bartholomew, Ralph W.	AF13628685
	Cooper, William B., Jr.	AF13578749
A/B	Ashley, Delmar L.	AF13534767

HEADQUARTERS
TACTICAL AIR COMMAND
United States Air Force
Langley Air Force Base, Virginia

GENERAL ORDERS)
NUMBER 3)

7 January 1959

DISCONTINUANCE OF 4458TH UNITED STATES AIR FORCE HOSPITAL.....SECTION I
DESIGNATION, ORGANIZATION AND DISCONTINUANCE OF CERTAIN DETACHMENTS..SECTION II

I. DISCONTINUANCE OF 4458TH UNITED STATES AIR FORCE HOSPITAL...1. Effective 15 April 1959, the 4458th United States Air Force Hospital will be discontinued at England Air Force Base, Louisiana.

a. Concurrently with this action, personnel, medical equipment and materiel, and records will be transferred to the 401st Tactical Hospital.

b. Funds will be disposed of in accordance with current instructions.

2. When the action directed herein has been accomplished, report will be made to Headquarters United States Air Force by means of the Air Force Organization Status Change Report (Reports Control Symbol AF-01) in compliance with Air Force Regulation 20-49 and Tactical Air Command Supplements thereto.

3. Authority: Air Force Regulation 20-27.

II. DESIGNATION, ORGANIZATION AND DISCONTINUANCE OF CERTAIN DETACHMENTS...1. The following detachments will be designated and organized at stations indicated, effective on dates indicated:

DETACHMENT AND STATION	EFFECTIVE DATE
Detachment 1, 4504th Support Squadron Holloman Air Force Base, New Mexico	16 January 1959
Detachment 1, 20th Helicopter Squadron Myrtle Beach Air Force Base, South Carolina	1 March 1959

2. Personnel and Unit Mission Equipment will be furnished by the Commander of the parent organization.

3. Effective 16 January 1959, Detachment 1, 4504th Tactical Missile Wing (Training) will be discontinued at Holloman Air Force Base, New Mexico.

4. Effective 1 March 1959, Detachment 1, 20th Helicopter Squadron is attached to the 354th Tactical Fighter Wing for administration, logistical support, court martial jurisdiction, actions under Article 15, Uniform Code of Military Justice and proceedings requiring actions by a General Court Martial Convening Authority.

5(1)

5. When the action directed herein has been accomplished, report will be made to Headquarters United States Air Force by means of the Air Force Organization Status Change Report (Reports Control Symbol AF-01) in compliance with Air Force Regulation 20-49 and Tactical Air Command Supplements thereto.

6. Authority: Air Force Regulation 20-27.

FOR THE COMMANDER:

s/N C Voshel
t/N C VOSHEL
Colonel, USAF
Deputy for Administration

DISTRIBUTION
B, X
20 - Hq USAF, Dir of Admin Svcs, Attn: Pub Division
30 - 9th AF, 12th AF
5 - Hq USAF, Attn: Dir M&O
5 - TASC, TPMO, 19th AF, Units Concerned, TSPH
5 - Comdr, ARRC, 3800 York St Denver 5, Colo Attn: PAA

A TRUE COPY:

James C. Thomas

JAMES C. THOMAS
Captain, USAF

5(2)

Headquarters
NINTH AIR FORCE
United States Air Force
Shaw Air Force Base, South Carolina

NAFOT-P

27 March 1959

SUBJECT: Movement Order, 20th Helicopter Squadron

TO: 839 Air Div
Sewart AFB, Tenn

1. This movement order directs you to prepare and move the 20th Helicopter Squadron at an approximate strength of 25 officers and 99 airmen from Sewart AFB, Tenn. to Myrtle Beach AFB (0J66), S.C. on or about 18 July 1959.

2. This is a permanent change of station.

3. Unit will move in accordance with the applicable provisions of AFR 75-20 and AFM's 75-1 and 75-2. Military aircraft may be used. TPA. Support airlift will be requested in accordance with TAC Regulation 76-1.

