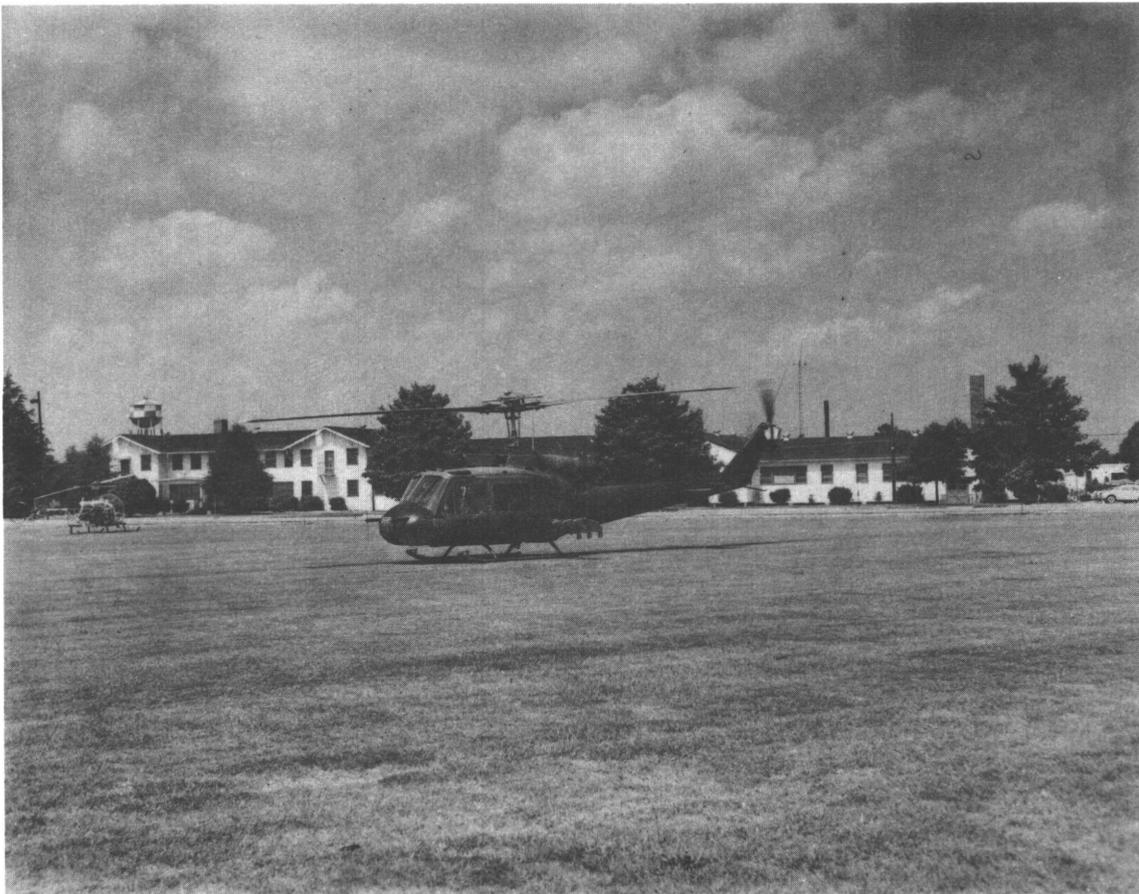




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AVIATION CENTER
FORT RUCKER, ALABAMA
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HISTORY
ANNUAL SUPPLEMENT - 1967



MAJOR GENERAL JOHN J TOLSON
COMMANDING GENERAL
9 MARCH 1965 - 27 FEBRUARY 1967

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PREFACE

This annual supplement is a resume of the historical events in which Headquarters, United States Army Aviation Center participated during Calendar Year 1967. 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 1967 annual supplement is the third in a series of Headquarters, United States Army Aviation Center annual supplements which began in Calendar Year 1965.

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MAJOR GENERAL DELK M ODEN
COMMANDING GENERAL
28 FEBRUARY 1967 -

CHAPTER 1

UNITED STATES ARMY AVIATION CENTER

OFFICE OF THE SECRETARY GENERAL STAFF

On 9 January 1967, Colonel M. H. Parson was officially appointed as Assistant Commandant of the United States Army Aviation School.

