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HISTORY
ANNUAL SUPPLEMENT – 1966

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Office of the Adjutant General
United States Army Aviation Center
Fort Rucker, Alabama

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MAJOR GENERAL JOHN J. TOLSON

COMMANDING GENERAL

9 MARCH 1965 —

PREFACE

This annual supplement is a resume of the historical events in which Headquarters, United States Army Aviation Center participated during Calendar Year 1966. It provides accurate, objective accounts of the most important aspects of the activities of this headquarters during this period. The problems encountered, their solutions, results obtained, and lessons learned will be a basic source of knowledge to the headquarters staff in the development of future doctrine, plans, policies, organization, and training.

Information contained in this annual supplement was based on reports submitted by the various office chiefs of the headquarters. All material is presented in an impersonal and objective manner. Details, where possible, were omitted for the sake of brevity. Material statements of fact, which are not supported by a reference, can be supported by reports from office chiefs, which are filed in this headquarters.

This report was prepared in compliance with Headquarters USCONARC Regulation 870-2 and instructions contained in Style Manual for Use in the Preparation of US Army in World War II Histories - a publication of the Office of the Chief of Military History, Department of the Army.

The Calendar Year 1966 annual supplement is the second in a series of Headquarters, United States Army Aviation Center annual supplements which began in Calendar Year 1965.

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CHAPTER 1

UNITED STATES ARMY AVIATION CENTER

OFFICE OF THE SECRETARY GENERAL STAFF

Fort Rucker topped all Third Army installations in reenlistments for the Fiscal Year 1966, with 45 percent of eligible service personnel "re-upping."

In addition to the overall figure, the post had 50 percent reenlistments in the first term category.

Certificates accompanying the Third Army plaques were sent to Major General John J. Tolson, Fort Rucker Commanding General, who in turn presented them to Captain H. H. Ferguson, Jr., of Bessemer, Alabama, Army Aviation Center reenlistment officer.

This is the second time Fort Rucker has won the annual award (the first for the period July 1962 to June 1963). On a quarterly basis, the post has headed the list five times out of the last eight quarters.

Captain Dickey R. McKinney, of Spruce Pine, North Carolina, was appointed Aide-de-Camp to Major General John J. Tolson, Commanding General of Fort Rucker, replacing Vietnam-bound Major W. A. Gebhardt.

Before his appointment as Major General Tolson's aide, Captain McKinney received his fixed wing multi-engine rating.

In keeping with Department of the Army policy, Fort Rucker, the home of the Army Aviation School, has been designated to house a plaque in memory of those soldiers who had given their lives in the Cold War since 1958, while serving with Army Aviation.

In ceremonies conducted 18 October 1966, Major General John J. Tolson, Fort Rucker's Commanding General, unveiled the impressive plaque which will be initially engraved with the names of 127 persons who, while connected with Army Aviation, were killed or missing in action in the Republic of South Vietnam.

In an address to assembled troops of the 53d Aviation Battalion and guests, Major General Tolson said: "It is my deepest hope that by this simple ceremony, the supreme sacrifice given by these men, will be long remembered."

General Paul L. Freeman, Jr., Commanding General of the U. S. Continental Army Command, visited the Aviation Center 1 November 1966.

The four-star general and his wife were greeted upon their arrival at Cairns Army Airfield by Major General John J. Tolson, Commanding General at Fort Rucker, and Mrs. Tolson.

While at the Aviation Center, General Freeman, whose headquarters is at Fort Monroe, Virginia, observed basic combat training, met with senior officers and was informed of changes at the post since his last visit.

The Bogardus S. Cairns Chapter, of the Association of the United States Army, presented awards to five persons at a meeting at Fort Rucker on 16 November 1966. Included in the persons receiving awards were Colonel Schockner, Deputy Center Commander, and SGM Griffin, Center Sergeant Major. The certificates, presented by Mr. Glenn Heath, Chapter President, were in appreciation for their outstanding contribution and support of the local chapter of the AUSA.

SGM Glenn E. Owens, of Columbus, Georgia, has been appointed sergeant major of the Aviation School at Fort Rucker.

He was presented the school colors by Major General John J. Tolson, Commandant of the Aviation School, at the Noncommissioned Officers' Club, before a group of senior NCO's and Officers, Thursday, 27 October 1967.

During the ceremony, the former school sergeant major, SGM Roland A. Waddill, Jr., who has been assigned to the 7th Infantry Division in Korea, was presented a U. S. Army Aviation Center Certificate of Achievement for overall efficiency while performing his duties for the School.

OFFICE OF THE ASSISTANT CHIEF OF STAFF, G-1

Personnel strength at Fort Rucker increased as follows during Calendar Year 1966:

As of 1 January 1966

	OFF		WO		ENL		MIL TOT		CIV	
	Auth	Asgd	Auth	Asgd	Auth	Asgd	Auth	Asgd	Auth	Asgd
CLASS I TOTAL (PERM PARTY)	1125	1002	275	252	4068	3504	5468	4758	1677	1702
CLASS II ACTIVITIES TOTAL	162	137	4	5	212	172	378	314	219	211
TOTAL STUDENTS		545		155		3404		4104		
POST TOTAL	1287	1684	279	412	4280	7080	5846	9176	1896	1913

As of 31 December 1966

	OFF		WO		ENL		MIL TOT		CIV	
	Auth	Asgd	Auth	Asgd	Auth	Asgd	Auth	Asgd	Auth	Asgd
CLASS I TOTAL (PERM PARTY)	1377	1325	339	556	4094	5845	5810	7726		
CLASS II ACTIVITIES TOTAL	146	122	4	4	223	212	373	338	282	271
TOTAL STUDENTS		554		1203		2262		4019		
POST TOTAL	1523	2001	343	1763	4317	8319	6183	12083	2846	2552

OFFICE OF THE ADJUTANT GENERAL

Operational Control of Troop Brigade Personnel. The Office of the Adjutant General is responsible for the operation of the USAAVNC Trp Bde (Prov) Personnel Section. This additional responsibility entails the maintenance of field 201 files for officers, warrant officers, and enlisted personnel assigned or attached to the USAAVNC and USAAVNS to include the United States Army Aviation Human Research Unit, United States Army Board for Aviation Accident Research, United States Army Combat Development Command Aviation Agency, and officers assigned to headquarters, CONARC, with duty station Eglin Air Force Base, Florida (attached to this headquarters for administrative purposes). This responsibility also includes staff and technical supervision in the areas of orders administration, records management, mail and distribution, publication, and blank forms supply.

Visit of Department of the Army Military Personnel Management Team. During the period 6-15 June 1966, Fort Rucker was visited by the Southeastern Area Department of the Army Personnel Management Team. Purpose of this visit was to conduct surveys on the following subjects: Personnel Classification and Assignment; the Enlisted Evaluation System; Impact of Proficiency Pay on Reenlistment Rates; Analysis of Replacement Flow and Utilization of Warrant Officer, MOS 711A. Results of these surveys and observations of the Team were reported directly to the Chief, OPO, and will subsequently be reflected in personnel policy and procedural changes.

Expansion of Mail Service. In July the AG Postal Branch added facilities to serve an additional 965 personnel in Consolidated Mail Room #2, thus providing mail service for the increased student input in the Warrant Officer Candidate Companies and Officer Student Company. They also activated Consolidated Mail Room #5 in the Tank Hill Area with facilities to serve 1296 personnel. At present, this mail room serves personnel of the 3d Enlisted Student Company.

Visit of USCONARC Personnel Management Team. During the period 21-23 November 1966, the USCONARC Personnel Management Team visited Fort Rucker, Alabama. Purpose of this visit was to inspect the personnel management procedures at Fort Rucker. Quoted is paragraph two of inspection letter forwarded from the USCONARC Inspection Team to the Commanding General, Third US Army, "The efficiency and effectiveness of the 53d Aviation Battalion Personnel Office rate high among units of comparable size within USCONARC, and the officers and noncommissioned officers responsible for its operation are to be commended."

Mail Service. During the month of October mail service was extended to the newly formed 5th Bn, 31st Infantry. In November, Bataan Hall, Bldg 9204, was secured for use as CMR #6 to serve units of Troop Brigade. December saw the transfer of 5th Bn, 31st Infantry to Fort Benning, Georgia. Rosters of the 31st Infantry were obtained and mail forwarded to Fort Benning.

CIVILIAN PERSONNEL DIVISION

Recruitment. Authority to hire civilians to replace military was received early in February. The accelerated examining and recruitment program begun in the first half of Fiscal Year 1966, by the Aviation Training Buildup Program was continued. Of the 568 spaces converted from military to civilian, 175 were filled by the end of the quarter.

The Commanding General was notified by the Director of the Atlanta Region, U. S. Civil Service Commission, that the Board of U. S. Civil Service Examiners would be discontinued and that examining and recruitment for this Center would be conducted by an interagency board to be established at Mobile, Alabama, expected to be operative 1 November 1966.

Major General John J. Tolson, Commanding, was elected to the Board of Directors of the Interagency Board of U. S. Civil Service Examiners for South Alabama and North West Florida at the organizational meeting. General Tolson attended the meeting, which was held in Mobile, Alabama, 24 August 1966.

183 employees were hired under the President's Youth Opportunity Campaign for the summer to perform routine non-skilled duties throughout the installation.

Relationships with Employee Organizations. Lodge No. 1815, American Federation of Government Employees, was granted formal recognition on 7 March 1966, for a unit which consists of all supervisory employees, Class Act and Wage Board, including professional employees in the Engineer Division, DCSLOG, U. S. Army Aviation Center, Fort Rucker, Alabama. Formal recognition was granted on an interim basis in lieu of exclusive recognition, in accordance with CPC, dated 19 March 1965, pending CSC study on exclusive recognition for supervisory units.

On 30 March 1966, notification was received that the agreement negotiated with Wiregrass Metal Trades Council on 2 November 1965, had been approved.

On 11 May 1966, the Department of the Army approved an agreement which was locally negotiated on 12 November 1965, between USAAVNC and Lodge No. 1815, American Federation of Government Employees. The agreement covers two collective bargaining units consisting of all Class Act non-supervisory airplane pilot employees in the Department of Fixed Wing Training and all Class Act non-supervisory employees in the Department of Rotary Wing Training, excluding one Education Specialist (Flight), GS-1710-12, Contact Flight Division; one Education Specialist (Flight), GS-1710-12, Projects Branch; and one Education Specialist (Flight), GS-1710-12, Instrument Division.

On 5 August 1966, the Department of the Army approved an agreement which was locally negotiated on 28 April 1966, between USAAVNC and Lodge No. 1815, American Federation of Government Employees. The agreement covers a collective bargaining unit which consists of all Classification Act non-supervisory employees assigned to Engineer Division, DCSLOG.

MANPOWER CONTROL DIVISION

The first phase of the Military/Civilian (Civilianization) Program was implemented during the 3d Quarter, FY 66. This phase included those military positions nominated for conversion during the 3d and 4th Quarters, FY 66. The category and number of positions by Table of Distribution unit are as follows:

	<u>OFF</u>	<u>EM</u>	to	<u>CIV</u>
US Army Aviation School	11	190		201
US Army Garrison	6	225		231
US Army Hospital	0	17		17
US Army Dental Unit	0	3		3
	<u>17</u>	<u>435</u>		<u>452</u>

The first phase of the implementation of the Modified Military Pay Voucher System was accomplished by transferring the affected spaces from Unit Personnel Offices to the Finance and Accounting Division, Office of the Comptroller. The spaces transferred by category and activity are as follows:

	<u>WO</u>	<u>EM</u>	<u>CIV</u>	<u>TOTAL</u>
US Army Aviation School	1	12	34	47
US Army Garrison	-	-	4	4
US Army Hospital	-	1	-	1
	<u>1</u>	<u>13</u>	<u>38</u>	<u>52</u>

During 3d Quarter, FY 66, Tables of Distribution for the US Army Garrison TD-3A-3185, US Army Aviation School TD-3A-3186, US Army Hospital TD-3A-3185-01, and US Army Dental Unit TD-3A-3185-02 were replaced by a new method of distributing referred to as Tables of Distribution and Allowances. Procedures for new TDA's are prescribed in AR 310-49 and AR 310-44. During the period 1 October 1965 to 1 October 1967, units currently organized under TD and authorized equipment under TA will convert to the TDA format in accordance with phased schedules published by DA.

The second phase of the Military/Civilian Substitutability (Civilianization) Program was implemented during the 1st Quarter, FY 67. This phase included those military positions nominated for conversion during the 1st and 2d Quarters, FY 67. The category and number of positions by Table of Distribution and Allowances are as follows:

	<u>OFF</u>	<u>EM</u>	to	<u>CIV</u>
US Army Garrison		31		31
US Army Aviation School	3	64		67
US Army Hospital		16		16
US Army Dental Unit		2		2
	<u>3</u>	<u>113</u>		<u>116</u>

Total military spaces converted to civilian spaces during the 3d and 4th Quarters, FY 66, and 1st and 2d Quarters, FY 67, is 568.

The Military/Civilian Substitutability (Civilianization) Program was scheduled for completion 31 December 1966. There were 568 military spaces converted to civilian spaces. Of these 568 spaces, 524 were filled as of 31 December 1966. An extension has been given by Third US Army for continued hire into the unfilled positions.

The Third Regional USCONARC Manpower Survey Team arrived at Fort Rucker on 7 November 1966, to conduct a manpower survey of Class I activities. The completion date and exit interview was held on 10 January 1967.

This office assisted in development of personnel staffing for additional training requirements at Fort Stewart and Hunter Air Force Base, Georgia, during 2d Quarter, FY 67.

ARMY EXCHANGE

New wage schedules were approved for implementation for all hourly pay plan positions due to the enactment of the minimum wage law and the complete revision of wage schedules and job ladder diagrams by Headquarters, A&AFES.

The retail schedule was subsequently changed on 10 March 1966, due to the retail wage survey made in October 1965.

The Annual Salary Plan wage structure and job ladder diagram were revised by Headquarters, A&AFES, effective 27 January 1966. A single Annual Salary Plan wage schedule was effected for all exchanges in the Army and Air Force Exchange Service. In addition, the job ladder was revised, changing the volume category limits.

The Universal Salary Plan wage structure was revised, retroactive to 7 October 1966.

A snackbar at the Lake Tholocco Enlisted Men's Beach was activated.

In keeping with the current program of merchandise realignment to provide customer convenience and improved merchandising economy, clothing items were transferred from the Main Retail Store to the Town and Country Store, which was renamed the PX Clothing Store.

Internal realignment of merchandise, fixtures, and cash registers, was undertaken in the Main Retail Store.

The Four Seasons Shop was added as an annex to the PX-tra, providing lawn and garden equipment, patio equipmient and supplies, etc.

Bids were solicited for the improvement of existing exchange facilities which included the Cafeteria, all airfield snack bars, Division Road Inn, Division Road PX, the PX-tra, and the 5th Avenue PX.

Golf Course Snack Bar was relocated within the same building and replacement equip- ment ordered.

The Fort Rucker Exchange was recipient of award presented under the A&AFES Safety Award Program in conjunction with the Workmens Compensation Insurance Carrier.

Activations of facilities are listed below:

<u>Date of Activation</u>	<u>Type</u>	<u>Location</u>
22 Sep 66	Retail Store	Tank Hill Area
17 Sep 66	Snack Bar	Tank Hill Area
9 Sep 66	Barber Shop	Tank Hill Area
9 Sep 66	Laundry Pick-up	Tank Hill Area
1 Sep 66	Automotive Repair Shop	Bldg. 2205, 2206

Fort Rucker Exchange won Merchandising Award in competition with 33 exchanges in Southeastern United States.

Customer Courtesy Awards, with \$25.00 savings bonds, were presented to seven outstanding exchange employees.

The Exchange Service celebrated its 71st Anniversary with sales and services specials.

Approved capital expenditures during quarter were \$44,899.

Renovation was completed on eleven buildings which included Cairns, Lowe, Shell, Hanchey snack bars, and the Main Cafeteria.

The Exchange Christmas Program enabled servicemen and their families to save approximately \$25,000 through specially reduced prices.

Econ-o-wash, Building #4106, was converted from concession to direct operation. In addition, in Building #6604, an entirely new laundrette was established on direct operation basis.

New fixtures were installed in Building #9417, to include facilities for a retail PX, snack bar, barber shop, and laundry pick-up station.

New fixtures were installed in Building #3407, Division Road PX.

CENTER SAFETY

Sixty-three Army aircraft accidents were experienced during Calendar Year 1966. The aircraft accident rate for the year was 11.43 per 100,000 hours flown. This rate was less than the expectancy ceiling rate of 14.45 assigned to Fort Rucker by Third U. S. Army for FY 67.

Thirty-six recordable army motor vehicle accidents were experienced during Calendar Year 1966. The army motor vehicle accident rate for the year was 0.42 per 100,000 miles driven. This rate was less than the expectancy ceiling rate of 0.46 assigned to Fort Rucker by Third US Army for FY 67.

Seventy-one lost time military injuries, twenty-four on duty and forty-seven off duty, were experienced during Calendar Year 1966. These injuries resulted in an injury rate of 5.80 per 1000 man-years worked. This rate was less than the expectancy ceiling rate of 7.31 assigned to Fort Rucker by Third US Army for FY 67.

Thirty-one military fatalities, twenty-one on duty and ten off duty, were experienced during Calendar Year 1966. These fatalities resulted in a rate of 2.53 per 1000 man-years worked. This rate was greater than the expectancy ceiling rate of 0.90 assigned to Fort Rucker by Third US Army for FY 67.

SPECIAL SERVICES

The major activity was the 1965-66 TUSA Basketball Tournament held in the Sports Arena during 24-29 January 1966. Eleven Army Installations were represented at the tournament, with Fort Bragg, North Carolina, and Fort Rucker, the host team, taking championship honors in the A and B Divisions, respectively. The total attendance during the tournament was approximately 15,000.

The post intramural basketball tournament was completed with the Officer Student Company winning the championship and the Department of Rotary Wing taking runnerup honors.

Construction on the Bowling Alley expansion began on 7 March, and the completion date is scheduled for 12 July. Construction on the Golf Course Club House addition began on 15 Feb, and 15 May is scheduled as the completion date.

The Entertainment Division presented 32 shows during the quarter, the highlight being "Sing Out, 66." Two performances of "Sing Out, 66" were held in the Sports Arena before capacity crowds. The first program based on the Entertainment Division Revolving Fund was "Shindig, 66" which was also presented at the Sports Arena before an enthusiastic crowd of 1200.

A platoon from Co D, 92d Engineer Battalion went to the Lake Eufaula recreation site on 21 March to begin initial clearing of the area to make way for future developments.

The Library has initiated a summer reading program for children. Some fifty children registered for the 6-weeks course and will be required to read and report on twelve books.

The Entertainment Division presented 39 shows with a total participation of 14,243 during the past quarter. The major show of the quarter was "P'ZAZZZ 66," Third U. S. Army touring show which attracted 1100 people. The show was presented outdoors at the Third Enlisted Student Company Area, as many have been during the quarter. To further extend the entertainment program several hundred dollars worth of musical instruments have arrived and action has begun to open two or three music workshops for enlisted personnel.

The Bowling Alley expansion was completed on 30 June 1966, and on 1 July the new 20-lane bowling facility and Special Services Snack Bar was opened.

The Department of Rotary Wing won the 1966 Post Softball Championship. Company A, 5th Battalion, was runner-up.

The Tank Hill Theatre was reopened on 17 September 1966. Movies are currently being shown on Wednesday, Saturday, and Sunday at Tank Hill.

During the past quarter, the Center Service Club provided a varied program of interesting recreational and social activities. This outstanding program was highlighted by the special holiday activities during the long three-day weekends of the 4th of July and Labor Day. Items of the most significance during the above two special holiday programs were the Hawaiian Luau and floor show over the 4th of July, and the travelogue film series on Labor Day weekend. Special holiday programs imported professional entertainment, combined with regularly featured daily activities, guarantees full-time off-duty recreation.

The Department of Rotary Wing defeated the MP Company 6-0 for the Post Touch Football Championship on 21 November 1966. Team awards were presented by Major General John J. Tolson to the Post Champions and runners-up and to the League winners. Forty-two individual awards were also presented to the Department of Rotary Wing and MP Company players. The 1966-67 Company Level Basketball Season began 1 December 1966, with 9 teams in the Eastern League and 8 teams in the Western League.

The opening of a new facility, Entertainment Music Center, Building 5804, provides personnel at Fort Rucker with all types of musical programs. Operating 45 hours per week, the new facility has ample musical instruments and a staff of 1 civilian and 2 enlisted personnel. The first Aviation School Festival of Fine Arts, held 1-8 October 1966, included a full week of activities with 2 films, 2 one-act plays, folk and jazz concerts and a symphony Orchestra. The Entertainment Division of Special Services' entry in the 1966 Third US Army Tournament of Plays, "A Hat Full of Rain," won second place plus individual award for best makeup.

ARMY EDUCATION CENTER

On 24 and 25 May 1966, the Assistant Education Officer, DCSPER, Headquarters, Third United States Army, paid the Army Education Center an administrative visit.