4. Advance echelon of approximately 2 officers and 5 airmen is authorized. Echelon will move on 7 May 1959.

5. Unit will move with authorized unit mission equipment (UME) and such items of unit support equipment (USE) not provided by Myrtle Beach AFB and as authorized by COMTAC.

6. Dates of departure and arrival of unit will be reported by means of the Air Force Organization Status Change Report (RCS AF-01).

7. For costs of the advance echelon, cite permanent change of station open allotment account classification 5793500 948-161 P531.14 503725 0200, 0300, 0700 CIC 4 5 948 5332 503725. For costs of the squadron after 30 June 1959, cite permanent change of station open allotment account classification 5703500 048-161 P531.14 503725 0200, 0300, 0700 CIC 4 5 048 5332 503725 for all PCS costs from home station in accordance with the provisions of AFM 170-7, except that transportation costs of organizational equipment and impedimenta are chargeable to Base Operations and Maintenance funds available to your command. This is not authority to obligate Fiscal Year 1960 funds which is dependent upon Congressional action. AFR 170-8 will be strictly adhered to.

8. Secretarial finding to permit second permanent change of station in a fiscal year will be obtained prior to movement of individuals concerned. Request for Secretarial findings will be

6(1)

forwarded to DCS/Personnel, Headquarters Ninth Air Force. Movement lists of personnel requiring Secretarial findings should be submitted to this headquarters in eleven (11) copies. In accordance with Paragraph 7, Part 1, Chapter I, AFM 35-11, at least 60 days advance notice will be given to personnel receiving PCS reassignments. All commanders will make every effort to alleviate any personnel hardships that may result from this unit move.

FOR THE COMMANDER:

s/C. R. Schwabenbauer
t/C. R. SCHWABENBAUER
CWO (W-3), USAF
Asst. Deputy for Administration

DISTRIBUTION:

Copies	Organization
5	Director of Operations, Hq USAF, Wash 25,D.C.
2	Director of Transportation, Hq USAF, Wash 25, D. C.
2	Executive Director, MTMA, US Army, Wash 25, D. C.
5	Commander AMC, Wright-Patterson AFB, Ohio
5	Commander TAC, Langley AFB, Va.
2	Commander 839 Air Div, Sewart AFB, Tenn.
2	Commander, Sewart AFB, Tenn.
20	Commander, 20th Helicopter Sq, Sewart AFB, Tenn.
2	Commander, 354th TFW, Myrtle Beach AFB, S. C.
2	Commander, Myrtle Beach AFB, S.C.
2	NAFDM
2	NAFDP
2	NAFCP
2	NAFOO
1	NAFIS
1	NAFIG
10	NAFOT-P

A TRUE COPY:

James C. Thomas

JAMES C. THOMAS
Captain, USAF

6(2)

Headquarters
NINTH AIR FORCE
United States Air Force
Shaw Air Force Base, South Carolina

NAFOT-P 14 Apr 1959

SUBJECT: Change #1, Movement Order, 20th Helicopter Squadron

TO: 839th Air Div
Sewart AFB, Tenn

Letter, Headquarters Ninth Air Force, NAFOT-P, Subject: Movement Order, 20th Helicopter Squadron, 27 March 1959, is changed to delete paragraph 8 and substitute the following:

"8. Secretarial finding to permit second permanent change of station in a fiscal year will be obtained prior to movement of individuals concerned. All personnel records will be checked to determine necessity for Secretarial Findings. In questionable cases, assistance of the Base Accounting and Finance Officer maintaining individual pay records will be obtained to determine eligibility for second PCS move. In addition, steps will be taken to insure DLA deferments have not been inadvertently left off the AF Forms 7 or 11 of the individuals concerned. In addition, waiver of TAC Supplement 1 to AFM 35-11 is granted to effect reassignment of Personnel who have less than 18 months at present station of assignment. Requests for Secretarial findings will be forwarded to DCS/Personnel, Headquarters Ninth Air Force. Movement lists of personnel requiring Secretarial findings should be submitted to this headquarters in eleven (11) copies. In accordance with Paragraph 35, Part 1, Chapter I, AFM 35-11, at least 60 days advance notice will be given to personnel receiving PCS reassignments. All commanders will make every effort to alleviate any personnel hardships that may result from this unit move."