On 3 February 1967, Colonel Conrad L. Stansberry was appointed Chief of Staff of the United States Army Aviation Center.

Brigadier General Frank Meszar was appointed Commanding General of Fort Stewart, Georgia on 15 March 1967. With his new assignment Brigadier General Meszar also became Deputy Commandant of the United States Army Aviation School at Fort Rucker, Alabama. The Fort Stewart Training Complex will include Hunter Air Force Base.

On 20 February 1967, Major General John J. Tolson was presented the Army's highest decoration for meritorious service, the Distinguished Service Medal. The Distinguished Service Medal was presented to Major General Tolson by Lieutenant General Louis W. Truman, Commanding General of the Third United States Army, Headquarters at Fort McPherson, Georgia.

A 13-gun salute welcomed Major General Delk M. Oden to Fort Rucker 27 February 1967, as the two-star officer became Commanding General of the United States Army Aviation Center and Commandant of the United States Army Aviation School.

Major General Oden accepted the colors of his new command from Colonel Lester F. Schockner, Deputy Center Commander of the United States Army Aviation Center.

Twenty-five years of service in the Army ended 27 February 1967, with the retirement of Lieutenant Colonel Allen F. Almquist, Secretary of the United States Army Aviation School since June 1965.

On 27 February 1967, Captain Frank S. Reece was appointed Aide-de-Camp to Major General Delk M. Oden, Commanding General of Fort Rucker.

On 1 March 1967, Lieutenant Colonel Lucien C. Benton was appointed Secretary of the United States Army Aviation School.

On 29 April 1967, Colonel Conrad L. Stansberry was presented the Army's second highest award for meritorious service, an Oak Leaf Cluster to the Legion of Merit, signifying his second award of the medal.

Official Dedication of Sanford Hall, Harper Hall, Kelly Hall and Murphy Hall took place on 2 June 1967. The dedication of the new academic classroom buildings were in honor of Army aviators who died while serving in World War II, Korea and Vietnam.

Sanford Hall was named for the late Major Jackie W. Sanford who was killed 16 June 1965, while engaged in action against the enemy in Vietnam.

Harper Hall was named for the late Second Lieutenant Robert S. Harper, Jr. who was killed 6 August 1944, while participating in an aerial mission against the enemy in Normandy during World War II.

Kelly Hall was named for the late Major Charles L. Kelly who was killed 1 July 1964, by enemy fire while piloting a medical evacuation helicopter in Vietnam.

Murphy Hall was named for First Lieutenant Marvin S. Murphy who was killed 21 June 1952, while participating in an aerial mission against the enemy in Korea.

The Commanding General of the United States Army Aviation Center, Major General Delk M. Oden, officiated at the ceremony which was held in Kelly Hall.

Lieutenant General Louis W. Truman, Commanding General, Third United States Army, made his farewell visit to Fort Rucker, 8 July 1967, prior to his retirement. Lieutenant General Truman officially opened the United States Army Aviation Center's new \$1,025,535 Officers' Open Mess.

Highlighting the retiring Commander's visit was the presentation of a plaque by Major General Delk M. Oden, Commanding General of Fort Rucker, making Lieutenant General Truman an honorary Master Army Aviator.

On 31 July 1967, General James K. Woolnough made his first visit to Fort Rucker as the Commanding General of the United States Continental Army Command. The new commander was greeted by Major General Delk M. Oden. General Woolnough was welcomed at the Headquarters Building by an honor guard and a 17-gun salute. Prior to the Commander's departure, he presented Major General Oden the Army Chief of Staff's Natural Resources Conservation Award for 1966.

Major George L. Riviere was appointed Secretary General Staff, United States Army Aviation Center, 8 August 1967, replacing Lieutenant Colonel Milton P. Cherne' who held the position since 27 December 1965.

Lieutenant General John L. Throckmorton, making his first visit to the Army Aviation Center since taking command of the Third United States Army, was greeted at Cairns Army Airfield by Major General Delk M. Oden, 29 August 1967. An honor guard welcomed the new commander with a 15-gun salute upon his arrival.