With the exception of the foregoing, all activities for this section were routine during the quarter.

In September 1966 Troy State College added a Master's Degree program to its already existing baccalaureate degree program at its Fort Rucker Branch. This off-duty program was so arranged as to permit an individual to gain a Master's Degree in Elementary or Secondary Education, or Educational Administration. A total of 72 individuals enrolled in the initial term.

ASSISTANT CHIEF OF STAFF, G-3

On 4 January 1966, USAAVNS was directed by USCONARC to conduct a study, to include on-site surveys, of Fort Stewart, Georgia, and Fort Benning, Georgia, to determine the personnel, funds and facilities required to support the relocation and training of portions of initial entry aviator flight training at these locations.

An Army Aviation Expansion Plan submitted to USCONARC on 27 January 1966, was approved and implementation is underway. The plan established the 375 rotary wing and 50 fixed wing aviator output per month and initiated fixed wing training at Fort Stewart, Georgia for the initial phases of the course.

Three tactical GCA's and five tactical radio beacons were installed during the first quarter of CY 66. The total traffic count for all activities at Fort Rucker during CY 66, was as follows: VFR 2,072,342; IFR 54,530.

On 25 February 1966, the 40th Ordnance Company (Ammo) (DS/GS) was activated and attached to 5th Bn, 31st Infantry.

On 1 May 1966, the United States Army Aviation School Element was organized at Fort Stewart, Georgia, and attached to USAAVNS.

On 10 May 1966, the Warrant Officer Candidate Battalion was organized and attached to the USAAVNC Troop Brigade (Prov).

On 16 May 1966, USAAVNC requested two C-47 mission support aircraft to replace the U-1A aircraft which was previously authorized. DA approved the request and one C-47 was obtained from the Navy in July 1966.

On 26 August 1966, Headquarters and Headquarters Company, 53d Aviation Battalion and E Company, 30th Infantry (Long Range Patrol) were activated.

The following Reserve and National Guard units conducted annual active duty training at Fort Rucker:

3399th Aviation Training Command
844th Engineer Battalion
129th Surgical Hospital
HHC, 81st Avn Bn (Res)

On 7 September 1966, runway 18 at Cairns AAF was extended to 5000', which is sufficient length for Jetstar aircraft to land and take off.

On 3 October 1966, the 53d Avn Bn was organized at Fort Rucker and assigned the mission of school support.

A joint training exercise was conducted on 12-13 November 1966, involving the 203 Arty Bn (AD) (NG), 404 QM Co (Res), Air Force support from Shaw AFB, and Army Aviation support from Fort Rucker.

The 65th Finance Detachment was activated and assigned to Fort Rucker on 25 November 1966.

On 15 December 1966, the 5th Bn, 31st Inf was reassigned to Fort Benning.

The 40th Ordnance Company (Ammo/DS) departed Fort Rucker on 27 December 1966, en route to port for deployment overseas.

During the 4th Quarter, CY 66, 1967 personnel received Advanced Individual Training and 406 personnel received Basic Combat Training at Fort Rucker.

On 24 September 1966, a Dept of the Army Ad Hoc Board was ordered to be convened at Fort Rucker to assist various levels of student aviation expansion and the opening of an additional training site. On 15 December 1966, Dept of the Army approved an increase of 200 graduates per month in Rotary Wing aviation and on 16 December 1966, Dept of the Army approved Hunter AAF, Georgia, as the new training site. This action gives the Army a total of 3 installations whose major mission is training of Army aviation and increases the total monthly output of aviators to 625.

DEPUTY CHIEF OF STAFF FOR LOGISTICS

Engineer Division. The Engineer Division Real Property Section established a separate supply account for real property. Accountability for real property was formerly maintained in the R&U supply account. Separate accountability was approved by Third US Army and required to conform with AR 420-13.

Engineer forces were augmented by 50 temporary hire personnel to prepare facilities for expanded Army aviation training. One of the larger projects was activation of existing facilities of the entire 7400 block in the Tank Hill area.

The Installation Planning Board met on 15 March 1966. A major item of interest was a new community center layout which incorporated a small arrangement. The siting for this center is in the 9200 block bounded by Copter Road, Red Cloud Road and 5th Avenue.

For the first time, a stamina and agility test was required in hiring of civilian firefighters. This test is conducted by the Center Wire Dept personnel. There were no large losses or serious injuries resulting from fires during this quarter.

Three 40-man permanent BOQs, Building No. 303, 304 and 309, were completed and accepted during this period. Construction was also completed on major additions to Special Services Bowling Alley and Golf Course buildings.

Many construction projects varying in scope and priority were started during this period; however, one of the most significant was the new Officers' Club. All projects classified under Southeast Asia Buildup are now under contract, the last one being facilities at Knox Field.

There were no major fires during this reporting period.

The third calendar quarter of 1966 ended with Fort Rucker acquiring three new permanent instruction buildings (5202, 5205, 5206), containing seventeen classrooms, for the Army Aviation School. Also completed during the quarter were additional facilities at TAC I. All of this construction was under the MCA program.

The Fire Prevention and Protection Branch records show no major reportable fires during this period, and the only Government loss was \$25.80, which involved two minor incidents.

During the second Quarter, FY 67, contract construction of an addition to the Signal building, Bldg 141, was completed. Construction contract for the new US Army Hospital was essentially completed and acceptance inspections were started. Several local contracts for maintenance or modification of existing facilities were completed.

Reportable fire losses for the quarter totaled \$5,945, of which \$3,345 represented loss to US Army. Losses occurred in one mess hall, one BOQ, and two family quarters. Probable causes were, respectively, electrical short, spontaneous combustion, children playing with matches, and careless smoking.

R&U funds expended for the report period totaled \$1,278,073.

P&C Division. Contract No. DA 01-044-AIII-753 with Page Aircraft Maint., Inc., for maintenance of aircraft fleet at Fort Rucker was increased by \$773,758.00 for FY 66. The increase was necessary to support the accelerated level of flight training and greater use of more complex aircraft over prior year. The amended contract cost is now \$13,831,601.

Contract No. DA-01-044-AIII-881 with Ross Aviation, Inc., was modified to increase student input, effective 23 April 1966. The modification increased the inresident load from 250 in two classes (8-week cycle) to 290 students in one week of basic instrument training each 4 weeks and 25 hours of advanced instrument training each 4 weeks to 25 hours of basic instrument only each 4 weeks. A change was made in academic training and instrument simulator training. Accumulated cost of contract increased from \$1,861,682.00 to \$1,921,992.00.

Contract No. DA-01-044-AIII-784 with Ross Aviation, Inc., was changed to increase the class size in the primary phase of training. To allow for additional students, the contractor was authorized to maintain 15% overage in instructor personnel with overage being based on programmed load. The contractor was required to organize each primary phase class into two flight sections for training purposes. Modification included initiation of a Multi-Engine Qualification Course (T-42/CV-2). Contract cost was increased from \$921,333.00 to \$978,500.00.

Contract No. DA-01-044-AIII-1071 for protective guard services was awarded Metropolitan Security Services, Inc., Baltimore, Maryland, for the period 1 Apr-30 Jun 66. Estimated cost of contract for stated period is \$136,680.00. The contract contains provision whereby it may be renewed for a period of one year at the option of the Government.

Contract No. DA 01-044-AIII-784 with Ross Aviation, Inc., for primary and instrument flight training was extended for the period 1 July 1966 through 30 June 1966, in the amount of \$1,427,263.42. The inresident load will increase to a stabilized student load of approximately 136 students in the primary phase and 122 students in the instrument phase.

Contract No. DA 01-044-AIII-753 with Page Aircraft Maint., Inc., for maintenance of aircraft fleet at Fort Rucker has been negotiated at an estimated cost of \$22,655,066.00 for Fiscal Year 1967. This compares to a \$13,831,601.00 estimate for FY 66. The increase in cost is attributable to increased flight training and activation of Fort Stewart Elements.

Contract No. DA 01-044-AIII-881 with Ross Aviation, Inc., for rotary wing instrument training was extended for the period 1 July 1966 through 30 June 1967, for a total sum of \$2,799,167.21. The student input for the period 1 July 1966 through 14 January 1967, is 290 students and will be increased to 386 students for the period 15 January 1967 through 30 June 1967.

Contract No. DA 01-044-AIII-1071 with Metropolitan Security Services for protective guard services was extended for the period 1 July 1966 through 30 June 1967, for an estimated cost of \$667,966.08. The Government exercised the option to renew provisions after extensive negotiations with the contractor.

Contract No. DA 01-044-AIII-1089 with Parker and Brown Service for refueling and defueling aircraft was awarded at an estimated cost of \$917,700.00 for FY 67. Award was based on lowest responsive and responsible bid received.

Reports covering aircraft maintenance, training, refueling, and defueling of aircraft, and protective guard service contracts are as follows:

(1) Contract No. DA 01-044-AIII-784 with Ross Aviation, Inc., for fixed wing training has been modified to incorporate the change of location for the primary phase to be conducted at the Fort Stewart facilities. The programmed input has decreased to 108 students in-resident load in the primary phase and 102 students in-resident load in the instrument phase. Because of the accelerated training program, primary training time has been reduced from 10 weeks to 8 weeks. Program changes resulted in a savings of \$70,417.

(2) Contract No. DA 01-044-AIII-881 with Ross Aviation, Inc., for rotary wing instrument training has been modified to change in-resident loads and effective date of 370 increase. In-resident loads have been changed as follows:

298 students (1 Jul-3 Dec 66)

370 students (3 Dec-30 Jun 67)

The training of 16 foreign military students is to be accomplished by the military.

(3) Contract No. DA 01-044-AIII-1071 with Metropolitan Security Services for protective guard service was extended for the period 1 July 1966 through 30 June 1967, for an estimated cost of \$667,966.68. The Government exercised the option to renew provisions after extensive negotiations with the contractor.

Reports covering aircraft maintenance and training are as follows:

(1) Contract No. DA 01-044-AIII-753 with Page Aircraft Maintenance, Inc., for maintenance of aircraft fleet at Fort Rucker. An evaluation board was established 4 October 1966, for the purpose of developing requirements for FY 68 to be issued on/about 16 January 1967. Third US Army and Defense Contract Audit Agency have been requested to aid in analyzing proposals and effecting negotiations.

(2) Contract No. DA 01-044-AIII-784 with Ross Aviation, Inc., for fixed wing training has been modified to authorize contractor to hire additional link training instructors, 16 November 1966, to meet requirement for increase of students in "C" Phase on 5 December. Cost was increased by \$2,535.00 to cover salaries for earlier input.

Services Division. On 18 March 1966, a ribbon cutting ceremony was performed by Major General John J. Tolson, establishing the first travel center at Fort Rucker. The travel center was established in the 3900 block of the troop billeting area for the convenience of enlisted students assigned at Fort Rucker. It offers both air and bus services.

Maintenance Division. Progressive Maintenance Test. The test of the progressive maintenance system, as outlined by Plan of Test, dated 28 October 1965, officially terminated at 2400 hours, 31 March 1966. Test results indicated that a properly managed progressive maintenance system will produce an estimated 75-77% availability rate for assigned UH-1 aircraft. Maintenance management techniques developed during the test must be further refined before progressive maintenance is adopted on a fleet-wide basis. The test fleet is being expanded to include a total of 75 UH-1 aircraft. Plans are being formulated for the expansion of progressive maintenance to include the CH-47, CV-2, and TH-13T.

Increase of Aircraft Availability. The overall progress during this reporting period continues to reflect the improving trend in aircraft availability at the USAAVNS/C. Continuous followup on past actions, coupled with the present implementation of actions by both Government and aircraft maintenance contractor management, has contributed to this increased availability. Noteworthy is the average availability of the UH-1 fleet increased by 7.6% over the 2d Quarter, FY 66.

Progressive Maintenance Test. At the close of the reporting quarter, the original test fleet of 20 UH-1 aircraft had been expanded to include 50 UH-1's. Results continue to be encouraging; further expansion to a test fleet of 75 UH-1's is progressing at the rate of three aircraft per week.

Support of Fort Stewart Operation. Logistical planning has been completed to provide support to USAAVNS Element at Fort Stewart, Georgia. Aircraft maintenance and supply support is to be accomplished by Page Aircraft Maintenance, Inc., under an extension of their Fort Rucker contract. Page's Fort Stewart operation is to be monitored by an organization which parallels the functions of the Aircraft Maintenance Branch. Key personnel who staff Fort Stewart's organization either have experience at Fort Rucker or have received orientations at Fort Rucker.

TH-13T Electrical System Maintenance. Considerable difficulty was encountered during the reporting quarter in maintaining the electrical system of the TH-13T helicopter. Major problems developed in connection with an extremely high failure rate on voltage regulators and generator drive (stub) shafts. This system is transistorized and is not duplicated in other Army aircraft. Efforts to solve these problems have included several visits by personnel from USAAVCOM, St Louis, Missouri; Bell Helicopter Company, Hurst, Texas; and Leland Airborne Products, Dayton, Ohio. An additional problem has developed in that the ADF receiver picks up an excessive amount of static on the 190-400 KC band, making the ADF unusable in that range in some aircraft. Liaison with AVCOM and the manufacturers listed above is continuing to improve all three of these situations.

Support of National Guard Filler Personnel at Camp Shelby, Mississippi. A mission of sewing insignia on uniforms of summer training filler personnel was given this installation by HQ, Third US Army. This project involved sewing US Army labels on 4080 items of clothing and 2194 rank insignia on clothing sleeves. In addition, personnel had to remain on duty to make minor alterations. Through the complete cooperation of Services Division, DCSLOG; Manpower Control Division, G-1; Civilian Personnel Division, G-1; Military Personnel, Troop Brigade; and the Maintenance Officer, Fort Benning, Georgia, the mission was completed with praise from the supported activities.

Arrival of OH-6 LOH. The first production OH-6 aircraft was received at Fort Rucker during this quarter with maintenance being performed at Hanchey Army Heliport.

Progressive maintenance. At the close of this reporting quarter, the test fleet has been expanded to 270 UH-1 helicopters. In addition, the test inspection guides have undergone major revision in an attempt to overcome certain disadvantages encountered during the original test period. Results of the revised system are so encouraging that plans are being formulated to expand the concept to include the USAAVNS OH-13 and TH-13T fleet during the next quarter.

CH-37 and CH-47 fleet. There has been a marked improvement in quality of maintenance being performed on the CH-37 and CH-47 aircraft. A slight improvement in supply of spare parts for the aircraft, coupled with improved maintenance, has resulted in an increase in availability.

Progressive maintenance:

(1) A major breakthrough has been made in the progressive maintenance area through the development of a "tailored" inspection system (TIMS) wherein the type and frequency of the maintenance performed are specifically tailored to the requirements of a particular type aircraft. Since its introduction on the Aviation School UH-1 fleet, the TIMS concept has produced a maintenance cost savings of \$531,571.00. A minimum of 120 days additional of collecting test data will be required to prove the real validity of the concept.

(2) Due to its singular success on UH-1 type helicopters, the TIMS concept has been expanded to include TH-13T, OH-13, O-1, T-41, and T-42 aircraft located at Fort Rucker.

OH-6A fleet. Four additional OH-6A aircraft have been added to the school fleet. Problems experienced to date center primarily in the area of logistical support and the development of an adequate parts support list.

CH-47 - CH-37 fleet. Three additional CH-47A aircraft have been added to the school fleet. Maintenance and availability of the CH-47 fleet have shown a marked improvement. CH-37 aircraft continue to produce a very high man-hour to flying hour ratio with a very erratic availability pattern.

Signal Division. Installation of seven non-directional beacons (NDB) and six ground control approach (GCA) radar sites was completed during this reporting period in support of the 290 training concept.

Equipment for five additional NDB's and two additional GCA sites was requisitioned in support of the 375/50 aviation training load. Two of the non-directional beacons have already been received. Installation of all this equipment is scheduled for completion prior to 1 December 1966.

Building 141, occupied by the Signal Division, has been expanded by 2,500 square feet. The administrative branch is now occupying a portion (approximately 1,000 square feet) of the addition. Telephone Central Office will occupy the remainder when completed.

Equipment for five additional Non-Directional Beacons (NDB) is on hand and ready for installation when Engineer Division completes land leasing and erects buildings to house equipment. Equipment for two GCA sites has not been received. Scheduled completion date is 3 December 1966.

Third US Army Frequency Coordinator states four NDB frequencies have been selected for these facilities and no other frequencies are available for the fifth beacon. The middle compass locator at Cairns Army Airfield is no longer required and is being decommissioned, effective 30 November 1966. Frequency 231KCS will be utilized to complete NDB frequency requirements. Frequencies for the two GCA sites are on hand.

The radar facilities building at Cairns Army Airfield has been completed. Navigational and Television Facilities now occupy a portion of the building. Installation of the new radar equipment is in process. Scheduled completion date is 15 May 1967.

Commercial long distance telephone calls are now being placed directly with the operator in Ozark, Alabama. Since this change was placed into effect, there has been a marked improvement in telephone service.

Installation of equipment for five non-directional beacons at Geneva, Malvern, Madrid, Webb, and Doster, Alabama, and two GCA radars at Capps, Alabama and Esto, Florida, was completed during December 1966.

COMPTROLLER

Audits and Reviews

Internal Review Division. During the fourth Quarter, GAO conducted an audit of mission support aircraft utilization at this installation. GAO disclosed that the aircraft were properly utilized. A followup visit was made by the U. S. Army Audit Agency for revalidation of their audit report, dated 25 October 1965.

The U. S. Army Audit Agency arrived 9 September 1966, to conduct an audit of the Military Assistance Training Program. The AAA completed the audit 7 October 1966, but the results have not been published as of this date.

The Internal Review mission was expanded to include the Financial Surveillance Program, and internal review support was extended to all Class I and II tenant activities.

General Accounting Office. The General Accounting Office commenced a review of returnable repair parts on 17 October 1966. The review is tentatively scheduled for completion in mid-January.

Methods and Systems Improvements

PRAD & Center RECAP Room. In an effort to reduce increasing costs in the Aviation School, emphasize adherence to the flying hour program, and overall surveillance of aviator-training costs, a RECAP Room has been established in the Center Headquarters. A new division of Comptroller, PRAD (Program Review and Analysis Division) has been organized to provide necessary statistical data to support the RECAP Room. The RECAP Room will enable the Command Group to analyze current problems and improve decision making.

Flying Hour Report. During the fourth Quarter, a plan resulting in a daily flying hour report was implemented. The ADPSC, using the Army Aviators Flight Record (DA Form 2408-12) as a source document, produces the flying hour report about 1200 hours of the day following the actual flight. AG Flight Records has been physically located in close proximity with the ADPSC Data Reduction facility. Utilization of the Daily Flying Hour Report should result in a closer adherence to the flying hour programs.

Zero Defects Program. Zero Defects was initiated at Fort Rucker. A total of 22 Zero Defect briefings have been conducted resulting in 5,780 military and civilian participants as of 30 June 1966.

Final phase of implementing the USAANVC/S Zero Defects Program was completed during this Fiscal Quarter. Command emphasis of this program has resulted in an increase of work produced and a decrease in error rates. Many elements of the Center and School have been presented their 100% Participation Certificates. Several large private business concerns have replied to a request for Zero Defects ideas.

Briefings were conducted for new personnel, and post participation in the program remained at 100%.

Instructor Pilot Paperwork. A thorough study of the required preparation of student flight records was accomplished. The study revealed records presently maintained are not in excess of requirements to adequately reflect the student status.

Flight Records System. A comprehensive analysis of the Flight Records System was accomplished. The study revealed several duplications of effort which can be eliminated when proposed processing changes are implemented.

Program and Budget

Review of FY 67 Command Operating Budget. During July 1966, the Budget Office conducted a formal review of the FY 67 Command Operation Budget as initially submitted, February 1966, with its supplement of April 1966. USAAVNC fund requirements for Fiscal Year 1967 (1 July 1966 through 30 June 1967) are estimated to exceed 86 million dollars for training at 375/50 level. Of this amount approximately 25 million dollars is currently unfinanced.

Budget Execution Review. The FY 1967 Budget Execution Review was handcarried to TUSA on 16 November 1966, reflecting an installation OMA requirement of approximately 80 million dollars of which greater than 16 million dollars was unfinanced.

Employee Development

Comptroller Budget Course. During the fourth Quarter, the Office of the Comptroller initiated a nonresident, group extension course on programming and budgeting. The course is being conducted by instructor personnel of the Comptroller Office with materials furnished by the Army Finance School. The course is progressing as planned, attended by 28 military and civilian personnel whose duty assignments are related to the programming and budgeting area. Several employees of the Management Analysis Division, Comptroller, completed training courses for employee development in areas of their assignment.

Finance & Accounting Training. The Finance and Accounting Office initiated nonresident, group extension courses in different phases of pay operations. The courses are being conducted by Finance & Accounting personnel with material furnished by the Army Finance School, Fort Benjamin Harrison, Indiana. The goal of participation is 100%.

Review and Analysis Seminar. A 20-hour seminar on review and analysis was conducted for all installation personnel involved in the review and analysis process. Material was developed by the Progress Review and Analysis Division in conjunction with the Program Coordinator.