FOR THE COMMANDER:

s/C. R. Schwabenbauer
t/C. R. SCHWABENBAUER
CWO (W-3), USAF
Asst. Deputy for Administration

DISTRIBUTION:

5 AFODC, Wash 25 D.C.
2 AFMTP, Wash 25 D.C.
2 MTMA, USA, Wash 25 D.C.
5 TAC
5 AMC
2 839 AD
2 839 ABG
20 20th Hel Sq
2 354TFW
2 354ABG
2 NAFDM
2 NAFDP
2 NAFCP
2 NAFOO
1 NAFIS
1 NAFIG
10 NAFOT-P

A TRUE COPY:

James C. Thomas

JAMES C. THOMAS
Captain, USAF

6(3)

CREW AND PILOT STATUS

As of 1 January 1959	ASSIGNED		ATTACHED
	LINE	STAFF	
Instructor Pilots	4	1	0
Tactical First Pilots	15	0	2
First Pilots	6	0	2
Co-pilots	7	1	0
TOTAL	32	2	3

Total Operationally Ready Combat Crews - 16

As of 30 June 1959			
Instructor Pilots	6	2	0
Tactical First Pilots	14	0	0
First Pilots	2	0	1
Co-pilots	5	0	1
TOTAL	27	2	2

Total Operationally Ready Combat Crews - 13

CHANGES IN STATUS DURING PERIOD

NAME	FROM	TO
Maj Lord	CP	TP
Capt Thomas	TP	IP
Capt Woolverton	CP	TP
1/Lt Carter	SCP	P
1/Lt Cole	SCP	TCP
1/Lt Crabtree	SCP	TCP
1/Lt Elliff	CP	TP
1/Lt Kaminski	SCP	TCP
1/Lt Kinne	SCP	P
1/Lt Ladd	CP	TP
1/Lt Layman	SCP	TCP
1/Lt Maddox	SCP	TCP
1/Lt Pido	CP	TP

9AF DIRECTED MISSIONS (1 January - 30 June 1959)

9AF Mission Number	Date of Operation	Number of Aircraft	Location of Mission	Number Passengers Carried	Cargo Airlifted (Pounds)	Description of Mission
1-22-47	23Jan-9Mar	2	Bimidji, Minn	169	24,070	Support C-130 aircraft from 314th TCWg undergoing ski transition.
4-7-7	7Apr-22Apr	1	Nellis AFB, Nev	166	2,000	Provide helicopter airlift for NBC TV personnel covering World Congress of Flight.
5-8-1	6May-17May	3	Fort Lee, Va	300	9,495	VIP airlift for AF personnel participating in Logex 59.
5-22-1	21May-27May	3	Fort Bragg, N.C.	30	0	VIP airlift for Army personnel participating in Dark Cloud-Pine Cone II.
5-22-1	31May-6Jun	6	Fort Bragg, N.C.	48	1,000	VIP airlift for Army personnel participating in Dark Cloud-Pine Cone II.

SUPPORT MISSIONS (Grand Total - 113)

Personnel

Airlift

7 Jan Campbell AAF, Ky
5 Feb Campbell AAF, Ky
5 Feb Dobbins AFB, Ga
6 Feb McGhee-Tyson AFB, Tenn
10 Feb Tullahoma, Tenn
23 Feb McGhee-Tyson AFB, Tenn
10 Mar Tullahoma, Tenn
19 Mar Center Hill Reservation
23 Mar Campbell AAF, Ky
24 Mar Campbell AAF, Ky
30 Mar Campbell AAF, Ky
31 Mar Dobbins AFB, Ga
16 Apr Campbell AAF, Ky
17 Apr Campbell AAF, Ky
20 Apr Joelton, Tenn
22 Apr Joelton, Tenn
22 Apr Joelton, Tenn
23 Apr Joelton, Tenn
30 Apr Tullahoma, Tenn
2 May Donaldson AFB, S.C.
5 May Campbell AAF, Ky
17 May Joelton, Tenn
25 May Joelton, Tenn
29 May Memphis, Tenn
17 Jun Campbell AAF, Ky
18 Jun Campbell AAF, Ky
19 Jun Campbell AAF, Ky
20 Jun Campbell AAF, Ky