The Army Aviation Center Federal Credit Union celebrated its first anniversary 31 August 1967. At the end of the first year of operation the credit union had attained a membership of more than 2,400 and resources totaled nearly \$570,000.00.

Colonel Conrad L. Stansberry, Chief of Staff, United States Army Aviation Center during the period February 1967-December 1967, departed 15 December 1967 for an assignment in Vietnam.

On 15 December 1967, Colonel James D. Bowen was appointed the new Chief of Staff of the United States Army Aviation Center, Fort Rucker, Alabama.

OFFICE OF THE ASSISTANT CHIEF OF STAFF, G1

Personnel strength at Fort Rucker during Calendar Year 1967

End of first quarter 31 March 1967

	OFF		WO		ENL		MIL TOT		CIV	
	Auth	Asgd	Auth	Asgd	Auth	Asgd	Auth	Asgd	Auth	Asgd
CLASS I TOTAL (PERM PARTY)	1705	1288	571	621	6058	5868	8334	7777	2613	2513
CLASS II ACTIVITIES TOTAL	125	116	4	5	192	222	321	343	287	278
TOTAL STUDENTS		1005		1235		2642		4882		
POST TOTAL	1830	2409	575	1861	6250	8732	8655	13002	2900	2791

End of fourth quarter 31 December 1967

	OFF		WO		ENL		MIL TOT		CIV	
	Auth	Asgd	Auth	Asgd	Auth	Asgd	Auth	Asgd	Auth	Asgd
CLASS I TOTAL (PERM PARTY)	1391	1315	366	525	4432	5673	6189	7513	2654	2526
CLASS II ACTIVITIES TOTAL	147	117	2	2	215	232	364	351	307	295
TOTAL STUDENTS		912				3870		4782		
CSI	22	0	7	0	1169	517	1198	517		
POST TOTAL	1560	2344	375	527	5816	10292	7751	13163	2961	2821

OFFICE OF THE ADJUTANT GENERAL

Department of the Army Personnel Management Team. During the period 6-17 March 1967, Fort Rucker was visited by the Southeastern Area DA Personnel Management Team. The purpose of this visit was to conduct surveys on the following subjects: Foreign Service Availability Codes (FSA); Analysis of Replacement Flow; Impact of Variable Reenlistment (VRB); Classification, Assignment, Utilization and Distribution of EM; Impact of Proficiency Pay (Specialty) Program on Reenlistment Rates; The Enlisted Evaluation System; Field Administration of Sample Survey of Military Personnel; Errors on and Late Submission of Officer Efficiency Reports. 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.

SPECIAL SERVICES

A Special Services Library was opened at the Lyster Army Hospital on 1 March 1967. This library consists of basic reference books and approximately 250 books for recreational reading.

The participation of the Trailer Park located at Eglin Air Force Base reservation has greatly increased, new equipment added and beautification of the area has been accomplished for the enjoyment of the participants.

Fort Rucker was host to the 1967 Third United States Army Softball tournament, 5-9 June 1967. In the "A" Division, Fort Jackson won the championship with Fort Rucker runner-up. The "B" Division was won by Fort Stewart with 5th Region ARADCOM runner-up.

The national cast of SING OUT 67, sponsored by Moral Re-Armament, Inc., presented three performances of their show, UP WITH PEOPLE, on 19, 20 and 21 May 1967. The performances were open to surrounding communities, as well as Fort Rucker, and approximately 4400 were in attendance to view this outstanding entertainment.

Special Services began operation on a deep sea fishing boat on 27 May 1967. The boat is available for full-day charters, for either trolling or bottom fishing and may be reserved by military personnel and their dependents. Also, the office is sponsoring free fishing trips to EM and WAC's on the Deep Sea Charter Fishing Boat which is docked at the Eglin Air Force Base Air/Sea Rescue Pier. Recipients are winners of different contests sponsored by the Service Club.

The Entertainment Division sponsored 148 shows with a total participation of 85,173.

CENTER SAFETY

During the third and fourth quarters of FY 67, and the first and second quarters of FY 68, there were seventy-four Army aircraft and forty-four Army motor vehicle accidents. Ninety-five lost time military injuries (twenty-nine on duty and sixty-six off duty).