Finance and Accounting

Modified Military Pay Voucher System. Military personnel this installation were paid this quarter for the first time under the Modified Pay System. Troop payments were timely and a decrease in errors was noted.

Cost of Military Personnel Services. The Accounting Branch completed plans for the implementation of the accounting and reporting for the Cost of Military Personnel Services. The new cost system was established 1 October 1966, and involved all post elements.

TUSA Uniform Accounting System. During the 2d Quarter, FY 67, the Finance and Accounting Office successfully implemented the TUSA Uniform Accounting System.

Cost of Military Personnel Services. The accounting and reporting for the cost of Military Personnel Services was established on 1 October 1966.

65th Finance Disbursing Station. The 65th Finance Disbursing Station was activated by DA at Fort Rucker from F&A personnel resources, with Lieutenant Dawson as Commanding Finance Officer.

Automatic Data Processing Service Center

ADPSC. ADPSC installed a second IBM 188 Collator which replaced the IBM 087. Both UNIVAC 1005 card processors were converted to 4K Memory from 2K. USCONARC required ADPSC to field test a new key punch and key verifier. Test results were favorable.

ADPSC received a third UNIVAC 1005 in October 1966, to replace a leased UNIVAC 1004. This required conversion of line item, Financial Inventory, Cost, and Appropriation Fund Accounting, and Liquidation of Undelivered Orders to the TUSA Standard 1005 system logic.

Miscellaneous

Personnel Changes. Major A. O. Drenkhahn assumed accountability as Finance and Accounting Officer on 1 May 1966, replacing Captain V. A. Richard. On 21 June, Mr. Erwin R. Hubsch was appointed Deputy Comptroller. Lieutenants Shanahan and Moyer departed the Finance and Accounting Office this quarter for new assignments. Captain George Beckett and Lieutenants Bruce Dawson and Roger Coleman were assigned to the Finance & Accounting Office. Captain Edward Simonds was assigned to the Comptroller as the Assistant Program Coordinator and CW2 John Peck was assigned to the Comptroller as Special Assistant to the Comptroller.

Major James Cook was assigned as Assistant Comptroller - ADPS Plans. Lieutenant Carlos Munoz-Colberg and WO Albert Hall were assigned to the Finance and Accounting Office.

OFFICE OF THE STAFF JUDGE ADVOCATE

Legal Assistance. The number of legal assistance cases handled in this office during FY 1966, was 24,528. This is an increase of 69.7% over the preceding year. This increase can be attributed to the steady buildup of troops here at Fort Rucker.

This office is cooperating closely with a new Department of Defense program involving complaints from military personnel of unscrupulous conduct by civilian automobile dealers and finance companies. Such complaints are documented by legal assistance officers and forwarded to the Office of the Judge Advocate General in Washington for possible action against the offending company.

Community Relations. A dinner meeting with the Bar Associations from Coffee and Dale Counties was held during the past quarter. Attendance was very good and the meeting was considered a success. Informal relations are maintained with many civilian attorneys and judges in the area by all members of the office.

The Annual Law Day Dinner was held on 27 April 1966, at the Officers' Lake Lodge. The affair was attended by approximately 140 military personnel, local civilian lawyers and judges and their wives. The Honorable Pelham J. Merrill, Associate Justice of the Supreme Court of Alabama was the guest speaker.

Claims. The claims workload in this office has materially increased because of changes in the claims regulation requiring the Judge Advocate's Office to process recovery actions against private carriers for damage to household goods. Previously this function was performed for the most part by the Transportation Office and by the Office of the Judge Advocate General.

The volume of claims continues to increase as a result of the influx of newly assigned personnel. Because of this increase, the Claims Section was recently authorized four additional personnel by a manpower survey team.

Military Justice. During FY 1966, there were eight general court-martial cases at Fort Rucker. During the preceding year there was only one. However, the court-martial rate at Fort Rucker still remains significantly below the Third Army and Army-wide rates.

A recent United States Supreme Court decision requires that all persons suspected of a criminal offense, who are taken into custody for questioning, must be advised of their right to counsel, and if they are unable to afford counsel they must be provided one. The Army has incorporated this decision into its system and all military suspects are now advised of their right to counsel and if they desire one, are furnished a Judge Advocate.

Preventive Law. A third printing of 10,000 copies of the "Legal Handbook" has been ordered. The "Handbook" was first printed less than two years ago, and has received wide distribution. It has served as a model for similar handbooks throughout the Army.

Military Affairs. Recent changes in Army Regulations require that Judge Advocates be available to respondents in elimination proceedings. While these changes were expected to add materially to the workload of this office, due to excellent cooperation from all unit commanders, the additional responsibility has been efficiently discharged.

INSPECTOR GENERAL

On 1 April 1966, the personnel strength of this activity was changed due to civilianization program from 2 officers, 4 enlisted men, and 1 civilian to 2 officers, 3 enlisted men and 2 civilians.

CHAPTER 2
SUPPORT UNITS

UNITED STATES ARMY HOSPITAL

Health of the Troops. The health of the troops of the United States Army Aviation Center, Fort Rucker, Alabama, during this period was considered high, even though the average number of daily outpatient treatments was 636.4 during 1966, and the daily average number of beds occupied was 55.7.

Inspections. LTC W. F. Tucker, CONARC IG inspected the Pharmacy and the Laboratory, USAH, Fort Rucker, Alabama, 9 February 1966.

The Fort Rucker medical activities were inspected by Third United States Army Medical Technical Staff during the period 22-24 May 1966.

The United States Army Hospital and Post Surgeon Activities underwent an annual General Inspection during the period 24-28 October 1966.

Visitors. The following personnel visited the hospital and Fort Rucker on the dates indicated:

10 Jan 66	Dr. Arnold Meirovsky, Neurosurgery Consultant to Third USA Surgeon.
19 Jan 66	Colonel Bedford H. Berrey, MC, Medical Corps Assignment Branch, Office of the Surgeon General, DA, Washington, D. C.
15 Mar 66	Colonel W. C. Butz, MC, Commanding Officer, Third USA Laboratory.
23 Mar 66	Dr. Francis W. Fitzhugh, Jr., Third USA Consultant in Internal Medicine.
5 Apr 66	Dr. Joseph S. Skoba, Third U. S. Army Consultant in Surgery.
16 Aug 66	Colonel Albert J. Bauer, MC, Surgeon, Third United States Army; LTC Frederick B. St John, Chief, Plans and Operations Branch, Office of the Surgeon, Third United States Army.
7-8 Sep 66	LTC Daniel S. Stalker, MC, Orthopedic Consultant from Martin Army Hospital, Fort Benning, Georgia.
22 Sep 66	Dr. Joseph H. Patterson, Civilian Consultant in Pediatrics, from Atlanta, Georgia.
31 Oct 66	Dr. Allen E. Hauck, Civilian Consultant in Surgery to Third USA Surgeon.
18 Nov 66	Dr. Joseph A. St Louis, Civilian Consultant in Ophthalmology to Third USA Surgeon.
12 Dec 66	Dr. Kermit E. Krantz, Chairman, Department of Obstetrics and Gynecology, and Professor of Anatomy at the University of Kansas Medical School. Dr. Krantz is also Civilian Consultant in Obstetrics and Gynecology to the U. S. Air Force Surgeon.
6 Dec 66	LTC William H. Harmon, Jr., MC, Neurosurgeon from Walter Reed Army Medical Center.

TDY of Hospital Commander. The hospital commander attended the Annual Meeting of the Aerospace Medical Association in Las Vegas, Nevada, 17-22 April 1966.

Emphysema Research Project. The Preventive Medicine Division of Fort Rucker, in coordination with the Alabama State Health Department and the Society for Eradication of Tuberculosis in the Wiregrass (SETWIRE), requested that the Alabama Public Health Service Emphysema Research Project come to Fort Rucker and test civilian employees for emphysema and chronic bronchitis. The unit came on 29 September 1966, and administered the tests to 362 civilians. Results of the tests are to be made known to the individual's private physician in November. The program was accepted by all individuals and sections concerned with enthusiasm and the unit was unable to test all personnel desiring it. Tentative plans are for the unit to return in the Spring of 1967.

Reserve Unit Training. The 3343d USA Hospital (100 beds), commanded by Colonel Shepard Jerome, MC-USAR, from Mobile, Alabama, spent two weeks, 12-26 June 1966, at the United States Army Hospital, for their annual active duty training.

The 129th Surgical Hospital from Tuskegee, Alabama, commanded by Colonel Thomas M. Campbell, Jr., MC, spent two weeks, 7-21 August 1966, at the United States Army Hospital, for their annual active duty training.

Appointment System for Hospital Clinics. On 1 November 1966, all clinic facilities of the United States Army Hospital began operating on an appointment basis. This system was instituted in an effort to provide military dependents a better service in the form of reduced waiting time. With the buildup of personnel at Fort Rucker and a relatively limited number of physicians, the waiting time at various clinics had become excessive.

Manpower Survey. The United States Army Hospital and Post Surgeon Activities underwent a manpower survey by a USCONARC Manpower Survey Team during the period 30 November-9 December 1966.

Army Health Nurse. Pursuant to a recognized requirement for an Army Health Nurse at Fort Rucker, such a nurse was authorized by DA Manpower Authorization Voucher, effective 1 December 1966. The Army Health Nurse assigned to Fort Rucker reported for duty 9 December 1966, and has an office in Post Surgeon Activities.

DENTAL UNIT

Personnel. A large turnover of personnel was experienced during 1966. Forty-five military personnel were gained and 20 were lost. Some of the losses were from key positions, e.g., Deputy and Chief of Dental Clinic, Adjutant, and 1st Sergeant. A gain of 12 civilians was experienced with a loss of one. At present time we are over our authorized strength but not over strength for military population.

Four positions were converted to DA civilians under the "Civilianization Program."

Budget and Funding. The total funded budget for this activity for the entire Fiscal Year 1966, was \$108,000; this unit was 100% spent as of 29 June 1966. The 2400.0000 budget program received additional funds out of which this activity, 2420.2 program area, was allowed to spend approximately \$2000. Our position at Fiscal Year end is satisfactory from a budget-funding standpoint.

On 16 May 1966, this activity received written authority from Department of the Army, Office of the Surgeon General, to obligate \$25,650 for units and dental operating chairs for Dental Clinic #2. An additional \$1,515 was requested to cover the estimated price and this authorization was received o/a 1 June 1966. An order has been placed for nine dental operating units and ten dental operating chairs; expected delivery date is in first Quarter, FY 67.

Our funded budget for the 3d Quarter, CY 1966, in all object classes was \$99,800. A portion of this was unspent at the end of the quarter, which was justified by non-receipt of equipment.

Our funded budget for the 2d Quarter, FY 67, in all object classes was \$82,000. We spent \$77,102 of the programmed funds, or 94% which we consider to be well within the desired tolerance range.

The major items programmed and not received in the 2d Quarter were two cavitrons valued at \$1,230, and X-ray Processor programmed at \$1,500 was cancelled because it was found to be an inferior product.

Equipment and Supplies. A civilian survey was conducted by the Civilian Personnel Salary and Wage Branch. This survey upgraded the present job description of our Property Book Officer, Mr. Dan Welch, to Supply Assistant. This also meant an increase from GS-5 to GS-7 for this position.

All major items for use, in the soon to be three clinics, have been received or are now on order.

There have not been any large difficulties encountered in the receiving or issuing of supplies and equipment this quarter.

Dental Treatment Facilities. Major changes were made on Building 4107 this quarter (Dental Clinic). The portion used for the main supply room, the offices for First Sergeant, and the DAC Supply Office were converted into 5 offices and a rear projection booth. The new offices were occupied 28 October 1966, and include: Center Dental Surgeon, Adjutant, Secretary, First Sergeant, and Preventive Dentistry Officer. The Preventive Dentistry Office is used for patient education, especially for dependents.

Due to an increase in our officer personnel and shortage of dental operators it was necessary to initiate a split shift for 10 operative dentists at Dental Clinic #1. This temporary measure is only necessary until the end of February 1967, when the new hospital will open. When the new hospital opens we will gain 16 more dental chairs.

Inspections. Our annual I. G. Inspection was held 31 May and we were given an overall superior rating. The few minor discrepancies that were noted have been corrected.

Lieutenant Colonel John J. Hamrick, the Third U. S. Army Deputy Dental Surgeon inspected our dental unit as a member of the Third U. S. Army Medical Technical Inspection Team on the 23d and 24th of May. During this inspection, LTC Hamrick said that we were slated for 26 dental officers and that most of them would arrive in the Fall after the AMEDS Officer Basic Course at the Medical Field Services School, BAMC, Fort Sam Houston, Texas.

As a result of the CONARC Manpower Survey in December, it was recommended to increase our TDA with both professional and subprofessional personnel. This was necessary due to the military population increase, our widespread activities and more processing for flight personnel.

USAAVNC TROOP BRIGADE (PROVISIONAL)

By the 1st of January, all Brigade units had been activated. The Brigade population was increasing in all categories of personnel. Average present-for-duty strength for January was 7,472. The increase in permanent party and flying and maintenance students continued to a peak in April of 9073. Reduction in training requirements for maintenance students resulted in a smaller input and a stabilizing in that segment of the population. The total Brigade population at the end of the reporting period averaged 8,428.

Restudy of overhead personnel requirements in the light of experience gained resulted in a new TD approved in September that formalized the WOC Battalion staff, the battalion-level headquarters for the DCO for Permanent Party, and the DCO for Enlisted Students. In addition, it increased the overhead staff and changed the title of the Keesler Air Force Base element to reflect the increased mission at that installation. The TDA approved in September reflects a net decrease in overhead personnel, while still providing for the battalion-level headquarters and a more efficient organization.

During the period 1 October through 31 December 1966, the strength of the Permanent Party organization of Troop Brigade rose from 4,184 to 4,281. The peak during this period of 5,330 permanent party officers and enlisted men was reached on 31 October 1966.

On 25 November 1966, the 65th Finance and Disbursing Section was activated by Third Army General Order #447, dated 10 November 1966. The unit personnel have since been attached to Headquarters and Headquarters Company for rations, quarters, administration and military justice. The section's first commander is 2LT Dawson.

The Warrant Officer Candidate population showed a steady increase from an average daily strength of 340 in January to 1,060 in September. Provisions have been made to relocate the 4th WOC Company to the Tank Hill area. This company will operate an independent mess and supply. The First, Second, and Third WOC Companies will expand in place, with the First Company operating a consolidated mess, the Second Company operating a consolidated supply, and the Third Company administering the permanent party barracks and the attached firemen. The Officer Student Company has increased slightly from an average student population of 692 in January to 811 in September. This company averages 25 classes in residence at all times. The Headquarters of WOC Battalion was moved to Building 6903 where the Headquarters will be centrally located and to better facilitate command and control of attached and supporting units.

The 2d WOC Company received the first WOC class with a strength of over 300, WORWOC 67-1, 28 October 1966.

With the 3d, 4th and 5th Maintenance add-on, it became necessary to restructure the student flow to accommodate the expected 450 input students per week into 67A10 training. The 1st Company was designated to receive and process all incoming students and flow them into the 2d and 4th companies at the rate of 45 per day to each company. The 3d Company received all UH-1 trainees. The 5th and 6th were geared to house intermediate and advanced fixed and rotary wing mechanic students (less UH-1). The enlisted student population reached a peak of 3,941 average strength in April. Reduction in Department of the Army requirements have reduced the class loads to the current level of 180 per week input and a gradual reduction in student population to an average of between 2,700 and 2,800. By minor adjustment of the billets and mess, it became apparent that five companies plus Casual Company could accommodate the enlisted students. (Sixth Company was deactivated on 3 December 1966.) Establishment of the battalion-level headquarters has been extremely valuable in providing close supervision and continuity of actions in management of a fluctuating, daily changing student population.

In our enlisted student area, we have experienced an influx of allied personnel receiving the basic 600-67A10 course. These students are mainly from Southeast Asia. During Calendar Year 1966, 20,243 diplomas were awarded to about 10,000 Troop Brigade students who graduated from courses given here at Fort Rucker.

The permanent party (Center and School units) expanded from an average present-for-duty strength in December of about 2,600 to over 3,800 in September. These units outgrew the permanent barracks, so that Airfield Company was moved into the 3200 block of WW II barracks. This move also added a requirement for a mess section being added to the company to operate an independent mess. Further, School Support Company and Technical Support Company were forced to attach personnel they could not house in assigned permanent barracks to Airfield Company for quarters and rations. This highly unsatisfactory condition was caused by the fluctuation in mission of the School, reception of fillers to meet anticipated TD's, imposed AIT personnel in specified MOS's, and assignment of excess personnel. Coupled with numerous levies for high quality skills to fill deploying units and for overseas replacements has resulted in rather severe personnel turbulence, and an imbalance between authorized and assigned strengths. In spite of this, the permanent party units have shown a continued improvement in morale and military standards. This improvement was engendered by firm leadership at unit level and establishment of the battalion headquarters to provide uniformity of standards and closer control.

The buildup in aviation strength has generated increased requirements for aviation-related skills. Air traffic control is one of these skills. The school conducted by the Air Force at Keesler Air Force Base in this field expanded to the point that the Air Force can no longer support the requirement for instructors to train Army students on Army radars. Inresident students at Keesler rose from an average of about 200 in January to over 400 at the end of the period, with further increases planned. Agreement was reached between Air Training Command and CONARC to furnish Army instructors to conduct the technical and tactical training on Army equipment. A new TDA was approved in September that reflects the

expanded mission of this element. It changed the name from "Keesler AFB Detachment" to "Special Training Element, Keesler AFB." The TD was transferred from 3185 (garrison) to 3186 (school). Sufficient personnel were approved to staff a personnel and an operations division. The training division portion of the recommended TD was pending approval at the end of the period. Due to the increased student population at Keesler Air Force Base in both Air Force and Army students, the Army element was moved twice during the period. Each time, they soon improved their area to a degree that it pointed out as "setting the standard" for the entire base. Relations between the Army and Air Force at Keesler have been excellent due to the efforts of the local commander, and personal attention by USAAVNS and Brigade officials.

53D AVIATION BATTALION

The mission of the 5th Battalion, 31st Infantry has been changed recently only to include basic combat training. This is in addition to fulfilling the mission of USAAVNS and USAAVNC support.

Since January, the strength of the units of the 5th Battalion, 31st Infantry have increased. Part of this increase is due to the addition of 400 basic combat trainees to B Company. Up to 31 March 1966, an increase in personnel did occur, other than the basic trainees. This increase lessens the hardship imposed upon the Battalion to support School Troop Requirement.

The requirement for the Battalion to provide airfield security was suspended because a contract was let to a civilian concern for this purpose.

There has been an overall increase in personnel of the 5th Battalion and its attached units during the first Quarter, FY 67. Due to the assignment of more Basic Combat Trainees to the 5th Bn, 31st Infantry, the number of assigned personnel as of 30 June 1966, was 1637 as compared to the 1293 authorized. On 6 June 1966, Basic Combat Training was resumed by 5th Battalion, 31st Infantry for 270 men. Of the personnel who had completed Basic Combat Training 7 May 1966, H Battery, 18th Artillery received personnel to give Advanced Individual Training. As of 30 June 1966, 170 people were assigned to H Battery as compared to 98 authorized.

As of 30 June 1966, certain areas of MOS shortages were evident in the 5th Battalion and attached units. Among these were 28 Light Weapons Infantry, 5th Battalion, 31st Infantry, although this had decreased from 90 in May. More flexibility in handling school troop requirements would occur if shortages didn't exist.

There were negligible alterations in the strengths of the units compared to last Quarter, FY 66.

Approximately 10% of personnel assigned to this Battalion are furthering their civilian education during off-duty hours.

There are a few overages and shortages in MOS. The overages have been reported as surplus and the shortages have been requisitioned.

Strengths:	HHC	Co E	H Btry	Pfdr	40th Ord	Co D
Authorized:	78	208	98	15	240	200
Assigned:	241	290	105	18	234	193

The 53d Aviation Battalion has very few MOS shortages and overages. The shortages have been requested and overages reported as surplus.

Approximately 10% of the personnel assigned to this Battalion are furthering their civilian education during off-duty hours.

Discipline:

Summary Court-martial	7
Special Courts-martial	14

In general, 66 article 15's were issued.
44 AWOL's occurred during the Fiscal Quarter.

Reenlistment: 29 members reenlisted out of a possible 71 members eligible for reenlistment.

53d Aviation Battalion received the post reenlistment plaque for the highest percentage of reenlistment during the second Fiscal Quarter.

On the 13th of March, 1966, B Co, 5th Battalion, 31st Infantry started conducting eight weeks of basic combat training. Four hundred men are being trained and are to be retained at Fort Rucker, Alabama.

Concerning other Battalion training, the limited training program has been continued on Saturday mornings.

The limited Saturday morning training has continued. Additional training has occurred when possible. The mortar section of Company A bivouacked for one and one-half weeks while training to fire for demonstrations.

5th Battalion, 31st Infantry continued to give superior preparatory training and mandatory training to its members.