TOTAL MISSIONS - 28

Logistics

9 Jan Campbell AAF, Ky
19 Jan Patterson AFB, Ohio
24 Jan McCoy AFB, Fla
30 Jan Memphis, Tenn
2 Mar Brookley AFB, Ala
28 Mar Myrtle Beach AFB, S.C.
20 Apr St. Louis, Mo.
22 Apr Brookley AFB, Ala
15 May Dobbins AFB, Ga

TOTAL MISSIONS - 9

Paradrops

6 Feb Sewart AFB
27 Feb Sewart AFB
25 Mar Sewart AFB
15 Apr Sewart AFB

TOTAL MISSIONS - 4

Static Displays

13 Jan Sewart AFB
10 Mar Sewart AFB
15 May Donaldson AFB, S.C.
16 May Campbell AAF, Ky
16 May Malden, Mo.
16 May Shelbyville, Tenn
17 May Sewart AFB
21 May Sewart AFB
21 May Columbus AFB, Miss

TOTAL MISSIONS - 9 (5 Flights)

Prisoner Pick-ups

9 Jan Godman AAF, Ky
26 Jan Godman AAF, Ky
11 Feb Godman AAF, Ky
24 Feb Godman AAF, Ky
26 Feb Godman AAF, Ky
6 Apr Godman AAF, Ky
23 Apr Godman AAF, Ky
4 Apr Godman AAF, Ky
5 Jun Godman AAF, Ky

TOTAL MISSIONS - 9

Aeromedical Evacuation

13 Jan McGhee-Tyson AFB, Tenn
16 Mar Tri-Cities Aprt, Tenn
5 Jun Putman County, Tenn

TOTAL MISSIONS - 3

Search and Rescue

9 Jan Tri-Cities Aprt,Tenn

TOTAL MISSIONS - 1

Administrative Flights

22 Jan Myrtle Beach AFB,S.C.
29 Jan Myrtle Beach AFB,S.C.
5 Feb Myrtle Beach AFB,S.C.
6 Mar Myrtle Beach AFB,S.C.
19 Mar Myrtle Beach AFB,S.C.
8 Apr Myrtle Beach AFB,S.C.
22 Apr Myrtle Beach AFB,S.C.
14 Jun Myrtle Beach AFB,S.C.
15 Jun Myrtle Beach AFB,S.C.

TOTAL MISSIONS - 9

Orientation Rides

19 Mar Sewart AFB
22 Jun Center Hill
23 Jun Center Hill
24 Jun Center Hill
25 Jun Center Hill
26 Jun Center Hill
29 Jun Center Hill
30 Jun Center Hill
1 Jul Center Hill
2 Jul Center Hill
3 Jul Center Hill
24 Jun Memphis, Tenn
25 Jun Memphis, Tenn
26 Jun Memphis, Tenn

TOTAL MISSIONS - 14

Nav Proficiency

6 Jan Scott AFB, Ill
7 Jan Maxwell AFB, Ala
12 Jan McCoy AFB, Fla
13 Jan Memphis, Tenn
14 Jan Eglin AFB, Fla
16 Jan Miami, Fla
17 Jan Miami, Fla
28 Jan Webb AFB, Tex
7 Feb Pensacola NAS, Fla
17 Feb Olmsted AFB, Pa
20 Feb Maxwell AFB, Ala
26 Feb Hensley NAS, Tex
6 Mar Keesler AFB, Miss
19 Mar Wright AFB, Ohio
8 Apr Patrick AFB, Fla
15 Apr Greenville AFB,Miss
20 Apr Hensley NAS, Tex
10 Jun Wright AFB, Ohio
12 Jun Patrick AFB, Fla

TOTAL MISSIONS - 20

Miscellaneous

6 May Pittsburgh, Pa (DZ Support)
17 May Sewart AFB (Air Show)
15 May Sewart AFB (Leaflet Drop)
26 May Sewart AFB (Photography)
21 Jun Wright-Patterson AFB (Atlas unveiling)

TOTAL MISSIONS - 5

Ferry Aircraft

17 Feb Olmsted AFB, Pa
1 Mar Myrtle Beach AFB, S.C.(4)

TOTAL MISSIONS - 2 (5 Flights)

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
Washington 25, D. C.