There were twenty-seven military fatalities. Sixteen from Army aircraft, two from Army motor vehicles, five from privately-owned vehicles, one from sport parachute jump, two from electrocution and one pedestrian by vehicle.

There were nine lost time DA civilian injuries and two fatalities.

ARMY EXCHANGE

A minimum wage for Annual Salary Plan Employees was implemented retroactive to 1 February 1967, as required by the Fair Labor Standard Act.

The celebration of the 72d anniversary of the Army and Air Force Exchange Service was observed at Fort Rucker on 25 July 1967. During the ceremony, twelve employees were presented service awards ranging from the five-year award to the twenty-year award.

A new wage schedule for Universal Salary Plan for employees was affected in December 1967 retroactive to 1 October 1967, complying with Joint Departmental Message. Wage increase was 4.5% of basic rate for these employees.

ARMY EDUCATION CENTER

On 2 June 1967, Troy State University granted the first baccalaureate degree in history at its Fort Rucker Branch. Awarded strictly on the basis of off-campus study, the recipient was Colonel Ejner J. Fulsang, Jr., who earned a BS Degree in Business Administration.

First Lieutenant Albert I. Sugano was the first recipient for a Master's Degree at the Fort Rucker Branch of Troy State University. The MS Degree was in Foundation of Education.

On 23 October 1967, the first graduation exercise conducted by the local branch of the University of Southern California was held. Ten individuals received Masters Degrees.

Average attendance during 1967 was approximately 550 students per term.

MANPOWER CONTROL DIVISION

Phase II FY 68 Civilianization Program. Implementation began in February 1967, and actual conversion began in July 1967. There are 314 spaces to be converted and will be accomplished in approximately 3 equal increments, 105 each in first, second and third quarters, FY 68.

CONUS Sustaining Increment (CSI). Initial increment totaling 775 spaces was submitted to Fort Rucker for processing in March 1967. Space ceiling was imposed by grade and MOS. Additional spaces will be identified in the future by higher headquarters to complete CSI structure at Fort Rucker.

Headquarters, USCONARC, approved the manpower utilization surveys for Fort Rucker elements (Garrison, School, Hospital, Dental, 123d Ordnance Detachment, 141st MP Co and 98th Army Band) in April 1967. This action established new ceilings for recognized requirements with authorization remaining the same as current ceilings.

OFFICE OF THE ASSISTANT CHIEF OF STAFF, G-3

During the first quarter of CY 1967, the US Army Hospital was redesignated Lyster Army Hospital on 27 February 1967. On the same day, 27 February 1967, Dental Clinic Number 3 was organized and assigned to the Dental Unit. On 16 March 1967, the 72d Aviation Company, (Air Traffic Control) was assigned to Fort Rucker and attached to the 53d Aviation Battalion.

Planning was completed during this period for increased Initial Entry Rotary Wing Training to be conducted at Fort Stewart/Hunter AAF, Georgia. The planning was aimed toward training and graduating 200 new rotary wing aviators per month. The G3 Advanced Planning Group was dissolved on 28 February 1967.

A joint training exercise was conducted at Fort Rucker from 15 March to 19 March 1967, which involved units from the Regular Army, the National Guard and the US Army Reserve. The units involved were elements of the 53d Aviation Battalion and the 65th Finance Section (Disb) from Fort Rucker, the 1st Medium Tank Battalion, 131st Armor and the 3d AW Battalion (SP) from the National Guard and Company A, 404th QM Battalion (DS) from the Reserves. Additionally, 728 personnel received Advanced Individual Training during the quarter.

The air traffic count for the first quarter, CY 67, was 634,579 VFR operations and 18,078 IFR operations.

The second quarter of CY 1967 saw the activation of the 108th QM Company (Petroleum Supply) (Fwd). On 25 April 1967, the company was attached to the 53d Aviation Battalion. On 1 June 1967, the Headquarters and Headquarters Company, 688th Supply and Services Battalion (GS) was activated at Fort Rucker. On 23 June 1967, the 416th Transportation Company (Med Truck Petroleum) was activated and attached to the 688th Supply and Services Bn. On 18 July 1967, the 108th QM Company was reassigned to the 688th Supply and Services Battalion.