Approximately 400 Basic Combat Trainees are currently receiving their training from the 5th Battalion, 31st Infantry.

Co D, 92d Engr Bn (Const) and 40th Ord Co (Ammo) (DS/GS) satisfactorily completed ATT's.

The 53d Aviation Battalion continued to give superior preparatory and mandatory training to its members.

On 5 November 1966, the 53d Aviation Battalion graduated 403 Basic Combat Trainees. This was continued from the 5th Battalion, 31st Infantry.

General Order #69 called for the activation at Fort Rucker, Alabama, of the 40th Ordnance Company (Ammo) (DS/CS). It is attached to the 5th Battalion, 31st Infantry as a TOE unit. It is authorized 3 officers, 2 warrant officers, and 92 enlisted men. This order was effective 25 February 1966.

During the first quarter, FY 67, the 5th Battalion received the Commanding General's Reenlistment Plaque for April and May. The total reenlistment for the first Quarter, FY 67, was 19.

5th Battalion and attached units received a post level CMMI during this quarter. The results of all units were satisfactory. No unit received an overall score of less than 90.

NAICP alert occurred 18 June 1966. The alert was called by USAAVNC. No movement to outlying areas occurred. The results were satisfactory.

Since 5th Battalion has the responsibility to furnish a portion of the guards for Post Security, an incentive program has been initiated which serves to produce guards of better caliber, military bearing, and more knowledgeable of their orders and duties. A three-day pass is given if a man is selected as Colonel's Orderly from guard mount three times.

On 25 August 1966, the following units were activated: Company E (LRP), 30th Infantry and Headquarters and Headquarters Company, 53d Aviation Battalion. Both units were attached to USAAVNC, Fort Rucker, Alabama. The authorized strength of Company E - 208; the authorized strength of HHC - 78. DA message 779454, dated 24 August 1966, was the direction for this organization.

On 3 October 1966, by verbal order, Commanding General, Fort Rucker, Alabama, the following units were released from attached 5th Battalion, 31st Infantry and attached to 53d Aviation Battalion: 5th Infantry Detachment (Pfd Abn), Battery H (105MM Towed) 18th Artillery, 1st Aviation Company, Company D, 92d Engineer Battalion (Const), Company E, (LRP), 30th Infantry, 40th Ordnance (Ammo) (DS/GS).

Expected results: To be able to provide better support for the School and Center, the Battalion was reorganized.

CHAPTER 3

UNITED STATES ARMY AVIATION SCHOOL

DIRECTOR OF INSTRUCTION

CH-37 (Mojave) Aviation Transition Course, 2C-062D-A. Formal approval of the POI was granted by CONARC 4 March 1966. The first class of four students began training on 2 January 1966.

CH-47 (Chinook) Pilot Transition Course, 2C-062D-B. Formal approval of the POI was granted by CONARC 16 February 1966. The first class of 24 students began training on 10 February 1966.

A minor program of instruction revision was completed 16 November 1966, which increased tactical training. The previous 2-day, 4 flight hour FEX was deleted and a 5-day, 7 flight hour tactical training problem was added resulting in a more highly RVN oriented pilot with no change to course length or flight hours. Decca training for this course started on 4 November 1966, with Class 67-3. FY 67 inputs were increased from 200 to 216 to be implemented during 2d half FY 67. This increased class size from 26 to 30 students.

Rotary Wing Initial Entry Course 2C-1981-B/20-062B-B. This course was revised to include a two-hour artillery demonstration and an eight-day FEX to better qualify graduates for duties in Vietnam. Classes 66-1/2 completed this training on 25 March 1966.

Rotary Wing Qualification Course (RWQC). The concept for a 12-week, 2½-day, 75 flight hour, RWQC Course was approved by CONARC on 28 March 1966. A test class using eight students from Class 66-5 of the regular RWQC, commenced 28 March 1966. If adopted, the new course will provide -

- (1) Rotary Wing qualification in the OH-13 helicopter.
- (2) Qualification in the UH-1 helicopter.
- (3) Qualification in rotary wing tactical instrument procedures or a standard rotary wing instrument rating for students that qualify.
- (4) Working knowledge of M-6, XM-3, XM-16, and M-5 armament subsystems.
- (5) A possible combined savings of 73 flight hours and approximately nine weeks of training time per student for selected students.

The test class of 8 students completed training 11 June 1966, (ref Unit History Input 1 January-31 March 1966). The test was an unqualified success. Action is being taken to forward a revised Program of Instruction to USCONARC for approval early in 1st Quarter, FY 67. Pending course approval, implementation is scheduled for 12 September 1966, with Class 67-1.

United States Army Reserve Rotary Wing Qualification Course (USAR RWQC). USCONARC approved the 5th Army's proposed USAR RWQC on 21 February 1966. A test of USAR students will be conducted at USAAVNS in August 1966. Instructor pilots from 5th Army contract schools received one week of orientation/standardization training at USAAVNS during the period 20-25 March 1966.

Decca Training. A training requirement for Decca has been given to USAAVNS. Action is pending which will incorporate Decca training in the Initial Entry Rotary Wing Course, 2C-1981-B/2C-062B-B, and the UH-1 (Iroquois) Instructor Pilot (Transition/Gunnery) Qualification Course, 2C-F3.

Decca training will commence for USAAVNS instructor pilots on 3 October 1966. This training will include 15 hours academics and 5 hours flight. The first students to receive Decca training will be in the CH-47 Pilot Transition Course, November 1966, followed by UH-1 IP/G/T Course, in January 1967. The initial entry students should receive Decca Orientation training (6 hours academic, 2 hours flight) in the last Quarter, FY 67. This training is contingent on receiving and installing the Decca kits in the UH-1 aircraft.

All USAAVNS Rotary Wing IP's have been Decca qualified.

Army Aviation Medical Officer Orientation Course, 6A-F1. This course was revised to include field training in the curriculum in February 1966. Medical officer students participate in FEX training, as observers, to develop an understanding of aviator problems encountered in the field. In addition, all aviation medical courses were revised to include ten hours escape and evasion instruction and two hours of survival training.

Increased Inputs to Initial Entry Flight Training Program. On 4 February 1966, USCONARC approved the increase of initial entry aviator training from the present 290 per month output in the rotary wing initial entry training course and 25 per month output in the fixed wing initial entry training course to 375/50 output per month respectively.

Expansion of flight training facilities was required in order to accomplish increased training mission. As a result, Fort Stewart, Georgia, is now programmed to be a fixed wing training base for primary and advanced contact phases of the Initial Entry Fixed Wing Training Course. In addition, the Fixed Wing Qualification, National Guard Fixed Wing Standardization, the two week gunnery phase of the Rotary Wing UH-1 Instructor Pilot Course will be relocated to Fort Stewart, Georgia. Major training resource modification/construction to include the leasing of training strips is required.

The first class of 36 officers and 36 WOC students is programmed to report to Fort Stewart, 26 July 1966. Also, the Fixed Wing Qualification Course and National Guard Fixed Wing Standardization Training will be initiated in early July. Initial entry fixed wing student training in the instrument training phase is programmed for Fort Rucker, 3 January 1967. Students will be in a PCS status at Fort Stewart for 20 weeks and TDY to Fort Rucker for the remaining 15 weeks.

Enlisted Maintenance Add-On Revisions. Through the 1st and 2d Quarters, FY 66, USAAVNS received and implemented four revisions involving increased maintenance training loads. The 5th Maintenance Add-on was received on 17 January 1966. Implementation must be accomplished prior to end of FY 66. This add-on increases student loads by 2788, requiring approximately 1300 additional instructor and support personnel spaces in order to accomplish required training.

In order to provide a posture to accept increased training loads, the 67A10 Aircraft Maintenance Entry Course was increased from a weekly input of 225 students to 310 students per week, and a double-shift schedule was initiated on 31 January 1966. This necessitated nightlighting for conduct of student training. Additional classroom requirements and student billets required the opening of additional training areas (Tank Hill).

In early March it was determined that increased enlisted training could not materialize in FY 66, and the projected FY 67 training requirements reflected no substantial increases. Inputs to the 67A10 Maintenance Course were reduced to the previous programmed level of 225 per week, and phase out to a single-shift operation began 4 April 1966.

CH-37 National Guard Training Course, 2C-F11. This course was originally programmed for 5 classes of 12 students each. Nonavailability of student inputs resulted in the cancellation of training for FY 66.

Twin-Engine Qualification Course (T-42/CV-2). The CV-2 (Caribou) Transition Training program established by Department of the Army exceeds USCONARC capability to provide each student aviator with 42 flight hours in CV-2 aircraft. To satisfy the DA requirement, this course was conducted in two phases. Phase I conducted at USAAVNS provided twin-engine qualification utilizing T-42 aircraft and CV-2 ground school. Phase II was conducted at Fort Benning consisting of CV-2 transition training with 22 hours of flight training and additional ground school instruction. Twenty-two students per class satisfied DA requirements with a class reporting every three weeks. First class was scheduled to report 25 February 1966; however, this and the second class were cancelled for lack of students. Further, student inputs were below the programmed level. USAAVNS requested that DA reevaluate requirements indicating a student input level that could be supported.

The revised program of instruction forwarded to Headquarters, USCONARC on 28 September 1966, is still pending approval. A minor revision deleting AMMERS 62-2500-3 and adding one hour of instruction each as relates to weight and balance, airplane description and flight controls, and examination and critique was implemented 13 December 1966, with Class 67-24.

Army Twin-Engine Qualification Course. USAAVNS was advised by 3d Army Message AJAGT-V 32402, 22 October 1965, that DA U-8 transition training requirements would exceed present capabilities of ZI Armies, thus a concept of training was developed utilizing both T-42 and U-8 aircraft. This concept was based on using T-42 aircraft the first two weeks with each student receiving 16 flight hours, with the last week of training conducted in U-8 aircraft with each student flying 12 hours. The course was projected to extend thru FY 67.

Reduction in Helicopter Instrument Flying Course Inputs. USAAVNS continued reduction of student inputs from 33 per class to 4 students per class in the rotary wing Helicopter Instrument Flying Course. This action permitted USAAVNS to accept oversubscription of training in the Initial Entry Rotary Wing Aviator Course. This oversubscription in initial entry training is the result of reduced attrition rates experienced at Fort Wolters, Texas.

CH-47 Instructor Pilot Course, 2C-F10. Eight classes of two students each, programmed for instructor pilot training were cancelled in February 1966, for the remainder of FY 66, based on the non-availability of students.

USAAVNS Regulation 350-23, "Debriefing of Selected Vietnam Veterans." The Academic Training Analysis Branch, DOI, developed USAAVNS Regulation 350-23, "Debriefing of Selected Vietnam Veterans." Seminars are conducted with RVN veterans to utilize their experience in the continual refinement of Vietnam oriented training.

Instructional Television. This teaching vehicle was officially implemented at USAAVNS on 23 March 1966. Ten programs of instructional television tapes are currently used in 15 classrooms. USAAVNS Regulation 350-26 governing the use of Instructional television was approved and published on 10 May 1966. A DOI position for an Educational Television Specialist was created and filled on 27 May 1966.

OV-1 Suppressive Fire Course. A recommendation to relocate the training site of the OV-1 Suppressive Fire Course from Jacksonville NAS, Florida to Fort Stewart, Georgia, was approved by the Commandant, USAAVNS as a result of a feasibility study conducted at USAAVNS. Implementation was scheduled for 24 January 1967, with Class 67-5, pending CONARC approval.

Relocation of the training site from Jacksonville NAS, Florida, to Fort Stewart, Georgia, was approved by Hq, USCONARC, on 5 August 1966.

Aircraft and personnel to conduct the OV-1 Suppressive Fire Course closed at Fort Stewart, 19 December 1966. Range facilities were completed on 10 December 1966.

LOH Instructor Pilot/Gunnery Course. A draft POI was forwarded to USCONARC on 1 July 1966. Implementation is scheduled for 25 August 1966, pending USCONARC approval.

FY 67 input reduced from 50 to 32 due to slippage in receipt of aircraft.

All OH-6A resources at Fort Rucker will be utilized for training instructor pilots for remainder of FY 67. First LOH Instructor Pilot Course with an input of four students graduated 19 December 1966.

Fixed Wing Qualification Course. A revision to this program was recommended which reduced the overall flight hours of the course from 75 to 60. A letter of transmittal was forwarded to USCONARC on 20 June 1966. Planned implementation date is scheduled for 5 July 1966, with Class 67-1.

Initial Entry Fixed Wing Course (OFWAC/WOFWAC). A proposed 16/16 concept POI for this course was dispatched to USCONARC on 20 June 1966, for approval. This proposal reduced course length from 35 to 32 weeks while reducing total flight hours from 216 to 210 per student. Implementation was scheduled for 6 August 1966, with Class 67-1.

The 16/16 concept was implemented with Class 67-1 on 4 August 1966, with the first 16 weeks of training conducted at Fort Stewart, Georgia, and the remaining 16 weeks conducted at Fort Rucker. This course concept allowed for the implementation of an off-the-shelf (T-41) aircraft for training at Fort Stewart, Georgia. The following fixed wing courses were relocated to Fort Stewart, Georgia, effective 3 July 1966.

Air Traffic Controller Course. A major change to the Air Traffic Controller POI was recommended to teach terminal and tactical training in the AN/TPN-8 radar utilizing Army equipment and instructors. Concept approval by USCONARC was received on 26 May 1966. A meeting is scheduled for 6-7 July 1966, with representatives of DA, USCONARC, USAAVNS, and USAF Air Training Command to finalize Army Resource Requirements to support the proposed changes.

A meeting with representatives of DA, CONARC, USAAVNC/S and USAR Air Training Command resulted in recommendations to amend personnel requirements that would be forwarded by USAAVNS to USCONARC based on the new Trained Personnel Requirements (TPR) of 1220 students for FY 67/68. Eight weeks lead time at KTTC for MOI training is required after personnel arrive. Equipment requirements have been approved but delivery date to Keesler is unknown. Total requirement to support the Keesler POI is to be entered on the TDA for the USAAVNC, presently being prepared at USCONARC which will include the 7-AN/TPN-8 radar sets and the 1-AM/TSQ-72.

Schedules X (DA Form 140b) for total instructor requirements of 1 officer and 44 EM was forwarded to Headquarters USCONARC for staffing and approval on 11 October 1966.

Rotary Wing Instrument Qualification Course. A proposal for a 5 week, 30 flight hour course for dual rated aviators possessing a current Fixed Wing Instrument Card was submitted to USCONARC on 16 April 1966, for approval. Implementation is pending USCONARC approval.

USCONARC approved the POI for a 5 week, 30 flight hours course for dual rated aviators possessing a current Fixed Wing Instrument Card, 10 August 1966.

Army Aircraft Familiarization Course for Safety Personnel. A proposal by USAAVNS to cancel this course was disapproved by Department of the Army. Two classes are scheduled for FY 67, Class 67-1 reports in October 1966.

POI review started 8 July 1966, revised the course for better alignment with USAAVNS flight courses and resulted in a reduction in length from 1 week to 5 days. Draft POI was submitted to USCONARC on 11 August 1966, and 20 students were scheduled for Class 67-1 reporting 9 October 1966.

Headquarters USCONARC approved the revised Program of Instruction 22 September 1966. Evaluation of continuation or cancellation of this course is being considered by DA.

Programmed Learning. The programmed instruction contract with AIR is in its fourteenth month. At the end of the first Quarter of FY 67, approximately 75% of the instructional units were completed. During July and August, trial runs were completed on 60% of the instructional units in the program.

Field trials of the programmed Helicopter Instrument Flying Course were conducted on 31 October 1966, with fourteen students. Final review of all draft units of the course was completed and comments on the required changes were forwarded to AIR for revision.

Fixed Wing Instrument Flight Examiner Course. A proposal to utilize the T-42A airplane as the primary trainer in the FWIFEC Course to include transition training was forwarded to CONARC for approval. Concept approval was granted 27 May 1966, followed by Dept of the Army approval 16 June 1966.

The previously submitted USAAVNS Draft POI received USCONARC approval. The course encompassed 7 weeks with 51 flight hours.

FY 67 Inputs to Enlisted Specialist Courses. Inputs to 67A10 Maintenance Course were reduced from a FY 66 programmed level of 225 per week, to a FY 67 programmed level of 175/180 per week, with a proportionate decrease in the higher MOS courses. The programmed in training student load decreased from FY 66 load, ranging from 1300 to 2461, to a FY 67 programmed average student load of 1912.

CV-2 Training Courses. Effective with Class 66-9, CV-2 Caribou Transition training was cancelled for all Army aviators at USAAVNS, effective 9 May 1966. Termination of CV-2 training for enlisted maintenance personnel (MOS 67J) was also directed effective with FY 67 Class 67-7 starting 15 August 1966, and ending 13 September 1966.

Single Engine Light Transport Airplane Maintenance Course. Effective 8 August 1966, FY 67, classes 3 thru 9 were established at test classes for the direct flow from 67A10 Course with a course length of 4 weeks, 4 days.

Single Engine Turbine Helicopter Maintenance Course. Implementation of a user support POI was authorized effective with Class 67-20 starting 29 July 1966, with course length of 6 weeks.

OV-1 Aviator Transition Course. Original FY 67 input of 60 was increased to 90.

Revised program of instruction reflecting increased night instrument autopilot training procedures (1 flight hour) was approved by Headquarters, USCONARC, on 5 December 1966.

OV-1 Instructor Pilot Qualification Course. FY 67 classes were cancelled 26 August 1966.

Army Twin-Engine Qualification Course (T-42/U-8). The T-42/U-8 transition course was transferred from US Third Army to US Army Aviation School, effective 30 August 1966.

UH-1 Instructor Pilot Course. Class 67-3 cancelled, 26 August 1966.

A 2-day, 5 flight hour increase in this course to incorporate Decca training and qualification was approved by Headquarters, USCONARC, on 5 December 1966. Decca training was implemented on 2 December 1966, with Class 67-5.

Single Rotor Turbine Attack Helicopter Transition Maintenance Course. Submission of draft POI to support the revised Cobra annual training requirements for FY 68 and 69 was forwarded to USCONARC 25 July 1966. On 19 August 1966, proponency for this instruction was given to the Transportation School, Fort Eustis, Virginia.

M-22 Gunnery Course. Class 67-2 cancelled, 26 August 1966.

Army Aviation Command and Staff Officer Course. Changed to Army Aviation Commander's Vietnam Orientation Course with course length of 2 weeks, 2 days, effective Class 67-2.

Aviation Orientation for Senior AMEDS Officers Course. Draft POI forwarded to USCONARC 4 August 1966, was staffed 13 October 1966. The first FY 67 class completed training 23 September 1966, and the next class was scheduled to commence 28 November 1966.

Program of instruction revision submitted 4 August 1966, was approved by Headquarters, USCONARC 5 October 1966.

Educational TV. Seventeen television projects, involving some 21 individual programs, were submitted to DOI for approval and assignment of priorities. Development of educational criteria was completed for seven of these programs and forwarded to DOSS Educational TV Branch for production action. During the quarter 325 television programs were shown in classrooms.

A Television Production Van was delivered 21 November 1966. Training of the operating crew and the correction of numerous technical deficiencies in the van (which is continuing) consumed the balance of the quarter. To insure teaching effectiveness of the programs, it was found necessary for the DOI Television Education Specialist to participate actively during preparation of the scripts. Two scripts were completed and are awaiting production (Decca and Jetcal). A set of educational guidelines were prepared for writing of television scripts, to assist in future projects. Education criteria for the UH-1 Fuel Control Adjustment, Rotary Wing Aircraft Armament Systems and Aircrew Armor Projects were completed and forwarded to Department of School Support television. During this quarter 235 television programs were shown in classrooms.

MOS Training. On 23 September 1966, USCONARC informed USAAVNS that additional resources would not be available for additional maintenance training under field conditions and requested information relative to what had been accomplished within local resources and what could be accomplished by 1 October 1966, and 1 January 1967. Reply was sent 30 August 1966, which reflected a study would be conducted to determine the feasibility of additional training under field conditions. The study was conducted by Dept of Maintenance Training and was completed o/a 1 October 1966.

Study Halls. Procedures for implementing Saturday study hall for Initial Entry, Fixed and Rotary Wing Aviator Courses, were prepared by AITB. The purpose of the study hall was to motivate the officer and warrant officer personnel to improve their academic standing. The effective implementation date of the program was 1 August 1966, and has provided satisfactory results.

USAAVNC Effective Writing. Academic Instructor Training Branch prepared a proposed curriculum outline to be used by the Civilian Personnel Office in the development of a 20-hour USAAVNC course in Effective Army Writing. The outline identified the lesson titles, supporting topics and length in hours for each of the instructional blocks in the proposed course. The tentative plan was that the course would be offered to senior officers, Majors and above; and civilians, GS-9 and above.

Performance Objective Workshops. Two workshops were conducted in November 1966, with a total of fifteen instructors and supervisors attending. The purpose of the course was to assist the personnel attending in improving the quality of performance objectives within their individual areas.