REPLY TO:

DIRECTOR
Air Force Museum
Wright-Patterson AFB, Ohio

Captain Huey D. Rogers
20th Helicopter Squadron
Sewart Air Force Base, Tennessee

2 Jul 1959

Dear Captain Rogers

1. Inclosed is a set of photographs showing the Atlas ICBM unveiling on 21 June 1959. Unfortunately, the size of the missile and the altitude of the helicopter prevented the photographer from "doing justice" to your part in the program.

2. I hope that you will be able to have a small story run in the "Carriers Courier" and give the 20th and the Museum a little publicity.

3. We had a most successful "Air Force Museum Week." On Sunday, the 21st, we counted over 10,756 persons. The total for the week was, 26,500.

4. Again many thanks for the "lift" you gave us in making this the most successful Museum Week ever.

Sincerely

s/William J. Ratsch, Jr.
t/WILLIAM J. RATSCH, JR.
Chief, Office of Educational Services

A TRUE COPY:

James C. Thomas

JAMES C. THOMAS
Captain, USAF

10





Ltr (Off of the Vice Comdr), Hq TAC, dtd 5 May 59, Flying Safety Award

Jun 24 1959

3rd Ind (314C)

Hq 314th Trp Carr Wg, Med, Sewart AFB, Tenn

TO: 20C

You are already aware of my high regard for the officers and men of your fine organization. It is indeed a pleasure to note that your organization is held in the same high esteem by General Eckert, General Hutchinson and Colonel Endress.

s/Daniel F. Tatum
t/DANIEL F. TATUM
Colonel, USAF
Commander

A TRUE COPY:

James C. Thomas

JAMES C. THOMAS
Captain, USAF

13(1)

Ltr (Off of the Vice Comdr), Hq TAC, 5 May 59, Flying Safety Award

1st Ind (NAFFS) 2 Jun 1959

Hq 9 AF, Shaw AFB, SC

TO: 839 Air Div, Sewart AFB, Tenn

1. It is with great pleasure that I forward the correspondence accouncing the 20th Helicopter Squadron, Sewart Air Force Base, Tennessee, the winner of the USAF Flying Safety Award for the period 1 January 1957 through 31 December 1958.

2. A record of this nature is a direct reflection of quality leadership, organizational capability and a high state of morale. Such a record can only be achieved through constant and untiring efforts on the part of all personnel concerned to continually improve all aspects of squadron activity.

3. Please add my congratulations to those of General Eckert.

s/D. W. Hutchinson
t/D. W. HUTCHINSON
Major General, USAF
Commander

1 Atch
w/d

2nd Ind. (DC) 16 Jun 1959

Hq 839 Air Division, Sewart AFB, Tenn.

TO: 314th Troop Carrier Wing (M)

1. It is indeed a pleasure to forward this Flying Safety Award and present the Flying Safety Award Plaque to the 20th Helicopter Squadron. This is the first time such an award has been made to a helicopter squadron. There can be little doubt that the leadership displayed by the Commander and officers and the constant attention by maintenance personnel has permitted this squadron to be foremost in the Air Force. At a time when aircraft accidents were costing the Air Force many lives and dollars, it is indeed commendable that the leadership and professionalism displayed did not contribute to our high losses.

2. It is with pleasure that I add my congratulations to those of General Eckert and General Hutchinson in presenting this award.

s/Albert V. Endress
t/ALBERT V. ENDRESS, Colonel, USAF
Commander

13(2)

HEADQUARTERS
TACTICAL AIR COMMAND
United States Air Force
Langley Air Force Base, Virginia
Office of the Vice Commander

5 May 1959

SUBJECT: Flying Safety Award

TO: 9AF

1. It is with pleasure that I announce that the Chief of Staff, United States Air Force, has selected the 20th Helicopter Squadron, Sewart Air Force Base, Tennessee, as a recipient of a Flying Safety Award. This unit established and maintained an outstanding flying safety record for the period ending 31 December 1958.