Advanced Individual Training was administered to 762 personnel during the quarter.

The Fort Rucker air traffic count for the second quarter of the year reflected increases over the first quarter to 739,427 VFR operations and 18,146 IFR operations.

During the third quarter, CY 67, 551 personnel received Advanced Individual Training. Annual Active Duty for Training was conducted at Fort Rucker by the following units:

- a. 354th Medical Dispensary - 25 June-8 July.
- b. 302d Air Traffic Control Company - 2-16 July.
- c. 6th Field Hospital (400 Bed) - 2-16 July.
- d. 3399th US Army Aviation Training Command - 9-23 July.
- e. 129th Surgical Hospital - 6-19 August.
- f. 355th Transportation Company (Acft Maint) - 6-19 August.

On 18 July 1967, the Third US Army Noncommissioned Officers Academy (Provisional) was organized at Fort Rucker. On 12 September 1967, the US Army Aviation School Troop Brigade was reorganized as the US Army Aviation School Regiment.

The air traffic count again increased over the previous quarters to 869,644 VFR operations and 49,107 IFR operations.

Fort Rucker personnel and aircraft participated in disaster relief operations in the aftermath of Hurricane Beulah from 22 September to 9 October 1967. Four CH-47 Chinooks executed 24 missions, transporting 61,950 pounds of cargo and 225 passengers. On 18 November 1967, Fort Rucker provided 110 personnel for firefighting and cleanup operations following a train wreck near Newton, Alabama.

During the fourth quarter of the calendar year, Advanced Individual Training was administered to 349 personnel at Fort Rucker.

The air traffic count for the quarter was 807,922 VFR operations and 42,091 IFR operations. The total air traffic count for 1967 was 3,051,572 VFR operations and 127,422 IFR operations.

DEPUTY CHIEF OF STAFF FOR LOGISTICS

Directorate of Maintenance.

- (1) Tailored Inspection and Maintenance System (TIMS).

(a) Implementation of the TIMS concept was very successful in meeting the established objectives of increased aircraft availability, reduced aircraft inventory requirements and maintenance cost savings. Included under TIMS at the end of FY 68 were the UH-1, TH-13T, OH-13, O-1, T-41, U-6, U-8 and OV-1.

(b) The CH-34 and U-6A aircraft were included under TIMS in March 1967, based on initial successful results obtained on other aircraft under TIMS.

(c) Inspection guides were prepared during June 1967, for the OV-1 and U-8 were finalized and implemented during July 1967.

(2) OH-6A Fleet. A total of six OH-6A aircraft were included in the School fleet. Blade strikes against the rotating beacon and air inlet housing during flight and/or autorotations were encountered during 4th quarter, FY 68, resulting in grounding of OH-6 fleet. Conferences were held between USAAVNS representatives, USAAVCOM, and factory technicians to analyze and attempt to resolve the problem encountered. An allowable blade droop of 6° was agreed upon and droop stops were checked and shimmed as required to meet

the allowable 6° droop. Since the establishment of the 6° maximum droop, there have been no additional blade strikes and the OH-6 fleet has been conducting normal training.

(3) T-42 Fleet.

(a) All T-42 Engines were modified with short skirt pistons to alleviate engine failures.

(b) A Fleet inspection of T-42 propeller counterweights was initiated as a result of two failures of this part. Magnaflux inspection of all T-42 propeller counterweights revealed a total of five cracked brackets on the fleet. Defective brackets were replaced, and a nondestructive flaw detection inspection of this item was required every 300 hours.

(c) Failure of a T-42 elevator trim rod end resulted in a 100% inspection of aircraft. All trim tab push-pull rod ends have been replaced, and a torque of 25-inch pounds established (no specific torque required previously).

(d) A teardown analysis and evaluation of T-42 engines (10 470-L) resulted in the TBO being extended to 1800 hours with an intervening top overhaul to be accomplished at 0900 hours. This was the second TBO extension brought about as a result of internal modifications initiated by personnel of the Aircraft Maintenance Division. The TBO had been previously increased from 1200 hours to 1500 hours.