Instructional Supervisor's Course. Three classes of the Instructional Supervisor's Course were conducted during the second Quarter of FY 67, with a total of fifty supervisors attending. An overall total of 200 supervisors have now attended the course.

Army Aviation Commander's Vietnam Orientation Course. The new Army Aviation Commander's Vietnam Orientation Course began 13 November 1966 with 17 students in attendance. This course is RVN oriented and replaced the Army Aviation Command and Staff Officer's Course, resulting in a course reduction from 3 weeks, 5 days to 2 weeks, 2 days.

Officer/Warrant Officer Rotary Wing Qualification Course (Active Army). Headquarters USCONARC approved the 12-week, 2½ day RWQC for active Army inputs on 25 November 1966. This course was implemented with Class 67-1 on 3 November 1966, (22 students in attendance). The former 8-week RWQC was retained for training of Allied and Reserve Army aviators.

AH-1G (Cobra) Pilot Transition/Gunnery Course. The draft program of instruction was forwarded for Headquarters USCONARC approval on 12 December 1966. The proposed course is 3 weeks, 2½ days in length and provides 18 hours, 45 minutes flight training. The first class is planned to start on 4 September 1967.

AH-1G (Cobra) Instructor Pilot Transition Gunnery Qualification Course. The draft program of instruction was forwarded to Headquarters USCONARC for approval on 12 December 1966. The first class of the 6-week, 2½ day, 43 flight hour course was programmed to begin on 28 July 1967.

Officer/Warrant Officer Rotary Wing Aviator Course (ORWAC/WORWAC). The first class (67-3/4) of 386 students was received from Fort Wolters, on 30 November 1966. It is anticipated that 375 graduates will result from this and each succeeding ORWAC/WORWAC class.

Officer/Warrant Officer Fixed Wing Aviator Course (OFWAC/WOFWAC). Class 67-7 began training in the T-41B aircraft. Delivery was completed on T-41 aircraft for the USAAVNS. Turn-in of excess O-1's began in November. OFWAC/WOFWAC Classes 67-1/2 with 52 students in residence began training at Fort Rucker 5 December 1966, upon arrival from Fort Stewart. Fifty graduates are expected from this and each succeeding class.

LOH Enlisted Maintenance Course. Due to the nonavailability of OH-6A aircraft, the LOH Enlisted Maintenance Course will have zero input for the 3d and 4th quarters, FY 67.

Enlisted Maintenance Direct Flow. Interim approval was received for the direct flow for the 67C20 (U-1A) Enlisted Maintenance Course. This results in a student going directly into the 67C20 Course from the 67A10 Maintenance Entry Course and thus bypass the 67B20 (O-1/U-6) Course. The result is a 9-week ½-day total training time.

Increased Aviation Training. On 15 December 1966, DA approval was given to increase US Army aviator training from an output of 425 pilots per month to 625 per month. In order to meet this training commitment, the facilities at Fort Stewart, Georgia, have been expanded. The first group of students under this expanded program will begin training at Fort Stewart in 1st Quarter, FY 68.

Instructor Pilot Checkrides. DOI was given the responsibility of developing a policy for the administering of annual Instructor Pilot checkrides during November and December of each year. This action was the result of the increased emphasis on Instructor Pilot standardization by the Commanding General, Third U. S. Army, and by the Commandant of the Aviation School.

Grading System Revised. During this period a major study was conducted to determine a means whereby the USAAVNS Academic Grading System could be revised to provide more acceptable pass/fail criteria than has been experienced under the Army Standard Scoring System. Recommendations of this study were to adopt individual examination percentage items correct (PIC) pass/fail points to be used in conjunction with the standard scoring system. PIC pass/fail guidelines were recommended as 60-80%. These recommendations were approved by the Assistant Commandant, and implementation instructions issued to the instructional departments during the last week of September 1966.

Academic Instructor Training Branch (AITB). A representative of AITB attended a conference initiated by CONARC at Fort Knox, Kentucky, 6 December 1966. The purpose of the conference was for the participants to discuss and evaluate the proposed approach established by the Adjutant General School for developing an SOP for determining instructional content and equipment. The consensus was that the proposed approach was unrealistic and should be abandoned. Plans were then made for another conference to be held at the Adjutant General School, 16-20 January 1967. At that time the schools desiring to participate would assist the Adjutant General School in developing the concepts and procedures to be included in a guide, rather than SOP, to be used by all CONARC schools in determining course content, training aids, and equipment.

Direction was provided all departments to implement the system of selecting fixed pass/fail points on examinations within the 60-80 percent items correct range. Implementation was complete in all courses on 19 February 1967.

Operations and Aircraft Management Branch. In July 1966, the Operations and Aircraft Management Branch was established. Functions include:

- (1) Provides coordinated control of aircraft scheduling and utilization for the USAAVNS.
- (2) Evaluates aircraft procedures and operations, develops plans for increasing efficiency to facilitate the accomplishment of the USAAVNS mission.

Scheduling Branch. The Scheduling Branch (previously a section of the Operations and Scheduling Branch) became an entity within the Training Division, DOI, effective 1 July 1966.

The move of officer academic instruction into three new, permanent type, classrooms (Buildings 5202, 5206) on 1 October 1966, was accomplished. These buildings were used during September on an emergency basis prior to completion of the building contract, and provided a more efficient learning environment for students. Centralization of the academic instruction for all initial entry rotary wing students into the 5200 training area provides better control of students, minimizes the impact caused by training schedule changes, and facilitates maximum utilization of new classroom buildings. The successful movement of maintenance academics for the initial entry rotary wing aviators from the Tank Hill area into the 5200 area in late October, made available additional buildings for future expansion in the Tank Hill area.

Student Billeting. The Scheduling Branch was responsible for the final reorganization of troop housing arrangements in conjunction with other Post elements. This reorganization permitted the elimination of approximately 150 bus trips per day by billeting student personnel in the vicinity of their classroom facilities.

Army Aircraft Management. Intensified aircraft management procedures initiated at the USAAVNS have materially enhanced aircraft utilization. Statistics reflecting management improvements in this area are depicted below:

	August 1965	August 1966
Average hours flown for total flights requested	1.7 hours	2.3 hours
Percent flown of flights requested	68.7 percent	90.7 percent
Monthly average hours per assigned UH-1 helicopter	57.3 hours	70.0 hours

Automatic Data Processing. An automatic data processing system was employed in early August 1966 to produce a daily aircraft schedule with an integrated maintenance program. Further areas of employment of automatic data processing systems are being developed at this time.

An ADPS was developed in October 1966 to provide a daily flight analysis of utilization of scheduled aircraft. The assigned class, scheduled hours, actual hours flown, variance hours and actual user is indicated for each serial numbered aircraft. In December, the variance cause (reason for each aircraft not flying hours scheduled) was added, providing a better picture of aircraft utilization. A section/class summary includes: total hours scheduled, total hours flown, hours variation, total aircraft scheduled and variation per scheduled aircraft.

CV-2 and UH-1A & B Operator's Manual. The CV-2 Operator's Manual has been revised and forwarded to USAAVCOM in St Louis for final review and approval before being published. The UH-1A and B Operator's Manual has also been revised and forwarded for review/approval. This action included a complete rewrite of chapters 3, 4, and 10.

U8-D&F Operator's Manual. The U8-D&F Operator's Manual has been staffed by the Flight Training Analysis Branch which includes a complete rewrite of Chapters 3, 4, and 10. It was forwarded to USAAVCOM in St. Louis on 25 August 1966, for final review and approval before being published.

A rewrite of the Aircraft Operator's Manual (Chapters 3, 4, and 10 of the dash ten) on the U-8D and F, UH-1A, B, C, and D and CH-47A has been completed. Action is pending on the division of all operator's manuals by series. Flight Training Analysis Branch furnished representation at manuals review conferences conducted by Bell, Beech, Sikorsky and Department of the Army.

Army Aviation Annual Written Examination. Work on the Army Aviation Annual Written Examination continues by the Flight Training Analysis Branch. Tactical maps, FLIP charts and answer cards to be used with the 1967 examination were requisitioned and received. The Examination Reference Data Booklet was completed and sent to P&NRI on 13 September 1966, for publication.

The Flight Training Analysis Branch has completed all action on the 1967 Annual Written Examination. This is the first time four versions of the exam have been developed to include tactical in-flight procedures for both fixed and rotary wing aircraft.

Flight Training Analysis Branch. A Flight Training Analysis Branch Reference Library has been started and is in the process of being expanded.

Duty-Oriented Objectives. A review and analysis was made of the special text, "Duty-Oriented Objectives," published by the Quartermaster School, Fort Lee, Virginia. The text may be adopted by USCONARC as an official training directive. The review was made at the request of the DOI with special emphasis given to the validity of the text and the possible impact of implementation at USAAVNS should the text become official.

Aircraft Checklists. Action was initiated to consolidate all aircraft checklists and utilize a new binder, TM 1-1500. Included in this binder will be the maneuver guide for that specific aircraft and will help to insure worldwide maneuver standardization.

Development of co-pilot duties for all army aircraft, when applicable, has been initiated. This project will be expanded to include all air crew duties and be included in Chapter 11 of the Aircraft Operator's Manual. This effort for standardization will eliminate many of the unit checklists that are presently being utilized.

Reading Level of Aviation Literature. A member of the Academic Training Analysis Branch represented the Aviation School at conferences convened in St. Louis and Los Angeles by the Army Aviation Materiel Command. The purpose of the conferences was to determine if aviation technical literature is written at the proper reading level for Army users. The reading level of literature examined was found to be at the college freshman-sophomore level. It was further determined that the appropriate reading level for optimum use should be at the tenth grade level. Guidelines were drafted cooperatively by service school, Materiel Command and industry representatives to assure that industry would write to the tenth grade reading level.

Flight Instructor Development. School Regulation 350-28 was prepared and published 11 May 1966. This regulation provides guidance for the professional and technical development of USAAVNS Flight Instructors.

Aircraft Accident Prevention Investigation and Reporting (USAAVNS Reg 95-5). Change 2, USAAVNS Regulation 95-5 has been staffed by the Flight Training Analysis Branch and is in final form for approval. This change outlines responsibilities within USAAVNS for administration of annual standardization checkrides plus other minor changes.

Army Aviation Instrument Program (AR 95-63). Recommendations for implementing provisions of the revised AR 95-63 at USAAVNC/S were prepared by the Flight Training Analysis Branch and submitted to the DOI on 5 July 1966.

USAAVNS Regulation 350-27. A study was conducted to determine the adequacy of the remedial training program. The study resulted in drafting and staffing through all departments a revised USAAVNS Regulation 350-27, Saturday Study Hall. It has been forwarded to the School Secretary for publication. The regulation specifies 1300 hours as the primary time for the Saturday study hall to begin and provides detailed guidance for notification of students, maintenance of pertinent academic records and conduct of the study hall.

Revised Aircraft Availability. On 29 March 1966, revised aircraft availability percentages were forwarded to Hq, USCONARC, for the following aircraft:

UH-1A from 58% to 63%
UH-1B from 62% to 68%
TH-13T from 70% to 75%
OH-13 from 70% to 65%

These revised availability rates substantially reduced UH-1 aircraft requirements for the support of student training during the remainder of FY 66. A total savings of 50 assigned UH-1 aircraft will be realized when maximum buildup is effected at the 375/50 level.

On 26 April 1966, revised aircraft availability percentages were forwarded to Hq, USCONARC, as follows:

OH-13 from 65% to 70%
TH-13T from 75% to 78%
UH-1A from 59% to 64%
UH-1B from 68% to 70%

UH-1 Aircraft, 67N20, User/Support Program. Formal approval of the POI was received from USCONARC, 11 January 1966. This POI was a joint action by USAAVNS and USATSCH. USATSCH was directed to implement the POI immediately; however, USAAVNS will defer implementation pending receipt of necessary resources to conduct the training. The LOH was not included in this POI.

Revision of Aircraft Maintenance MOS Career Group (67). Department of the Army directed USAAVNS and USATSCH to determine the training time saved or additional time required to conduct a proposed realignment of the aircraft maintenance group. This proposed realignment would group jobs on an occupational basis and would be accomplished by consolidation of user and support levels of maintenance. USATSCH was given the responsibility for preparing the final reply to USCONARC NLT 12 April 1966. Joint conferences are being conducted at USATSCH to formulate a reply to USCONARC. Approval and/or comments by the school Commandants of the recommendations proposed by a Senior Planning Committee was scheduled for 4 April 1966.

DEPARTMENT OF SCHOOL SUPPORT

General. On 21 January 1966, a special committee was formed to study the organization, functions and personnel utilization within the USAAVNC Troop Brigade (Prov) and Department of School Support.

As a result of this study, the "logistical" housekeeping functions directly related to the responsibilities of the USAAVNC Troop Brigade (Prov) command were transferred to S-4, Troop Brigade. This entailed the lateral transfer of twenty-seven hand receipts and a total of 1827 line items. A budget division authorizing one officer, one program analyst, and two budget clerks was formed within DOSS as well as the redesignation of the Facilities Division to the Master Planning and Facilities Support Division with concurrent elimination of the Instructional Support Branch.

Basis for this authorization/elimination was the need for centralization within one School department of a facility planning/coordinating element as well as the addition of an inspection team capability. Elimination of the Instructional Support Branch resulted because the operation of this branch paralleled much larger functions adequately accomplished by the Director of Instruction. Support equipment and twenty-four personnel spaces were transferred to the 1st Aviation Company.

The Film TV Branch of the Facilities Division was redesignated as the Film-Educational Television Division under the Director, Department of School Support.

During the reporting period, continual expansion programs were proposed and the USAAVNS Element at Fort Stewart commenced operation. This element included limited supply, facility, and training aid capabilities.

Personnel. The Table of Distribution for DOSS, incorporating those changes suggested by the ad hoc committee (Jan 66), was published authorizing 17 officers, 53 enlisted men and 54 civilians - total 124 spaces. However, on 28 January 1966, implementation of the military/civilian substitutability program was initiated by nominating 18 spaces for conversion. Nine military spaces in Training Aids Division were also converted.

Approval was received by the Department of School Support for the implementation of a new Table of Distribution and Allowances (TDA) in support of the 375/50 student workload. This TDA increased the number of authorized personnel from 124 to 150. The additional authorizations included one warrant officer and six enlisted personnel in the Supply Division and one civilian authorization in the Training Aids Division. The remaining eighteen space authorizations included seven Film Library Specialists to provide facility support for three newly erected classroom buildings and eleven spaces in the Film-ETV Division to provide increased production capability upon the availability of a mobile television van.

The personnel status of the Department of School Support as of 31 December 1966, was as follows:

	<u>Authorized</u>	<u>Assigned</u>
Officers	16	16
Warrant Officers	2	4
Enlisted	48	74
Civilians	84	77
	<u>150</u>	<u>171</u>

A USCONARC manpower survey was conducted within the department 14-20 November 1966. The survey team recommended a reduction of the department's authorized strength by eight personnel - two officers, one warrant officer and five enlisted men. It was further recommended that the Administrative Branch be dissolved thereby combining its present assigned personnel with the Office of the Director. Within the Master Plans & Facilities Support Division a similar recommendation was made to combine the existing branches under the Office of the Division Chief. Additionally, the combining of the Records and Files Branch in the Editing and Publication Branch and the Warehouse Branch in the Parts Branch was recommended for the Supply Division.

Budget Division. Responsibility for the submission of USAAVNS cost saving reports in conjunction with Project TRIM was assumed by the Budget Division. Total savings (validated by Third US Army) for the reporting period were in excess of 1.1 million dollars thereby surpassing the \$290,000.00 savings goal for FY 67 designated by USCONARC.

Film-Educational Television Division. By April 1966, installation of the CONARC "Type A" playback only closed-circuit television was completed. This system provides USAAVNS with two channels of closed-circuit TV to fifteen classrooms. As a result of a study on TV expansion, it was recommended that TV be expanded to a total of fourteen channels with distribution to approximately 160 classrooms (seven channels on main post and an additional seven channels being divided between Cairns, Lowe, Hanchey and Shell Army Airfields). It also included the purchase of a CONARC type mobile TV production van. Approval for the purchase of a mobile TV production van for USAAVNS was granted by USCONARC at a cost of \$155,000. In addition to the purchase of the van, the contract for a third ETV channel, utilizing a film-chain multiplexer assembly, was given to the Electronic Engineers Corporation. Also by July 1966, approval was received from 3USA on the renovation and air conditioning of building 5407. This renovation will provide a control room and production studio area.

The proposed USAAVNS training film program for FY 67 was submitted to USCONARC. This program included twenty-four new project titles. The total number of reels requested by USAAVNS for FY 67 was 108. The estimated cost of this program (new films only) totaled \$1,392,600.00. This cost is in addition to the cost of approximately nine training film projects that were carried over from the FY 66 program. In June, representatives of the Film Educational Television Division attended the Department of the Army annual training film panel at the Pentagon. This panel discussed the proposed USAAVNS FY 67 training film program. A total of 23 projects were approved, giving the USAAVNS one of the largest programs in the Army.

A reevaluation of the TV ad hoc committee report on television expansion at USAAVNS was made and a three year phasing of the expansion was approved by USAAVNS. The 3USA TV engineer surveyed Fort Rucker in September 1966, for the first phase of this expansion which includes seven channels of ETV to most of the on-post classrooms except the Tank Hill area and Aeromedical Education.

The Film-ETV Division personnel were assigned the mission of preparing a 35mm color slide and audio tape program depicting the USAAVNS for display at the AUSA Convention in Washington, D. C., on 10, 11 and 12 October 1966.

A TV mobile production van was delivered to USAAVNS on 4 November 1966. Ampex Corporation is required to correct existing deficiencies of equipment and present a training program to the Film-ETV Division concerning its operation. The training was scheduled to commence on 6 February 1967.

Installation of a film chain multiplexer and an off-air commercial television receiver was completed in November. This equipment lends a great deal of versatility to the USAAVNS TV facility by making it possible to integrate 35mm slides and 16mm films in our video tape productions and also provides the reception and retransmission via cable of commercial TV programs.

Master Planning & Facilities Support Division. The Master Planning and Facilities Support Division accepted building 5205 on 29 June 1966. This added six permanent classrooms with a capacity of 50 men per room to the USAAVNS facilities. The plan for a small classroom cubicle complex was submitted to DCSLOG for funding and approval. The use of this complex system will eliminate the need to use the 50-man classrooms for the many classes of 10 students or less. However, the audio visual facilities will be the same as in the larger classrooms allowing the use of present POI's.

A secondary contract was awarded for the installation of audio-visual equipment in newly constructed classrooms. A final acceptance inspection was completed of audio-visual installations in the newly built classrooms and a recommendation was forwarded to DCSLOG that payment be made to the contractor.

Upon completion of two new instructional buildings (5206 and 5202), fifteen additional classrooms became available to USAAVNS. Two of the classrooms were equipped with artillery observation training devices (puff boards) which afford students realistic training at a fraction of the cost of live artillery demonstrations.

Final acceptance of High Bluff Stagefield, an additional rotary wing training site, was accomplished.

Considerable time was consumed getting final requirements completed at Knox Field to house the Department of Tactics gunnery operations, and the remaining three training lanes for use by the Department of Rotary Wing students.

Synthetic trainer buildings were completed at Shell AHP and Hanchey AHP and trainer installation was initiated.

Coordination was accomplished with G3 Advance Planning Group to develop the new training base at Fort Stewart and Hunter AFB. All facilities to support this training were programmed and a detailed survey was completed of training aids necessary to accomplish the training objectives of the installation.

A Job Order Request Priority Board was established to review all request for work submitted to DCSLOG, Engineer Division. DOSS is to represent USAAVNS activities on this board.

Initial drawings and requirements were completed for a permanent Army Aviation Museum.

Supply Division. The Supply Division prepared and submitted a draft TDA of equipment sections for USAAVNS and the USAAVNS Element at Fort Stewart.

The following supply transactions were conducted in support of USAAVNC and USAAVNS:

- (1) Supply document transactions prepared: 30208.
- (2) Requisitions filled by Station Supply: 25814.
- (3) Issues to hand receipt accounts: 30652.
- (4) Turn-ins accepted from hand receipt accounts: 12592.
- (5) Aircraft turned in: 162.
- (6) Aircraft received: 441.

Training Aids Division. During April 1966, the Training Aids Division received a UH-1D Composite Flight Trainer and a UH-1D Electrical Systems Trainer procured from the Bell Helicopter Company for the Department of Maintenance Training. In June 1966, a contract was awarded for a Device 2A27B Multi-Purpose Cockpit Procedures and Turbine Engine Trainer. The two training devices received in April will increase the capacity of Department of Maintenance Training's program in the UH-1D. Device 2A27B Multi-Purpose Procedure and Turbine Engine Trainer ordered in June for the Department of Maintenance Training will be used in the UH-1D and OH-6 classes.

A remote scoring weapons range system, Device 3H18, was tested and accepted. This aid, which is manufactured by Del Mar Engineering Laboratories, was procured through a US Naval Training Device Center contract for the purpose of satisfying a requirement within the Department of Tactics for the scoring of hits and near misses on aerial gunnery ranges.