2. The squadron flew more than 8,000 hours without a major aircraft accident from 1 January 1957 to 31 December 1958. This enviable record was attained as the unit performed logistic missions involving movement of materiel and personnel in support of special missions. Several search-rescue missions were flown over mountainous terrain in marginal weather conditions.

3. In recognition of this flight safety achievement, a Flying Safety Award Plaque, suitably inscribed, is forwarded for presentation to the Commander, 20th Helicopter Squadron. The distinction and honor associated with the winning of this award should be emphasized in an appropriate presentation ceremony.

4. Please extend my personal congratulations to the Commander, 20th Helicopter Squadron, for his outstanding accident prevention program.

s/William D. Eckert
t/WILLIAM D. ECKERT
Lieutenant General, USAF
Vice Commander

1 Atch
Flying Safety Award Plaque

13 (7)

FLYING TIME BREAKDOWN (BY MISSION SYMBOL)

	MONTHLY TOTAL	0-1					0-1D				X-3	
		TIME	PAX	PARADROPS	CARGO	FLTS	TIME	PAX	CARGO	FLTS	TIME	FLTS
January	462:00	396:30	45	36	2400	174	55:30	21	4200	30	10:00	21
February	448:20	301:45	6	39	230	129	129:35	163	16870	89	11:30	22
March	475:40	356:25	63	24	675	158	82:50	66	11261	44	11:35	15
April	462:00	324:10	64	28	12100	162	11:20	2	0	6	10:15	14
May	462:00	241:35	48	0	2250	128	20:45	23	0	11	12:15	24
June	462:00	349:55	255	60	1050	165	0	0	0	0	10:55	22
TOTAL	2772:00	1970:20	481	187	18705	916	300:00	275	32331	180	66:30	118

	0-2					0-3				0-5			
	TIME	PAX	PARADROPS	CARGO	FLTS	TIME	PAX	CARGO	FLTS	TIME	PAX	CARGO	FLTS
January	0	0	0	0	0	0	0	0	0	0	0	0	0
February	5:40	0	5	0	3	0	0	0	0	0	0	0	0
March	24:50	9	2	1000	14	0	0	0	0	0	0	0	0
April	51:05	36	0	720	23	65:10	166	2000	5	0	0	0	0
May	46:05	13	20	200	32	95:00	300	9495	141	46:20	100	0	53
June	27:30	192	10	0	17	8:45	4	500	6	64:55	48	500	64
TOTAL	155:10	250	37	1920	89	168:55	470	11995	152	111:15	148	500	117

FLYING TIME BREAKDOWN (FOR LINE AND STAFF PILOTS)

	Nr Line Pilots Assigned (End of Month)	Average Time Logged (Line Pilots)	Nr Staff Pilots Assigned (End of Month)	Average Time Logged (Staff Pilots)	Squadron Average
January	26	37:30	2	20:40	35:50
February	33	29:30	2	24:50	29:05
March	32	32:00	2	23:10	31:20
April	30	32:00	2	22:00	31:20
May	29	33:15	2	11:40	31:50
June	28	27:35	2	19:30	27:05
6 Month Average		31:15		20:50	31:05