(4) UH-1 Fleet. A Decca radio modification program at Atlanta Army Depot was initiated during the period requiring a total of 154 aircraft to be modified by 1 April 1967. Program was completed ahead of scheduled deadline.

(5) Transfer of OH-13's. The transfer of 67 OH-13 helicopters to Fort Wolters, Texas, was completed during the 4th qtr, FY 67. Modification of 29 of the aircraft at the Atlanta Army Depot was required in order to meet aircraft configuration requirements.

(6) CH-54's. Three CH-54's (flying cranes) were received during 4th qtr, FY 67, to support training requirements in the newly established CH-54 transition course at the Aviation School.

(7) CH-47 Fleet. Seven CH-47B models with improved capabilities were received during FY 67. This made a total of 27 CH-47A's and CH-47B's in the School fleet.

(8) U-21 Fleet.

(a) Ten U-21's were received during CY 67, and additional aircraft were received to support the increased flight training requirement for U-21 students.

(b) Problems were encountered in providing required aircraft availability due to maintenance problems encountered in the autofeather system with two unreliable switches. Engineering changes and/or MWO's were studied by the manufacturer in an effort to eliminate the deficiency.

(9) Supply. Page Aircraft Maintenance, Inc., completed the teleprocessing program for the supply account on 6 Feb 67, and it was tested and debugged. The 1050 IBM systems were installed in all toolrooms at all field locations. However, in attempting to operate the on-line system, it was discovered that General Telephone Company had failed to properly install amplified lines in accordance with specifications. Negotiations with General Telephone Company resulted in corrective action accomplished on 7 Apr 67, which made the system completely operational.

(10) NORS Rate. There was an increase in the NORS rate which was attributed primarily to the increased flying hour program in FY 67 and 68, worldwide shortage of numerous repair parts and components and long lead time required by vendors to fulfill procurement requirements. Numerous efforts by all supply agencies have resulted in increased

coordination and additional assistance from supply representatives at AVCOM. The overall supply position is now excellent. At the end of FY 68, on 53 aircraft were NORS, and only 188 NORS items were required.

Signal Division.

- (1) Installation of two additional tactical Ground Control Approach (GCA) sites was completed during February 1967. These sites are located at Esto, Florida, and Capps, Alabama.
- (2) Additions to the Communications Center during Feb and Mar 67, were as follows:
 - (a) Feb 67 - One full duplex 100 card-per-minute teletype AUTODIN circuit.
 - (b) Mar 67 - One full duplex secure 100 word-per-minute teletype AUTODIN circuit.
- (3) Cost reduction goal of \$1,000 for FY 67 in telecommunications was exceeded by \$45,000. Cost reduction reported and approved totaled \$46,000. Projected savings reported for FY 68 and FY 69, amounted to \$169,000 annually.
- (4) The radar facility at Cairns AAF began operation in Jul 67.
- (5) A total of 32 additional trunk circuits to Ozark, Enterprise, and Daleville were installed as outlined in a, b, and c below:
 - (a) Ozark - 18.
 - (b) Enterprise - 8.
 - (c) Daleville - 6.
- (6) Installation of seven additional AUTOVON circuits was completed.
- (7) The ASR-5 radar facility at Cairns Army Airfield was completed and operational on 17 Jul 67.
- (8) This division installed 6 TPN-8 radar facilities within the Fort Rucker Aviation Complex.
- (9) The Photo Lab installed a 16" x 20" color print processor and an additional 8" x 10" color printer.

Engineer Division.

- (1) During the third quarter, FY 67, facilities at Knox Field, including maintenance building, briefing building, fuel dispatch building, vehicle parking and airfield paving were completed.
- (2) Reportable fire losses for the quarter totaled \$4,777, of which \$4,377 represented loss to the US Army. A tent fire at TAC-1 caused by an overheated space heater resulted in a \$4,277 loss.
- (3) During the fourth quarter, FY 67, the Officers' Open Mess was completed at a total cost of \$1,025,535.
- (4) Reportable fire losses for the fourth quarter, FY 67, totaled \$12.99.