The initial phase of providing graphic aids and devices to the Aviation Element, Fort Stewart, was completed. This project consisted of transferring training aid materials which were no longer required at Fort Rucker in addition to the duplication of aids which could not be transferred.

DEPARTMENT OF TACTICS

Student Training Developments. A revision in the ORWAC/WORWAC Program of Instruction was approved and was effective on 28 February 1966. Under this concept, each class receives 4 weeks of tactical instruction. The first 2½ weeks or 12 days of the 4 weeks is the Pre-FEX phase, the last 8 days is the FEX phase.

The Pre-FEX phase is divided into half day flying - half day tactical academics. During the Pre-FEX flight, students join two airmobile companies at TAC-1. These companies are cadried by Tactical Instructors from the Rotary Wing Branch, Employment Division. Instructor Pilots and the students form the aircraft crews. The crews receive their mission briefings from the Airmobile Company Operation Officers. Missions are Vietnam oriented and are flowed so as to provide a logical flight training sequence simulating a buildup phase for the airmobile companies.

During this Pre-FEX period, ¼ of the students receiving flight training will, for 3 days, receive M6 gunnery training. The training involves 2 hours firing the M6 in the flexible mode, and 1 hour flight with the system in the stowed mode. This training is conducted by the Rotary Wing Familiarization Branch, Aviation Armament Division.

The FEX phase simulates movement of the Aviation companies to TAC-1 to remain for the entire period. The airmobile company is assigned to the fictitious country of Floriana, and is placed in support of an Infantry Division. All missions continue to be presented to the crews, dual or solo from the unit operations officers, and are completely South East Asia oriented. Missions continue to grow in complexity culminating in a 2 company formation fly-by over the Main Post on the last day of the FEX.

Preparations were made to initiate a second tactical site. This site would serve as a "Second TAC-1," and would accommodate ½ of all ORWAC/WORWAC students. Simultaneous training would be conducted at each site - 2 more airmobile companies formed and a fictitious airmobile battalion, the 129th Airmobile Battalion was formed. Land was procured just NE of Samson, Alabama, and work orders and land lease actions were initiated. The new site is to be effective on 28 April 1966, and is to be called "TAC-X."

A new 67N20 door gunner course was initiated during this period with tactical training given during the last week of instruction by the Guided Missile and Environmental Training Branch, Aviation Armament Division. The crewchief receives training on the M60 machinegun, firing from an elevated platform, and flight orientation rides in the UH-1 to include participation in crew duties.

The OFWAC/WOFWAC (Fixed Wing Initial Entry Course) program has been modified to include one period of 0-1 rocket firing. This period of instruction is designed to familiarize students with the techniques involved in firing 2.75" rockets. Due to the availability of gunnery ranges and an extremely full academic flight curriculum, this firing will be scheduled on Saturdays effective in November 1966.

Three senior officer Medical Orientation Courses were conducted during this period. This included orientations and rides on the ranges and the tactical sites. In the first class was the Deputy Surgeon General.

Academic MOI classes for Employment Division instructor pilots were conducted during this period. Now a permanent part of the MOI POI, this will be conducted for the most part in conjunction with existing classes as scheduled.

The first AACVOC class began in November 1966. This course is geared to the senior commander or staff officer en route to Vietnam. The mission of the class is to reorient the student on the military conduct of the war, the location, disposition and strength of allied and enemy units, and the relationship of aviation to the war effort. Initial comments of the first class reflected accomplishment of the mission.

Personnel Status. The Department began the gradual buildup to the level authorized for 290/50 student load. A phase-in schedule was submitted to G1. The first large 290 class was scheduled on or about 13 August 1966. Until that time, classes of approximately 150 students would continue. Since the number of instructor pilots is in direct relation to the number of students, plans were initiated in both Aviation Armament and Employment Divisions to insure the most effective use of existing assets in conducting MOI. Personnel returning from Vietnam continued to be assigned to the Department.

The Department accelerated its buildup for the 290/50 student load. However, the phase-in is progressing behind schedule. In addition, plans were submitted to increase the Department strength to accept a 375/50 student load in March 1967. A new phase-in schedule was submitted to G1 to increase the Department strength beginning in April 1966. As in the previous buildup, action was taken to insure the most efficient use of existing assets to conduct instructor pilot training.

Information was received late in this period that the USCONARC personnel Survey Team would survey USAAVNS/USAAVNC during Nov-Dec 66. Initial plans were made for 140b schedule X preparation and submission in September 1966.

The Department continued its buildup to prepare for the 375/50 student load effective in March 1967. Authorizations for the Department were contained in TDA 3A-318600 effective in July 1966.

On 22 November, the USCONARC Survey Team visited the Department of Tactics. Based on the current authorized POI workload, plus future approved training missions, the Department was granted 41 additional spaces.

Academic subjects were carefully reviewed to insure content was specifically oriented toward Vietnam. Action was taken to procure maps of Vietnam and slides of the equipment used and missions accomplished in Vietnam.

The Department procured a number of aircraft hulks, both fixed and rotary wing, to be placed in the TAC-1 and TAC-X training areas. These hulks were painted with a yellow X and will increase realism in reconnaissance missions and reporting exercises.

Plans were initiated for the new RWQC. The initial starting date was given as 7 August 1966. Under this concept, students would begin in the OH-13, receive tactical instrument instruction in the TH-13T, transition into the UH-1, and receive tactical training, including gunnery familiarization in the M6 system. The course length is 12 weeks and contains 77 flight hours. The Aviation Armament Familiarization Branch will conduct this training which will be flowed so as to correspond with the ORWAC/WORWAC FEX Training phase.

Several Starlight scopes have been placed on order through DOSS as a result of interviews and visits from recent Vietnam returnees. The scope will train the FW/RW student in the observation benefits in imagery intensification.

The Aviation Armament Division has supervised the construction and installation of an artificial lighting device popularly known as the "Firefly." This ground illumination device will be demonstrated to ORWAC/WORWAC students and used during night firing in the UH-1 IPQTC.

Two new training programs were approved and programmed during this quarter. A 16-hour 2-day FEX was initiated for the CH-47 transition course. This FEX will be conducted by the Employment Division. CH-34 foreign student tactical training was initiated. The students will receive 1 week of tactical missions with the Employment Division until 1 February 1967, when the Aviation Armament Division will supervise this training in conjunction with the RWQC (new). In both cases, the instructor pilots will be furnished by the Department of Rotary Wing.

Department of Tactics conducted tests during the period 25-27 July to determine problem areas and solutions for conducting student training in tandem seated helicopters. Tests were conducted using Bell Helicopter Company's "Sioux Scout." Surprisingly few problem areas were discovered and conclusions drawn from the results indicate that students can be transitioned into tandem seated helicopters with relatively little difficulty and that present methods of instruction need not be greatly altered. A large increase in accuracy is expected using the centered chin/nose turret on future armed helicopters.

A test was conducted using initial entry student aviators to determine the problems of transitioning personnel with little or no experience to the tandem seating arrangement. Again, no particular problem was encountered.

Continued efforts were made to improve the MK 26 flare operation during the night firing of the UH-IPQTC. As dropped from the OV-1 Mohawk, these flares had a 50% or greater dud rate. However, a method was devised to attach the parachute/fuze lanyard to the Mark 5 flare/bomb rack. This new method assures a 95% operational flare load thereby improving the quality of the training being conducted.

Requests for gunnery training of newly formed divisional and nondivisional airmobile companies continue to be received. Wherever possible, these requests were honored. Eighteen members of the 1st Squadron, 5th Cavalry, 9th Infantry Division, were given accelerated training in the XM6/16, XM20/21, XM5 systems during November 1966.

The CH-47 flight training phase for Tactics was again modified. The new phase will be 5 days in length and will not be a FEX. Training will consist of demonstration and practice in each type mission expected of the CH-47 in RVN. Employment Division is responsible for the training, but Department of Rotary Wing will furnish the IP's. TAC-2 will be the initial stagefield, with the initial class commencing on 30 January 1967.

Base "X" planning progressed during this period. Site selection was confirmed as Fort Stewart/Hunter AFB in late December 1966. The student load was set as 203 effective April 1968. An Advanced Planning Group was established at G3 level with Department of Tactics representation. This additional training base will not affect the 375 student class level at Fort Rucker. Resource and manpower requirements for tactical training were initiated in December 1966-January 1967.

The OV-1 Suppressive Fire Course, (FW Armt Branch, Avn Armt Div) closed at Fort Stewart, Georgia, on 19 December 1966. The Branch and course are now the responsibility of the USAAVNS Element, Fort Stewart.

Change in Organization and Functions. The Aviation Armament Division has been reorganized to include three branches. The change was made to insure supervisory control and to effect better personnel management.

Rotary Wing Qualification Branch is responsible for instruction pertaining to rotary wing gunnery systems qualification to include evaluation of students. The branch also presents briefings, orientations, and demonstrations to designated military and civilian visitors.

Rotary Wing Armament Guided Missile and Environmental Training Branch is responsible for instruction pertaining to rotary wing gunnery familiarization programs to include evaluation of student performance. This branch is also responsible for qualifying assigned personnel as both aircraft and gunnery instructor pilots and for administering annual proficiency checkrides.

Rotary Wing Armament Familiarization Branch is responsible for instruction pertaining to rotary wing gunnery familiarization programs to include evaluation of student performance. This branch is also responsible for qualifying assigned personnel as both aircraft and gunnery instructor pilots and for administering annual proficiency checkrides.

Rotary Wing Branch, Employment Division, has reorganized within itself by direction of the Department Director. The new organization is a result of and is directly applied to the simultaneous conduct of instruction at two widely separated tactical training sites. Personnel are organized into cadre for four airmobile companies with one control group for each of the two tactical airfields. This greatly simplifies control/coordination problems within the branch, and allows much greater flexibility.

DEPARTMENT OF PUBLICATIONS AND NONRESIDENT INSTRUCTION

Literature Division. The following publications were completed:

FM 1-105, Army Aviation Techniques and Procedures, was published on 20 January 1966. This important FM provides the individual Army aviator condensed coverage of the techniques and procedures used in carrying out the tasks of Army aviation.

NRI (1), Preflight School Extension Course, was published January 1966, for pretest by USAAVNS with warrant officer option enlisted trainees at Fort Polk, Louisiana. This course consists of three subcourses: 1-1, Army Aircraft and Principles of Flight; 1-2, Map Reading; and 1-3, Weather Elements. The three subcourses contain 10, 9, and 9 credit hours, respectively. It is anticipated that Subcourse 1-2 will be reduced to 7 hours and that the title of the extension course will be changed. Although prepared with high priority and the first NRI course to be administered by USAAVNS directly from Fort Rucker, pretesting has been accomplished without new writing or administrative personnel. The extension course is an important milestone in two respects. One, it offers prospective trainees for the US Army Primary Helicopter School, Fort Wolters, Texas, a firm look at Army aviation before entering that training. Second, for the long pull, it launches USAAVNS into the mainstream of nonresident (extension course) instruction, with rapid expansion probable.

TC 1-29, Rotary Wing Tactical Instrument System, was published 16 May 1966. This TC describes the rotary wing tactical instrument system, including ground component, flight procedures, copilot responsibilities, flight planning, and air traffic control. An appendix gives a recommended training program to develop aviator proficiency in the rotary wing tactical instrument system. The TC was part of a packet proposal presented to USCONARC by USAAVNS in February 1966, including a new AR subsequently published as AR 95-63 on 15 February 1966.

Early in this quarter, USAAVNS received CONARC's approval to prepare 4 special extension courses based upon courses now taught in residence. This represents a significant expansion in the Aviation School's program of nonresident instruction. The approved courses include the Army Aviation Command and Staff Officer Course, the Flight Operations Specialist Course, the Aircraft Maintenance (Entry) Course, and a course in Single-rotor Turbine Helicopter Maintenance. All of these courses are under preparation. Additionally, USAAVNS has assumed responsibility for administering nonresident instruction. In the past, USAAVNS extension courses were administered by the US Army Artillery and Missile School at Fort Sill, Oklahoma.

FM 1-110, Armed Helicopter Employment, was published on 8 July 1966. This important FM describes principles, tactics, and techniques of employing the armed helicopter in support of ground forces. It was prepared by USAAVNS because (1) only USAAVNS had the experience base and staff to develop it, and (2) the scope is only partly doctrinal, also covering procedures and techniques, especially in the appendixes. Aside from its states purpose, this FM permitted USAAVNS to take the first step away from detailed employment and technical coverage in the separate TC's on individual armament subsystems. High priority DA printing was approved and accomplished.

TC 1-28, Transition Training in the OH-6A Helicopter. This TC was printed on 7 July 1966.

In July 1966, the outlines for four new USAAVNS extension courses were completed. These are (1) Army Aviation Command and Staff Officer Course (approximately 7 subcourses), (2) Aircraft Maintenance (Entry) Course (12 subcourses), (3) Single-Rotor Turbine Helicopter Course (11 subcourses), and (4) Flight Operations Specialist Course (6 subcourses). Together with the existing 6 subcourses, these 36 subcourses provide the foundation for the new USAAVNS responsibility of administering its own extension courses.

TM 1-380-1, -2, -3, -4, -5, -6, Aerial Observer Programmed Text (6 volumes), which was printed 14 October 1966. The subtitles of the volumes are -

- TM 1-380-1, Instructor's Administrative and Side Scan Training Manual
- TM 1-380-2, Visual Search
- TM 1-380-3, Target Recognition
- TM 1-380-4, Geographic Orientation
- TM 1-380-5, Target Location
- TM 1-380-6, Criterion and Achievement Tests

These TM's teach the ground-instruction portion of individual observer training as recommended in FM 1-80 and periods 12, 13, 15 and 16 of ASubjScd 1-8. Qualified instructors are not required since this text is programmed for self-instruction. The TM 1-380-series was developed from a three-year research study by HUMRRO Division Number 6, Fort Rucker, with direct use of HUMRRO texts and photographs.

U. S. Army Field Printing Plant. Three new pieces of equipment which will facilitate production were received in March:

- Line and register table, NuArc Model #RR41, cost \$895.
- Book and pamphlet stitcher, Acme Model #N3A 3/4", cost \$882.
- Fifty station rotary collator, Thomas Model #R-6 with Model S-1 Stitcher, cost \$12,825.

A new production high was established in March with the printing of 8,655,594 units (printed sheets of paper). The previous high occurred in October 1965, when 8,202,127 units were printed.

During the quarter, 15 enlisted spaces were converted to civilian spaces.

Three new pieces of equipment which will facilitate production were received during the quarter:

- Offset press, Harris Model 136 LTC, cost \$31,856.
- Cutter, Lawson 42" Model PM II, cost \$13,005.
- Folder, Dexter-Cleveland Model OS-23, cost \$7,829.

One enlisted man's space was converted to a civilian space.

A new production high was established in August with the printing of 9,364,160 units (printed sheets of paper). The previous high occurred in March 1966, with 8,655,594.

U. S. Army Aviation Digest. The printing contract was renewed effective 1 March with Foote and Davies, Division of McCall Corporation, Doraville, Georgia.

ACSFOR letter, dated 12 October 1966, subject: Army Aviation Safety Education Program, to the Commandant, USAAVNS, authorizes an increase of 16 pages per issue and the use of a second color for one signature each issue. This was to be effective with the January 1967 issue.

ACSFOR DF, dated 20 December 1966, to TAG (copy furnished Commandant, USAAVNS) authorizes eight pages of full process color pictures for the June 1967 issue in commemoration of the 25th Anniversary of Army Aviation.

USAAVNS Library. Two civilian and two military slots were authorized for the Library. The civilian slots were filled by GS-2 clerk typists and the military slots by a PFC and SP5.

Extension Division. A new division - the Extension Division - was established in the Department of P&NRI by the following authority:

(1) Letter from Headquarters, U. S. Continental Army Command to Commandant, USAAVNS (ATIT-SCH-CP, dated 11 February 1966) authorized an expanded program of nonresident instruction to be undertaken by USAAVNS.

(2) Letter from the U. S. Army Artillery and Missile School (Transfer of Responsibility for Administration of Army Aviation Subcourses, dated 7 April 1966) placed responsibility for courses previously administered by USAAMS on USAAVNS, effective 1 July 1966.

(3) The Department of Publications authorized addition of the Extension Division with the following 12 spaces, 6 September 1966, by TDA No. 3A-3186-00:

(a) 1 Military - Division Chief (Major).

(b) 11 Civilians - 2 GS-11 Writer-Educational Specialists; 1 GS-6 Editorial Clerk; 1 GS-5 Clerk-Work Coordinator; 1 GS-4 Supervisory Publications Supply Clerk; 1 GS-4 Clerk-Stenographer; 3 GS-3 Clerk-Typists; 1 GS-3 Publications Supply Clerk; 1 W-6 Truck Driver.

The Extension Division's mission is to provide nonresident education and training for qualified military and civilian personnel. Accomplishment of the mission will be contingent upon the divisional capability of planning, preparing, storing, shipping and administering Army Aviation oriented nonresident instructional material. In the accomplishment of this mission, all elements of the U. S. Armed Forces, and in particular Army Aviation personnel throughout the world, will be afforded the opportunity to stay abreast of the current doctrine and training objectives of the U. S. Army Aviation School.

DEPARTMENT OF MAINTENANCE TRAINING

The Department of Maintenance Training (DOMT) plays an important role in the Army Aviation Program and boasts a proud record of achievements. The DOMT mission was changed to read "To train aviation mechanics in organizational maintenance for Vietnam" and "To train aviators in the operation of aircraft systems for Vietnam." The addition of the two words "for Vietnam" to the previous mission statement of DOMT reflects the impact the Vietnam situation has had on Army Aviation. The tremendous role DOMT played in support of Army Aviation during the past year is reflected in the average in-residence attendance of 2,185 students per month. In addition, three of every four diplomas awarded at Fort Rucker were presented by DOMT. DOMT presented instruction on all aircraft in the Army inventory with the exception of the CH-54, Flying Crane. At the close of 1966, DOMT's fleet of maintenance training aircraft, both flyable and nonflyable, reached one hundred and forty-one.

DOMT, previously organized into three instructional divisions - Primary, Intermediate and Advanced - was reorganized into four instructional divisions. The Intermediate Maintenance and Advanced Maintenance Divisions were reorganized to form the Fixed Wing Division consisting of the Multi-Engine Branch and the Single Engine Branch, the Cargo Observation Division consisting of the Cargo Helicopter Branch and the Observation Helicopter Branch, and the Utility-Attack Helicopter Division consisting of the Enlisted Helicopter Maintenance Branch and the Aviator Maintenance Branch. A headquarters was also implemented for each division. During this same period, the rank of Lieutenant Colonel was authorized for Division Chiefs, Major for Branch Chiefs, E-9 for Chief Instructors and an Education Specialist was authorized at the Division level. The Table of Distribution and Allowances (TDA), approved 1 August, authorized DOMT 59 Officers, 5 Warrant Officers, 659 Enlisted Men, and 79 Civilians for a total of 799 personnel. This authorized strength made DOMT the largest Department within the United States Army Aviation School. This new TDA was designed to facilitate the addition or deletion of future maintenance training requirements as dictated by the Army aircraft inventory.

The maintenance course of instruction for the CV-2 Caribou aircraft, which was implemented on 10 May 1960, came to a close with the graduation of the last class on 14 September. The responsibility for this aircraft was transferred to the United States Air Force as of 1 January 1967.

On 9 May, the double shift schedule implemented in support of training the Aircraft Maintenance Entry Course, MOS 67A10, was phased out having graduated 3,629 students during a period of fourteen weeks.

The Direct Flow concept of training was initially implemented on 1 August. The concept provides for graduates of the Aircraft Maintenance Entry Course, MOS 67A10, to immediately enter training for primary MOS qualification. In the past, MOS 67A10 graduates were scheduled for Intermediate training in observation type aircraft prior to entering Advanced training on utility and cargo type aircraft for final MOS qualification. Final implementation is projected for 1 March 1967.

On 15 October, DOMT received the Fort Rucker Award for the best display during National Fire Prevention Week.

Lieutenant Colonel Gordon H. House was appointed Project Officer for the Annual Fort Rucker United Fund Campaign and through his individual efforts, contributions exceeded all previous campaign contributions. DOMT received a plaque for 100% participation and contributions averaged over \$1.30 per individual.

A new OV-1 Mohawk aircraft ejection seat trainer, Model 9E2A, was installed and placed into operation. It proved to be a considerable improvement over the older model. This trainer offers more realistic training to the pilot and enlisted maintenance training courses. The new ejection seat was initially utilized in support of instruction on 24 September.

The VZ3, a VTOL experimental aircraft, built by Ryan Aircraft Corporation, was re-assembled and placed in the United States Army Aviation Museum here at Fort Rucker. Also, a YH-40 aircraft, the Army's first "Huey" was restored to it's original configuration for display at the Daleville Gate entrance to Fort Rucker.

Master Sergeant Loui L. Tappan was selected as the Army Aviation Association of America's Soldier of the Year for 1966.

On 28 November, Class 67-1, consisting of nine officers, began their training on the Army's newest aircraft, the OH-6A(LOH). The class was graduated on 1 December.