STANDARDIZATION PROGRAM

NAME	PERIOD CHECK DUE	DATE CHECK GIVEN
Maj Hartley	2 Jan - 2 Mar	20 Jan
Maj Parkins	20 Jan - 20 Mar	30 Jan
Maj Kemp (Attached)	15 Dec - 15 Feb	9 Jan
Capt Carpenter	18 Mar - 18 May	19 Mar
Capt Lavin	1 Mar - 1 May	11 Mar
Capt Lemoine	14 Dec - 14 Feb	9 Jan
Capt Liebert	16 Apr - 16 Jun	6 May
Capt McAllister	7 May - 7 Jul	4 Jun
Capt Peterson	12 Feb - 12 Apr	3 Feb
Capt Rogers	17 Mar - 17 May	25 Mar
Capt Thomas	11 Jan - 11 Mar	5 Feb
Capt Woolverton	2 Mar - 2 May	11 Feb
1/Lt Carter	N/A (Initial Check)	19 Jun
1/Lt Christiansen	5 Feb - 5 Apr	5 Feb
1/Lt Cole	N/A (Initial Check)	9 Mar
1/Lt Collier	1 Feb - 1 Apr	25 Feb
1/Lt Crabtree	N/A (Initial Check)	23 Mar
1/Lt Elliff	12 Apr - 12 Jun	12 May
1/Lt Fisher	27 Apr - 27 Jun	18 May
1/Lt Granier	9 Jan - 9 Mar	31 Jan
1/Lt Hahn	3 Jan - 3 Mar	30 Jan
1/Lt Huss	2 Mar - 2 May	22 Mar
1/Lt Kaminsky	N/A (Initial Check)	17 Jun
1/Lt Kinne	N/A (Initial Check)	9 Mar
1/Lt Ladd	N/A (Initial Check)	2 Apr
1/Lt Layman	N/A (Initial Check)	18 Jun
1/Lt Maddox	N/A (Initial Check)	26 Mar
1/Lt Madison	31 Mar - 31 May	20 Mar
1/Lt Pido	6 Feb - 6 Apr	17 Feb
1/Lt Stearman (Attached)	22 May - 22 Jul	19 Jun
1/Lt Van Deursen	18 Apr - 18 Jun	8 May
1/Lt Warner	N/A (Initial Check)	23 Mar
1/Lt Williams	17 Dec - 17 Feb	18 Dec

MAINTENANCE STATISTICS SUMMARY

	January	February	March	April	May	June
A/C Assigned	17	18	18	18	18	18
A/C Possessed	17	18	18	18	18	18
No. A/C in Comm	10.8	12.8	13.4	14	14.5	13.4
% A/C In Comm	60.3	70.8	74.5	78.1	80.6	74.8
% A/C AOCP	14.3	9.5	10.5	10.8	8.2	14.3
No. P.E.'s Completed	8	8	8	6	6	7
Hours Flown	462:00	448:20	475:40	462:00	462:00	462:00

ASSIGNED STRENGTH OF MAINTENANCE SECTION

AFSC	AUTHORIZED	ASSIGNED					
		JAN	FEB	MAR	APR	MAY	JUN
30130	1	0	0	0	0	0	0
30131	1	0	0	1	1	1	1
30150	1	1	2	3	3	3	3
30151	1	0	0	0	0	0	0
30170	1	1	0	1	1	1	1
42132	1	0	0	0	0	0	0
42133	4	2	2	2	2	2	2
42152	2	0	0	2	2	2	2
42153	1	3	3	3	2	2	2
42250	2	3	3	2	2	2	2
42330	1	0	0	0	0	0	0
42350	2	4	4	4	3	3	3
43130	3	0	0	0	0	0	0
43150	12	22	22	15	15	15	15
43170	6	12	12	14	14	14	15
A43170	16	25	25	23	23	23	22
43180	1	0	0	0	0	0	0
43231	3	1	1	0	0	0	0
43251	9	10	10	10	8	6	4
43271	1	1	1	2	2	2	2
53250	1	0	0	0	0	0	0
53331	1	0	0	0	0	0	0
53430	1	1	0	0	0	0	0
53450	1	3	3	2	2	2	2
70230	1	1	1	1	1	1	1
70250	1	1	1	0	0	0	0
TOTAL AUTH:	75	91	91	85	81	79	77

POSITIONAL CHART

AUTHORIZED			ASSIGNED	
1	6424	1st Lt	1	6421 Capt Huey D. Rogers
1	64173	TSgt	1	64173 SSgt Everett E. Eaton
1	64151	SSgt	1	64151 A/1C Loyd W. Elmore
1	64151	A/1C	1	64151 A/1C Ralph L. Davis
1	64131	A/3C	1	64151 A/1C Joseph W. Robinson
1	64131	A/3C	1	64151 A/1C Carl L. Roberts
1	70230	A/2C	0	

PERSONAL EQUIPMENT

1	92250A	A/1C	1 92250A SSgt Santiago Benitez, Jr.
1	92230A	A/2C	1 92230A A/3C Robert K. Mahlitz