(5) Fort Rucker was awarded the 1966 Secretary of Defense Conservation Award. This is the highest honor which may be earned by a military installation for the management of its natural resources. The presentation was made to MG Delk M. Oden on 14 June 1967, by the Assistant Secretary of Defense.

(6) On 31 Oct 67, there was a railroad derailment on main line south of cantonment area. Water runoff from construction site on post washed out railroad bed.

(7) On 18-20 Nov 67, Engineer personnel assisted in prevention of fires caused by railroad derailment at Newton, Alabama.

P&C Division. Reports covering aircraft maintenance, training, refueling and defueling of aircraft and protective guard service contracts were as follows:

(1) Contract DA 01-044-AIII-1089 with Parker and Brown Service for refueling and defueling aircraft. An evaluation of the existing contract and TWX, OASA (I&L) DA 806884, subject: Exercise of Options to Renew Service Contracts, was performed to determine if the contract should be extended under existing terms and conditions or readvertised. After evaluation of the contract in compliance with message OASA (I&L) DA 806884, the Government exercised the option to extend the aircraft POL refueling contract, under the same terms and conditions, for a period of one year, 1 July 1967 through 30 June 1968. The estimated amount of the contract for FY 1968 was \$1,046,000.

(2) Contract DA BC01-67-C-0173 with Ross Aviation, Inc., for fixed and rotary wing training.

(a) Fixed and rotary wing training requirements for FY 68 were combined into one Request for Proposal. After competitive bidding and negotiations, a fixed price contract was awarded to Ross Aviation, Inc., for the period of one year with two one-year options to extend. The annual cost for FY 68 was \$4,032,847.

(b) The contract was modified to reflect change in programmed student load from 370 to 380 students in resident under the Rotary Wing Instrument Training. In addition, the contract was modified to delete the requirement for GCA operation at Shell AHP. As a result of this change, the requirement for flight instructors increased from 203 to 209. The increase in student input resulted in an increase of \$35,638.58 which was offset by a reduction of \$12,363.05 for deletion of GCA operation or an overall increase of \$23,275.53.

(c) The Primary Fixed Wing Training portion of the contract at Fort Stewart was modified to include Synthetic Trainer Instruction for an increase of \$21,151.00.

(d) The total contract cost was increased to \$4,102,751.

(e) The following modifications were made during the period 1 Oct-31 Dec 67:

1. Decrease requirement for two air traffic control specialists due to discontinuance of GCA operation at Shell AHP. Contract cost decreased by \$12,363.05.

2. Change position qualifications for each phase of training at no additional cost to the Government.

3. Seven additional synthetic trainer instructors and one synthetic trainer mechanic were added at Fort Stewart for an increase in contract cost of \$33,013.00.

4. The operation of ceiling measuring equipment at Shell AHP was performed by the contractor at no additional cost to the Government.

5. The requirement for formal instructor pilot orders, as required by AR 95-4, was incorporated into the contract.

6. The contractor will conduct synthetic training for the U-21 course at no additional cost to the Government.

7. The total cost of the contract is \$4,123,402.00.

(3) Contract DA BC01-67-C-0182 with Harrison Security Services, Inc., for protective guard service. After competitive bidding and negotiations with all responsive offerers, the Government awarded a fixed price contract for protective guard service to Harrison Security Services, Inc. The services were for FY 68, and the contract contained two one-year options to extend at an annual cost of \$745,077.

(4) Contract DABC01-68-0108 with Page Aircraft Maintenance, Inc., for maintenance of aircraft fleet.

(a) Approval of award to Page Aircraft Maintenance, Inc., was granted by OASA (I&L) on 1 Sep 67. Prior to protocol release, a protest before award was forwarded to the General Accounting Office by TWX with information copy to the contracting officer. On 4 Sep 67, contracting officer was requested to withhold award pending receipt of formal letter from the protestant, Hayes International Corporation.

(b) On 25 Sep 67, OASA (I&L), through channels, authorized contracting officer to make award to Page Aircraft Maintenance, Inc., anytime after 27 Sep 67. Contract DABC01-68-0108 was consummated by Page Aircraft Maintenance, Inc., and the contracting officer 28 Sep 67, with the effective contract date of 1 Oct 67. The contract was for a period of 9 months at an estimated total cost of \$15,679,021 with the annual option to extend contract for a period of two years.