DEPARTMENT OF FIXED WING TRAINING

On 31 August 1966, the Department of Fixed Wing Training was reorganized as the Department of Advanced Fixed Wing Training. This reorganization was caused by transfer of Phase A & B training of initial entry Fixed Wing students to Fort Stewart, Georgia. Authorized strength after reorganization is as follows:

OFF	-	62
WO	-	1
EM	-	18
DAC	-	85
TOTAL	-	<u>166</u>

DEPARTMENT OF ROTARY WING TRAINING

Personnel Status. To support the programmed increase of initial entry students to 290 per class, 522 rated personnel were required by 3 January 1966, but only 466 were assigned. On 31 March 1966, 626 rated personnel were required, and only 521 were assigned. This shortage placed an increased burden upon those personnel assigned.

Personnel expansion within the Department continued to increase to support the programmed growth of student training. Assigned personnel numbered 632 on 1 April and steadily increased to 790 by 30 June 1966. This was still 14 short of the 804 personnel required to support the 16/16 290 plan which was implemented in mid April.

Another increase in student input, to the 375 level, was programmed to occur on 3 December 1966. A personnel expansion increase to support this programmed growth in initial entry student training was started 1 July 1966. The assigned strength of 790 personnel on 1 July steadily increased to 957 by 1 December 1966, with the manning level of 1006 personnel required by the Table of Distribution and Allowances to fully support the 375 student load.

Colonel Jonathan R. Burton, Director since 26 July 1965, departed this Department 29 June 1966, on orders to Vietnam. Colonel DeRosey C. Cabell, Deputy Director, was the Acting Director from 29 June to 18 July 1966.

Colonel Gerald H. Shea, returning from an assignment in Vietnam, was assigned as the new Director on 18 July 1966. Colonel DeRosey C. Cabell returned to his position as Deputy Director upon Colonel Shea's assignment.

Student Training. Initial entry student class strength continually increased during the 1st quarter of the year. The last class with a programmed strength of 96 students arrived on 3 January with an actual strength of 124 students. The first class of 175 students arrived on 31 January 1966. The strength of initial entry classes was programmed to remain at the 175 level until late April, at which time it increased to the 290 level.

On 11 February 1966, notification was received from G3 to proceed with the implementation of the plan for the receipt of 375 initial entry students per class. Action was initiated to complete the requirements for support of this plan in time to accept the first class in December 1966.

Concept approval was received from the Department of the Army in August 1965, to proceed with training in Tactical Instruments for initial entry students. After review by applicable personnel at Department of the Army level, final approval for the awarding of a tactical instrument ticket was given on 9 February 1966.

The first class of initial entry students under the 375 plan arrived from Fort Wolters, Texas, on 3 December 1966. This class of 384 students commenced the basic instrument stage of training on 5 December 1966. A new class is scheduled to arrive every four weeks at a programmed level of 386 students. They finish their advanced helicopter training 16 weeks later with an approximate monthly output per class of 375 new Army Aviators.

A new Rotary Wing Qualification Course (RWQC) was started for active Army Aviators on 8 November 1966. The old RWQC consisted of 60 flight hours in observation rotary wing aircraft and still exists for allied and reserve officers. The new RWQC consists of 25 flight hours in observation helicopters and 50 hours in utility helicopters. The graduates of this new course are instrument and tactically qualified in utility aircraft and are better prepared for assignment to units equipped with utility or observation helicopters with a minimum of time consuming unit transition.

Safety. November 1965, was the first month in which there was not a single aircraft accident within the Department. In January and September 1966, this remarkable feat was repeated by flying 19,207 and 33,466 accident-free hours respectively. The increased emphasis on safety and the efforts of safety personnel have contributed materially to this enviable accomplishment. It is also noteworthy to mention that in March 26,310 hours were flown with only one minor accident.

In June 1966, the aviators of the Advanced Instrument Division were cited for their enviable record of compiling over 84,000 consecutive accident-free flying hours. These hours were compiled over a two year period from 26 March 1964, to 21 June 1966.

The Department's aviation accident record is quite enviable when placed with those of higher commands. For the year of 1966, the Department of Rotary Wing flew 342,020 hours (one-half of all hours flown in the Third U. S. Army) with an accident rate of 5.86 per 100,000 flight hours. This achievement reflected the professionalism demonstrated throughout the whole of the Department and was quite noteworthy considering the preponderance of the hours flown in student training.

Student Training Facilities. Additional stagefields were required to support 290 students per class load; consequently, several stagefields were transferred from Fixed Wing to Rotary Wing control. Construction to change the configuration of these stagefields to suit helicopters was started on 28 March and completed on 11 April 1966. A contract was let in May 1966, for construction of an additional rotary wing stagefield. With the completion of this stagefield, High Bluff, in October 1966, there were eight stagefields available for rotary wing training.

Tactical Navigational Aids to support the increase of students to the 290 level were installed and operational by 11 April 1966. These ground controlled approach radar systems (GCA's) and Nondirectional Beacons (NDB's) are used by ORWAC/WORWAC and other instrument flight classes during their tactical instrument flight training.

On 23 March 1966, a directive from G3 was received requiring the definition of our requirements for facilities and support for a proposal to increase initial entry students above the 375 level per class.

Tactical navigational aids to support the 375 level were planned, installed and operational by mid December 1966. This addition of two ground controlled approach radar systems and five nondirectional beacons produced a total of eight GCA's and 16 NDB's available for use in Tactical Instrument Training.

The first OH-6 Pawnee Transition/Gunnery Instructor Pilot Qualification Course conducted by USAAVNS graduated on 16 December at Hanchey Army Heliport. The class consisted of four aviators with each receiving 25 hours of contact flying.

CHAPTER 4
CLASS I AND II ACTIVITIES

UNITED STATES ARMY COMBAT DEVELOPMENTS COMMAND AVIATION AGENCY

FM 1-5, Aviation Company, was shown in the report for the 2d Quarter, FY 1966, as completed and forwarded to USACDCCAG. The final draft manuscript of FM 1-5 is scheduled for publication during the 4th Quarter, FY 1966.

FM 1-15, Aviation Battalion and Group. The purpose of this action is to update those portions of the manual which deal with the aviation battalion and to expand the manual to give coverage to the aviation group organic to the airmobile division. The final draft manuscript was forwarded to Hq, USACDCCAG, on 10 November 1966.

FM 1-100, Army Aviation Utilization. The initial draft manuscript of this field manual revision was mailed to field reviewers on 9 June 1966. The final draft manuscript was approved by Hq, USACDCCAG, and forwarded to The Adjutant General for publication during the quarter. The manual was published by the Office of the Adjutant General under date 21 November 1966.

FM 1-(), Nondivisional Tactical Aviation Battalion, Group, and Brigade. This Agency requested approval to add this new manual to the doctrinal literature program on 20 September 1966. The manual is intended to provide doctrine for the operation and employment of nondivisional Army aviation battalions, groups, and brigades conducting tactical airmobile operations. It will be based on the doctrine resulting from an evaluation of the available tactical operational experiences emanating from Army aviation organizations engaged in combat support activities in Vietnam. The initial draft manuscript is scheduled for mailing to field review on 1 April 1967. The USACDC Doctrinal Portion, Army-Wide Training Literature Program FY 1967-1968, schedules the final draft manuscript for submission to TAG/DA during the 2d Quarter, FY 1968.

Operational Report - Lessons Learned. A group of 28 Operational Reports-Lessons Learned were reviewed for impact on manuals and TOE prepared by this Agency. This Agency's first quarterly report on the lessons learned was forwarded to Hq, USACDCCAG, on 14 December 1966. This will be a continuing action requiring this Agency to prepare a report each quarter on the utilization of operational reports received.

Evaluation of Helicopter Weapons Platform Proposals. Letter CCCCC-J, Hq, USACDC, 20 April 1966, subject: Evaluation of Helicopter Weapons Platform Proposals (U), placed a requirement on this Agency to develop doctrine for the use of a Mortar Aerial Delivery System (MADS) and to offer recommendations regarding a follow-on system, if desirable. Returnees from Vietnam were queried about their unit's use of MADS or the possible uses for such a system. From their answers doctrinal material was developed and put into pamphlet form. This information was forwarded to Hq, USACDCCAG on 30 December 1966.

A Small Development Requirement (SDR) for an Air-to-Ground Night Target and Area Marking Munition was forwarded for approval on 8 February 1966. This munition will provide Army aircraft the capability to mark areas or targets during night operations. The munition is to be compatible with the Aerial Dispenser for Smoke Marking Munitions, the subject of a previously approved SDR.

PSDR for Density Altimeter For Rotary Wing Aircraft. This instrument will give the pilot a continuous indication of the density altitude in the immediate vicinity of the aircraft. OCRD returned the SDR without action based on the supposition that the performance and load computer being tested by the USAAVNTBD would provide the requisite capability. The computer being evaluated was checked and it was determined that the computer does not provide a means to compute accurate density altitude. Letter was forwarded to USACDCCAG with a draft letter to OCRD inclosure recommending PSDR for Density Altimeter be reconsidered.

The first meeting of the Department of the Army Steering Committee for Future Development of Integrated Head Protection for Aircrewman was hosted by this Agency on 20-21 January 1966. The objective of this committee is to furnish definitive guidance to the developer of future protective headgear for Army aviation crewmembers. An In-Process Review of the Protective Headgear will be held prior to mid-August, to be followed by another meeting of the Department of the Army Steering Committee.

The QMR for a Selective Effects Armament Subsystem for Army Aircraft (SEAS) was resubmitted during this quarter but returned for additional target definition. Data required to support revision of the QMR has been collected and the QMR will be submitted again during the first Quarter of Fiscal Year 1967. Purchase by the Army of the AH-1G Cobra emphasizes the need for such a system as SEAS to provide an improved weapon subsystem to match the performance of the Army's first attack helicopter.

QMR for Armed Helicopter Weapons System. This is an all encompassing requirement approved on 16 May 1960, which has been used as justification for a number of items. Specific requirements have been prepared for future systems and this QMR has been recommended for deletion from CDOG in 3d Quarter of FY 67. It will be replaced with specific requirements, i.e., SEAS, AP&AM Weapons System, Fire and Forget, etc.

SDR for Weapons Subsystem UH-1D and CH-47. This requirement defines door pintle mounted 7.62mm machineguns to provide a suppressive fire capability for the UH-1D and CH-47 and was approved by DA on 24 November 1964. The M23 and M24 subsystems were procured against this requirement. This SDR will be recommended for deletion in 3d Quarter of FY 67, due to type classification (M-23 type classified April 1966; M-24 type classified May 1966).

The USACDC Aviation Agency participated in the evaluation of the technical proposals phase in a two-step competitive bid procurement action for a Utility Airplane in July 1966. The Beechcraft King Air was selected over its two competitors to fill the Army's requirement for a new off-the-shelf fixed wing utility airplane. The USACDC Aviation Agency submitted the final draft proposed QMR for a Mission Support Utility Transport Aircraft to HQ, USACDC, in February 1966. This requirement was for a multi-purpose fixed wing airplane to perform administrative functions and combat proficiency flying in non-tactical situations, and to perform limited utility functions in support of combat commanders. HQ, USACDC, submitted this requirement as a PQMR for a Tactical Utility Airplane to ACSFOR on 1 March 1966. The PQMR was returned without action because the requirement would be met by procurement of an off-the-shelf aircraft, R&D for future aircraft was not contemplated, and the QMR was therefore not required. ACSFOR requested that the performance characteristics be reevaluated and confirmed for future procurement during the FY 68-71 period. This was accomplished by the USACDC Aviation Agency in August-September 1966.

During the period 1-3 March 1966, a representative of this Agency attended a conference at Langley Air Force Base on the preparation of a joint Air Force-Army manual (FM 110-2), subject: Air Defense - Air Traffic Regulation. Preparation of this manual will be a joint Air Force - Army Air Defense action. However, those portions relating to air traffic regulation will be monitored by this Agency to insure that no undue restrictions are placed on the employment of Army aircraft.

An analysis of ammunition requirements "Day of Supply" for E-12, XM-151, XM-152, XM-423, and XM-552 ammunition was completed and forwarded to USACDCCAG.

Five TOE's were revised to conform to ARCSA recommendations and forwarded to USACDCCAG. In addition to changes in numbers of aircraft authorized, the TOE titles were changed to the following:

- 1-47G, Aviation Company, Separate Infantry Brigade
- 1-55G, Aviation Battalion, Airborne Division
- 1-56G, Headquarters and Headquarters Company, Aviation Battalion, Airborne Division
- 1-57G, Airmobile Company (Light), Aviation Battalion, Airborne Division
- 1-58G, Aviation General Support Company, Aviation Battalion, Airborne Division

Four TOE's were revised to conform to ARCSA recommendations and forwarded to USACDCCAG. In addition to changes in numbers of aircraft authorized, the titles of these TOE's were changed to the following:

- 1-75G, Aviation Battalion, Infantry Division
- 1-76G, Headquarters and Headquarters Company, Aviation Battalion, Infantry Division
- 1-77G, Airmobile Company (Light), Aviation Battalion, Infantry Division
- 1-78G, Aviation General Support Company, Aviation Battalion, Infantry Division

Conversion of TOE 1-47. On 5 May 1966, this Agency submitted information through USACDCCAG to USACDC covering the conversion of TOE 1-47, Aviation Company, Separate Infantry Brigade, to conform to the New Army Authorization Documents System (NAADS). This Agency recommended that TOE 1-47 be published in the "G" series with an aeroscout platoon consisting of nine armed LOH and four UH-1B helicopters. Included was rationale for the substitution of the UH-1B for the UH-1D in the aeroscout platoon of TOE 1-47E.

During the period 26-28 July 1966, a representative of the Agency participated in a special study of the Identification, Friend, or Foe, (IFF) study at Fort Belvoir, Va. The objective and scope of this study includes:

- (1) Validation and definition of required changes in functional concepts.
- (2) Development of a succession plan for the current IFF system. This plan is to include the supporting material, manpower, organization, training, logistic support and funds necessary to achieve the required levels of MARK XII IFF through the 1975 time period.
- (3) Definition of the relationship between the Army, and other Services elements of the MARK XII to include joint doctrine, command and control aspects, and recommended rules of engagement resulting from the employment of MARK XII.
- (4) It is anticipated that the US will be operating in combined environments in which the Army will employ the MARK XII and the US allies will still be equipped with the MARK X. Areas related to this problem must be defined and recommendations for operational procedures which will enable the Army and US allies to operate in combined environments must be developed. (The conference report is classified as CONFIDENTIAL, SATIRE No. CD 14357-20.)

On 8 September 1966, copies of TOE 1-1110, Aerial Weapon Company (Escort) were dispatched for field review.

Comments from field reviewers were incorporated and the final draft plan, TOE 1-111G, was forwarded to Hq, USACDCCAG on 21 October 1966.

TOE 1-127, Aviation Company, Corps. This Agency started conversion of TOE 1-127 to the New Army Authorization Documents System (NAADS) format during the quarter. This action is scheduled for completion and submission to Hq, USACDCCAG on 31 January 1967.

P-1127 Evaluation. During the current quarter the US Army portion of the US National Trials of the XV-6A (P-1127) aircraft was conducted at Fort Campbell, Kentucky. This Agency prepared the plan of evaluation upon which the trials were based and provided the USACDC project officer who participated in the trials as an observer and as technical advisor to the evaluation director during the periods 6-30 April and 20 May through 17 June 1966. This Agency's evaluation of the final report on the Evaluation of the XV-6A (P-1127) Aircraft was completed and forwarded to USACDCCAG on 21 October 1966.

Mobility. Preparation of the proposed Qualitative Materiel Requirement (QMR) for the Utility/Tactical Transport Aircraft System (UTTAS) began in late October 1965. The QMR was prepared using the guidelines established by the Department of the Army Approved Qualitative Materiel Development Objective (QMDO) and the results of a study by Combat Operation Research Group.

A "strawman" QMR was prepared and completed on 1 December 1965. Suggested task profiles were also prepared. The draft QMR proposed was dispatched for field review on 9 February 1966. Comments were received and are being evaluated at the present time. The most significant comment received was the desire for a twin engine installation. User opinion also confirmed the QMDO requirements for troop capacity.

The Qualitative Materiel Requirement (QMR) for an Aerial Anti-personnel and Anti-materiel Weapons Subsystem was rewritten during the third Quarter of FY 1966, and resubmitted on 2 February 1966.

The QMR for a Selective Kill Area Target Aerial Weapons Subsystem (SKAT) was revised also and all action completed except printing and mailing. These QMR's were revised primarily to emphasize their complementary nature since both are area target weapons systems. The SKAT QMR has been retitled the Selective Effects Armament Subsystem for Army Aircraft (SEAS) and will be submitted early in the fourth Quarter of FY 1966.

The limitations imposed on tactical air mobility by low visibility weather conditions continue to be of major concern to the Army. Of particular interest is the inability to conduct helicopter formation flight under instrument conditions. This Agency has monitored the military potential test of Sierra Research Corporation's formation flight device. While this item is not suitable for Army use, instrument formation flight in Army helicopters is considered feasible. Cockpit display is the major problem at this time. The Plane Position Indicator (PPI) scope has proven inadequate. No other cockpit displays were available for this test. Additional studies need to be conducted on the presentation of formation flight information to the pilot before a satisfactory solution to the display problem can be determined. A proposed Qualitative Materiel Requirement (QMR) for Instrument Formation Flight System for Helicopters (IFFSH) has been written. It is tentatively scheduled for submission to Hq, USACDC in the first Quarter of FY 1967.

On 3 May 1966, the Aviation Agency received a new study directive requiring the Agency to continue the study on the Advanced Aerial Fire Support System (AAFSS). This directive required the examination of the AAFSS within the parameters of mid and low intensity conflict. Submission of the study to Hq, USACDC, was scheduled for 10 February 1967. On 2 June 1966, responsibility for the AAFSS Study was transferred from the Aviation Agency to the Institute of Special Studies. At the present time, the Aviation Agency has ten members of the Agency on TDY to Fort Belvoir, Virginia, to assist ISS in completing the AAFSS Study.

The draft proposed QMR for a Utility/Tactical Transport Aircraft System (UTTAS) was sent out for world-wide review by Hq, USACDC, on 15 July 1966. The original approved milestone date for submission of the proposed QMR to DA was 1 October 1966. During September 1966 DA, OCRD suspended the approved UTTAS milestone schedule and directed a review of the UTTAS requirement. A study of the UTTAS requirement, trade-off analysis and cost effectiveness will be conducted by USACDC and USAMC, during the 2d and 3d Quarters, FY 1967. The submission of a QMR to DA will be deferred until completion of the studies and approval of a new milestone schedule.

Results of an Army-wide users' survey indicate a need for a Crash Position Locator (CPL). The frequency and type modulation to be employed by the CPL have not been agreed upon. Efforts are being made at the Aviation Agency to reconcile various viewpoints on frequency, modulation, and weight limits so that a formal requirement may be stated.

SDR for Aircraft Terminal Control Facility. This is a facility to control the landing and taking off of aircraft during instrument flight rules (IFR) conditions and to provide local advisory service to aircraft operating under visual flight rules (VFR). The SDR is currently being revised to better reflect the requirement for the VFR portion of the facility.

PSDR for Crash Position Locator Beacon. A nontactical radio beacon configured to survive an aircraft crash and transmit an emergency signal on 243.0 megacycles to assist in search and rescue operations. This item is available off-the-shelf and the Aviation Agency has recommended that such a beacon be procured. This action is presently being staffed at USACDC.

A Small Development Requirement for a Clothing System for Army Aviation Crewmembers for which this Agency is proponent, was approved and published by the Department of the Army on 28 January 1966.

Several prototypes of the System were reviewed at Natick Laboratories on 8 September 1966, and two prototypes were selected for further evaluation. Both prototypes were two-piece uniforms, one similar to the jungle uniform being worn in Vietnam. A problem has developed with the NOMEX material intended for use in this system, i.e., it is very hot and scratchy. Natick Labs is attempting to reduce the scratchiness; if they are successful, the system will be type classified in FY 69.

SDR for Helicopter Transportable Crash/Rescue Fire Fighting System. As a result of an In-Process Review, 16 August 1966, CSSG recommended to CDC that proponenty for the crash/rescue fire fighting system be transferred to USACDCMSA because of the change in doctrine. CDC-MSA will rewrite the SDR to include new doctrine.

PSDR for Small Arms Fire Resistant Protective Curtain and PSDR for Small Arms Fire Resistant Protective Pod. These SDR's were proposed by the 11th Air Assault Division but were not considered feasible and recommendations were made to stop work.

Tactical Reconnaissance and Surveillance Study - TARS 75. This continuing action was previously reported in the historical summary of the 3d Quarter, FY 1966. Although the Institute of Concept Studies and Support is the proponent for this study, the Aviation Agency committed seven officers in support of this study. During the 3d and 4th Quarter, FY 1966, these officers were engaged in the tactical flight planning of the civilian contractor tactical simulations being conducted by the Stanford Research Institute and the Minneapolis Honeywell Corporation. This phase of the study was completed 30 June 1966.

Combined Arms 75. Initial input, broad and general in nature, was provided to USACDCCAG and USACDCICAS on 2 September 1966.

Aviation 75. On 25 August 1966, the Aviation Agency submitted a work directive to Headquarters, USACDC through CAG. This document requested Combined Arms Research Office (CARO) support for Aviation 75. This work directive was approved and CARO is scheduled for 55 man-months of effort through 30 June 1967, which is the desired completion date for Aviation 75. An estimated 60 man-months of military project officer effort will be required.

Aviation Requirements for the Combat Structure of the Army II (ARCSA II). Initial input, brief in nature, was provided to USACDC and USACDCCAG on 2 November 1966. This was responsive to a request from ACSFOR for initial input to be followed by detailed rationale by 1 February 1967. Detailed rationale was forwarded to USACDCCAG 30 December 1966. Additionally, a review of the Interim Report, ARCSA II was performed and comments were prepared and forwarded on 30 December 1966. The input, detailed rationale and review were coordinated with the United States Army Aviation School.

The USACDC Aviation Agency submitted the Final Draft Proposed Qualitative Materiel Requirement for a Surveillance and Target Acquisition Aircraft System to the USACDC Combined Arms Group during the 2d Quarter, FY 1966. This QMR was reviewed at Hq, USACDC and submitted to OCRD in January 1966.

A proposal for a super OV-1C was received from Grumman Aircraft Engineering Corporation to provide a continued surveillance capability until the follow-on system is obtained.

This proposal is generally in accordance with the QMR for an Interim Surveillance and Target Acquisition Aircraft System previously submitted by this Agency, and is currently being reviewed by the Army.

The USACDC Aviation Agency submitted the Final Draft Proposed Qualitative Materiel Requirement for a Surveillance and Target Acquisition Aircraft System (STAAS) to the USACDC Combined Arms Group during the 2d Quarter, FY 66. This QMR was reviewed at Hq, USACDC and submitted to OCRD in January 1966. Further action has been held in abeyance pending completion of the TARS-75 Study.

A Composite Research Aircraft Evaluation was conducted by USAMC during July 1966. The USACDCAVNA furnished approximately one man-month of effort during the evaluation. The original schedule called for award of a contract during July 1966, however, no contract has been awarded as of the end of 1st Quarter, FY 1967.

The draft QMDO for a fluid propellant weapons system for aircraft was revised in-house, revised, and forwarded for field review on 25 March 1966. It is anticipated the final draft QMDO will be forwarded to USACDCCAG in the latter part of the 4th Quarter of FY 1966.

This Agency is conducting an analysis and review of all pertinent documents in the energy beam or controllable weapons field to determine if the currently DA approved Qualitative Materiel Development Objective for Controllable Beam Weapons is adequate to provide research and development for aircraft energy beam weapons and if the state of the art is sufficiently advanced to consider utilization of energy beam weapons on aircraft in the 1980-90 time frame. Preliminary research tends to indicate that further development of the gas (CO2) laser may form the basis for an effective laser weapons system for use in aircraft. If further research corroborates this hypothesis, a Qualitative Materiel Development Objective for laser weapons systems for aircraft will be promulgated by this Agency during the first Quarter of FY 1967.

The QMDO for Laser Weapons Systems for Aircraft was completed during the early part of the first Quarter and forwarded to CAG on 5 August 1966.

The draft proposed QMDO for Lightweight Armor was prepared by the Aviation Agency in September 1966. This PQMDO states a need for lightweight ballistic protective armor for aircraft of the 1975-85 time frame.

PQMDO for Laser Weapons Systems for Aircraft. This is for a family of aircraft weapons that use laser beams to provide the damage effects on the target. The PQMDO was forwarded from the Aviation Agency to USACDCCAG in August 1966, and was returned from USACDCCAG in December 1966, with an indorsement stating that no requirement exists for this QMDO as the DA approved QMDO adequately covered the requirement.

Army 80 Concept Study. The Aviation Agency was directed to review the proposed Threat and Strategic Implications of the Army 80 Concept Study. The Coordination Draft on the Army 80 Concept Study was reviewed, coordinated with USAAVNS, and concurred with as written on 8 December 1966.

The new TDA for the Agency was submitted to USACDCCAG on 13 February 1966. This TDA realigned the Agency by internal shifting of spaces, maintaining the current authorized strength. The major revisions requested were that each division be authorized one Colonel and 4 Lieutenant Colonels, except the Administration Division, which would be headed by a Lieutenant Colonel; the principal NCO to be authorized as E-9; and all enlisted personnel would be shifted to the Administration Division. Additional requirements were recognized for future authorizations. The TDA was approved by Headquarters, USACDCCAG; however, a manning level of 40 officers, 7 enlisted and 25 civilians was imposed as an operating level.

Budget. Requirements for funds exceeded those set forth in the Budget Execution Review. This increase in requirements was due to additional TDY necessary for coordination of the Advanced Aerial Fire Support System Study, Phase I, with US Army Ballistics Research Laboratories. Headquarters, USACDC was able to provide relief in this area and in June 1966, the Annual Funding Program for the Agency was increased to \$260,100.

USACDCCAG Commanders' Conference. The Aviation Agency hosted the USACDCCAG Commanders' Conference on 4, 5, and 6 April 1966. The Commanding General, USACDCCAG, and his staff and commanders of subordinate agencies attended a day of conference on 5 April. On 6 April the group were guests of the US Army Aviation Center for a demonstration of the family of Army aircraft with all available weapons systems.

Actions with Multiple Functions. Army 85 Concept Study. The Aviation Agency was directed to review and comment on the Revised Draft Army 85 Concept Study. Comments were submitted on 10 October 1966.

UNITED STATES ARMY AEROMEDICAL RESEARCH UNIT

Training Development. 28 March - 1 April, the first group of officers attended the Senior Army Medical Officer's Orientation Course presented by this department on a trial basis. James T. McGibony, Major General, MC, Deputy Surgeon General, attended this orientation course.

The Army Aviation Orientation for Senior AMEDS Officers Course (POI 6A-F2) was approved by the Commanding General, United States Continental Army Command, on 5 October 1966.

Earlier classes have been conducted on a trial basis, however, the first CONARC approved class was conducted during the period 28 November-2 December 1966, graduating 10 students.

The following Programs of Instruction were revised during this report period to update scopes and text references:

- 6A-F1 - Army Aviation Medical Officer's Orientation Course
- 6A-3160 - Army Aviation Medicine (Basic) Course

Development of Facilities. A new classroom, located in Building #8706 with a seating capacity of 40 persons was completed during the period covered by this report. This gave this department 2 classrooms.

USAAVNS ELEMENT - FORT STEWART, GEORGIA

Introduction. The United States Army Aviation School Element, Fort Stewart, Georgia, was organized by authority of the Department of the Army, United States Army Aviation Center, Fort Rucker, Alabama, General Order Number 29, on 28 April 1966. The Aviation Element was designated a Class I activity under the command of United States Army Aviation School, Fort Rucker, Alabama. Fort Stewart has the mission of providing facilities, air space and logistical support.

Due to the buildup in the requirement for initial entry aviators, and a corresponding increase in maintenance training, a portion of the aviation training program was to be relocated from Fort Rucker, Alabama, to another installation. Several installations were surveyed in December, 1965, and Fort Stewart, Georgia, was selected as the future home for the United States Army Aviation School Element. Plans were approved by the Department of the Army in February of 1966, encompassing the move of A and B phases (Primary and Advanced) of the Initial Entry Fixed Wing Program, the Fixed Wing Qualification Course, the Fixed Wing National Guard and IP Course, plus the IP UH-1 Gunnery Course to Fort Stewart, Georgia. The advance party closed Fort Stewart on 10 March 1966, and began preparation of facilities and allied support systems.

Since its activation on 28 April 1966, the USAAVNS Element at Fort Stewart has been in a stage of rapid growth and progress.

The first Aviation class began training at Fort Stewart on 5 July 1966, with eight Officers and Warrant Officers of the Active Army and National Guard beginning the Fixed Wing Qualification Course. In addition to this course, three National Guard pilots began a two-week Instructor Pilot/Standardization Course. The purpose of the latter course is to standardize methods of instruction within all elements of the Active Army, National Guard, and Reserve components.

The first initial entry class of Fixed Wing Flight Training began on 8 August 1966. Thirty-three Warrant Officer Candidates and twenty-two Commissioned Officers comprised this first class.

Plans for an expanded program include a four-week suppressive fire course given to Mohawk (OV-1) pilots and a two-week gunnery training course given to UH-1 pilots. The new gunnery range will be utilized for the UH-1 course and an existing bombing range will be utilized for the OV-1 course.

On 27 October, OFWAC 67-7 became the first class to utilize the new training aircraft, the T-41B. Three of the four initial entry classes now in residence are training in the T-41B. Introduction of this off-the-shelf aircraft into the training program has resulted in a reduction of the dual flight instruction required prior to solo.

On 28 November, OFWAC class 67-1 and WOFWAC class 67-2, consisting of 51 officers and warrant officer candidates, moved to Fort Rucker. These were the first classes to take primary training at Fort Stewart.

Mission. The mission of the Fort Stewart Aviation School Element is to train Initial Entry Fixed Wing Students through A and B Phases (16 weeks and 100 flight hours) in the T-41 aircraft, or other suitable trainer, plus the Fixed Wing Qualification Course (eight weeks and 60 flight hours); provide training and range support for the firing phase of the AH-1G Gunnery Course of two weeks duration; provide a National Guard Instructor Pilot Course, and an OV-1 Suppressive Fire Course. The element also assumes overall responsibility for the Army Aviation Support at Fort Stewart.

Key Personnel:

Commanding Officer: Colonel Lyle H. Wright
Executive Officer: Lieutenant Colonel George Rogers
S1/2: Major Billy R. Goodall

S3: Major George R. Crook
 S4: Major Earnest W. Rhyan, Jr.
 Director of Fixed Wing: Lieutenant Colonel Bernard M. Zeppenfeld
 Troop Command: Major Billy B. Sims

Administrative and Logistical Support. The unit was organized as a self-sufficient unit for internal administrative support with requisition of personnel provided by the G1, United States Army Aviation Center, Fort Rucker, Alabama. Logistical support is furnished by Fort Stewart as funded and requested by the Element. The Element is further supported by two logistical contracts with civilian firms whose job entails drawing and transporting AVGAS from Post Quartermaster stocks to the fuel tanks of a fixed wing training contractor, Ross Aviation, Inc., has the responsibility for primary Phase A; and a maintenance contractor, PAMI (Page Aircraft Maintenance, Inc.), has the responsibility for all aircraft maintenance. The Ross and PAMI contracts are extensions of present contracts in force at Fort Rucker, Alabama.

Personnel Strength. Shown below are the authorized, assigned and present for duty strengths as of 1 July 1966. The phase-in of personnel progressed very smoothly, although arrival dates of personnel were approximately 45 days later than desired for most efficient utilization. This has not affected the operations or mission significantly.

	<u>Officers</u>	<u>Warrant Officers</u>	<u>Enlisted</u>	<u>Civilian</u>
Authorized	85	5	166	93
Assigned	38	18	73	NA
PFD	27	4	82	47

Acquisition and Construction of Additional Facilities. Phase I: Construction of two parallel runways at Liberty Army Airfield, a parking ramp for rotary wing aircraft, and tie-downs for fixed wing, plus two aircraft wash racks. This contract was awarded to Littlefield Construction Company, Waycross, Georgia, at a cost of \$216,404 with beneficial occupancy date (BOD) of 30 July. This phase has been satisfactorily completed.

Phase II. Rehabilitation of six temporary buildings in 2400 block of the main cantonment area to provide for 36-man classrooms; movement of eight mess halls, a latrine, and one other small temporary building to LAAF for flight briefing rooms and office space for instructors, maintenance supervisors, and PAMI, plus a 5,000-square foot extension to an existing hangar and renovation of the existing control tower. This phase was awarded to Oceanic Construction Company, Brunswick, Georgia, at \$159,000. BOD is spread from 1 July 1966 to 10 December 1966. It has been completed.

Phase III: Construction of three stagefields. A primary stagefield consisting of two parallel runways in a tic-tac-toe configuration with connecting circular taxiway. This stagefield was constructed in the southwest portion of the reservation. A full advanced stagefield (ECH type), consisting of two parallel "Z" runways and aircraft parking area, will be constructed in the northwest corner of the reservation. One-half of the above type advanced stagefield, consisting of one runway and an aircraft parking area, will be constructed between the primary stagefield and the full basic stagefield. This phase was awarded to Hammitt Construction Company, Savannah, Georgia, in the amount of \$360,268. BOD of the primary stagefield was 1 September with the basic stagefield's BOD's following at four-week intervals. The District Engineer will also lease 30 field strips off post. It has been completed and is presently in use.

Phase IV: Modification of a portion of the new hangar at LAAF to receive the attached Air Force Weather Detachment and installation of allied weather equipment, plus the installation of an addition nondirectional beacon to provide positive IFR separation from the restricted area. A nondirectional beacon has been approved, flight checked, and is operational.

Post Engineer Administered Projects: The Post Engineer is charged with rehabilitation of buildings to provide adequate headquarters space and office space for academic instructors. Phase I consists of rehabilitation of buildings to be used as office space for academic departments. This phase is estimated at 65% complete, a slight slippage in time schedule; however, it presents no serious problem at the present time. Phase II, consists of upgrading field and road strips on the reservation to a level suitable for student training. Both projects are on schedule.

Training and Operations. A revised program has been put into operation at Fort Stewart as well as Fort Rucker. An estimated 10 percent reduction of the total training time is the result of this new curriculum. Until now the Fixed Wing program has been one of 35 weeks duration at Fort Rucker, but with the advent of a new trainer aircraft the program has been revised to 32 weeks. Eight weeks of Primary Flight Instruction conducted by Ross Aviation, the civilian contractor, to be followed by eight weeks of advanced military instruction, will comprise the training at Fort Stewart. Advanced training in instrument and tactical flying will be conducted at Fort Rucker completing the 32-week course.

To provide new training aircraft for the Army a contract in the amount of \$2,150,000 has been given to Cessna Aircraft of Wichita, Kansas. The Army Aviation Materiel Command has awarded the contract for purchase of 255 civilian model Cessna 172's, with the option to purchase ninety more. The Army has designated the aircraft the T-41B.

One hundred of these new models have been assigned to the Aviation School and the remainder have been allocated to Army Posts in the Continental United States.

On 29 July 1966, the Helicopter Aeromedical Evacuation Section was activated and came under the control of the Aviation Element S3. The section consists of four pilots, two officers and two warrant officers, two medical assistants, and four crash-rescue specialists. Two UH-1D helicopters are utilized, one at the Post Hospital and one at Liberty Army Airfield.

A USAF Weather Detachment has been assigned and became partially operational in September 1966. Building 7704 has been designated the Weather Facility Station and its completion date is set for 31 December 1966.

A Theater/hall, closed for a long time, has recently been renovated by a class of Warrant Officer Candidates. This building is now being used as a classroom and graduation/orientation hall. The building has been given the name of Skyhawk Hall.

Element Project. On 27 September 1966, ribbon cutting ceremonies were held officially opening the new USAAVNS Element Book Store Annex. The Book Store is an annex to the Main Book Store at Fort Rucker, Alabama, and handles all supplies and gifts stocked at the Fort Rucker store.

Projects Awaiting Scheduling. Several projects have been approved and are awaiting scheduling. Listed are -

- 100 car parking lot at the POL site (LAAF)
- 20 car parking lot, Bldg 2406
- Parking lot, Bldg 2302
- Sidewalks at LAAF
- Sidewalks at Bldgs 2401, 2402, 2403, 2405, and 2406
- Paving of a gravel road from Bldg 2401 to PX
- Rehabilitation of Bldg 2303
- Sidewalks in the Flight Briefing Classroom area (LAAF)
- Sidewalks, park blocks, and landscape 600 Block
- Prepare Bldg 2692 for OV-1 program

Projects Awaiting Design. Several projects are awaiting design. Listed are -

- Construction of Wx Maintenance Bldg
- Survey on proposed OMNI Range; Installation of OMNI Range
- Construction of OV-1 Gunnery Range
- Construct Bldg for Hqs and office space for LAAF
- Construct stagefield houses and latrines for all stagefields and UH-1 gunnery range
- Repair and alter Bldgs 2409 and 2410
- Clear forced landing area adjacent to Helicopter Gunnery Range
- Installation of 2 15,000-gallon POL storage tanks (LAAF) (90% design complete)
- Construction of an Airfield Service Bldg (LAAF)
- Construction of POL tank truck parking lot LAAF
- Construction of a storage Bldg adjacent to Bldg 7704

Temporary heating will be provided by the District Engineers as directed by Third Army.

Flight Activities. The USAAVNS Element logged 17,600 flight hours during the quarter. This figure includes time recorded by contractor personnel, support missions and combat readiness training.

Seventy-three T-41B aircraft are presently assigned to the Element fleet. Aircraft ferry operations from Cessna Co., Wichita, Kansas, started in October with the first five aircraft arriving at Fort Stewart on 25 October. Discrepancies noted have been corrected, including the modification of seventy-one propeller governors and six alternators.

One accident (involving two aircraft) and seventeen incidents occurred during the quarter resulting in two fatalities. Both were solo students in O-1 aircraft which collided in the approach pattern at Liberty AAF on 27 October. The resultant accident rate per 100,000 hours was forty-one.

Aircraft Availability and Utilization.

<u>Aircraft</u>	<u>Requested</u>	<u>Received</u>	<u>Utilized</u>	<u>Discrepancy</u>
O-1	5109	5066	4341	Weather and course completion
U-6	32	32	30	Weather
T-41	2115	2089	1769	Weather and MOI variables
T-42	19	19	16	Weather
TOTALS:	7275	7206	6156	

Supplies and Equipment. 81% of supplies and equipment requisitioned in FY 67 have been received.

Community Relations. Due to the increase of personnel on Fort Stewart from the Aviation Element, construction crews for the new facilities, civilian contractors and civilian Department of the Army personnel, it is estimated that four thousand persons will be moving to the area as a result of the Aviation Element.

The influx of personnel will tax the facilities of the local communities. On-post government housing at Fort Stewart will not be of sufficient quantity to house all the military personnel.

Local civic and business groups in the surrounding communities have met to discuss these problems and make plans for the future. The Aviation School Element Commander and Post Commander have made numerous talks to community groups discussing the impact of the Element and the training to be carried out. Local business and community leaders have been very friendly and cooperative and have set up offices to serve personnel with housing needs.

Adequate housing facilities are not available in sufficient quantity to house all student personnel in the Hinesville area. Students have been required to locate their families in Savannah, Glennville, Jesup and other outlying communities. Hinesville Chamber of Commerce is continuing efforts to increase and improve available facilities.

The Hinesville Chamber of Commerce, partially inactive since 1954, recently revitalized and reactivated, with the intent of easing the housing shortage caused by the rapid influx of military personnel.

To date, the cost of living in the area has been held to a minimum and a meeting was held by the local businessmen to prevent any rise.

Morale and Discipline. Morale and discipline in the unit has been excellent.

Morale in the Element continues to increase as a result of increased levels of unit organization and resultant uniformity in operational policies.

One court-martial case was heard during the reporting period which resulted in conviction. No other cases were brought before the Board.

Summary. Since activation of the United States Army Aviation School Element at Fort Stewart, Georgia, on 28 April 1966, no significant problems have developed which will affect the Element's mission.

Installation and airfield facilities have been provided for and the utilization dates are on or close to schedule.

Personnel phase-in has been fairly smooth and no critical shortages exist.

Housing for both military and civilian personnel may be a problem in the near future because of the large influx of personnel.

The first students are programmed to arrive 1 July 1966, to begin the Fixed Wing Qualification Course and the first Initial Entry Fixed Wing Class will begin 2 August 1966. A new Initial Entry Class will begin every four weeks thereafter until four classes are residence.

Thereafter, there will be four Initial Entry Fixed Wing classes inresident at all times.

Considering major problem areas that are normally present in the organization and activation of a new unit, the USAAVNS Element can justifiably be credited with an outstanding performance. Major obstacles have been overcome and improvisations have been made when deemed necessary to support and accomplish the mission. A highly competent staff has organized and influenced the Element's growth from the beginning.

Flight training is a difficult endeavor and to date the Element boasts a fine record. The accident and attrition rates have both been kept to a minimum and yet standards have been kept extremely high reflecting credit on both the supervisory and training personnel.

The realization of programmed student loads and necessary support personnel immediately reflects upon the adequacy of planning and supervision to prepare for the present conditions. Few problems have arisen which were not anticipated and remedied in advance. No significant changes have been made in the staff sections or separate departments due to inability to meet program requirements - indicating satisfactory prior planning and organization.

The Element justifiably boasts a fine record in the accomplishment of the flight training mission.

The announcement on 15 December 1966, of Hunter Air Force Base as the site selected for further expansion of USAAVNS activities has started extensive planning at the USAAVNS Element and can be expected to continue throughout FY 67.