(c) The General Accounting Office notified Page Aircraft Maintenance, Inc., by letter, 11 Dec 67, that the option to their present contract would not be exercised by the Government.

Services Division.

(1) The Transportation Motor Pool achieved ratings of 85 for materiel and 79 for maintenance operations on the Third Army Command Maintenance Management Inspection conducted on 25 Sep 67.

(2) The Best Mess Award Plaque was initiated in July. The messes who won the plaques were -

July - 2d Enlisted Student Company
August - 4th Enlisted Student Company
September - Airfield Company Mess
October - NCO Academy
November - NCO Academy
December - NCO Academy

(3) Commissary total sales with surcharge for November 1967, were a record-breaking \$636,841.66. Total issues for the same month were \$233,139.55. This was the largest amount of sales for any single month in the history of the Fort Rucker Commissary.

(4) Colonel Hining made a Semiannual Food Advisory Visit 4-5 October 1967.

(5) Visitors to Fort Rucker on 20 Nov 67, to discuss the reactivation of the Quartermaster Laundry, were -

Mr. Ellison - Third Army
Mr. Janning - Department of the Army
Mr. Giguero - USCONARC
Mr. Perry - Atlanta Army Depot

Family Housing Division.

(1) In Nov 67, Family Housing Branch, Engineer Division, was reorganized as a separate DCSLOG Division in accordance with Change 17, AR 210-50, 13 Oct 67. The new division consisted of three branches: O&M Program, Administration, and Construction Program.

(2) In Dec 67, an interior painting contract for Family Housing quarters was started. JAMAR Painting Co., Miami, Florida, was awarded the contract with a low bid of \$82,850 for painting of 378 units.

COMPTROLLER

Audits and Reviews

The US General Accounting Office. On 7 March 1967, the USGAO commenced a review of time and attendance cards, leave records and civilian pay for the period 29 December 1963 through 10 December 1966. This review also encompassed the occupancy of public quarters by military and civilian personnel. The exit conference of 9 June 1967, revealed that the administration of public quarters was adequate. However, some deficiencies were noted in the civilian pay area. Responsible officials were notified and corrective action was taken.

During the fourth quarter, FY 67, the USGAO conducted a review of contract cost versus in-house cost of selected contracts. The contracts reviewed at Fort Rucker were the Security Guard Contract and the Rotary Wing, Primary Instrument Training Contract. No findings, conclusions or opinions were issued by the USGAO at the exit conference held 30 June 1967.

A review of FY 66 MCA Construction Deferral at Fort Rucker was commenced with an entrance conference on 16 October 1967. No findings or recommendations were disclosed at the exit conference on 17 November 1967. This visit was a part of a DOD-wide survey.

An entrance conference was held on 4 December 1967, for a USGAO review of the TDY assignment of military personnel at Flight Training Schools. No findings, recommendations or conclusions were issued or disclosed at the exit conference of 22 December 1967.

A Review of Management and Control of Application of Modification Work Orders and Related Kits was conducted by USGAO during the period 23-27 October 1967. No findings were disclosed. The purpose of this visit was to gather information for their Philadelphia Office.

Army Audit Agency. During the third quarter, FY 67, representatives from the Comptroller of the Army, USCONARC and TUSA performed a followup review of action taken on the US Army Audit Agency (USAAA) Installation Audit of October 1965. No deficiencies were cited.

During the fourth quarter FY 67, the US Army Audit Agency commenced their comprehensive installation audit of the USAAVNC/S, but during the following quarter they determined that they would not complete this audit. However, they did accomplish five special audits, none of which contained formal findings or recommendations.

Methods and Systems Improvements

Studies and Surveys. Third quarter, FY 67, studies and surveys conducted included placement of the Installation Accountant, relocation of the Finance and Accounting Office, cash versus check payment to troops, student bus transportation, vehicle maintenance backlogs, and a time and motion study for the ENT Clinic at Lyster Army Hospital.

Systems. The Installation Accounts Section made arrangements and preparation for the implementation of certain aspects of the Resource Management System to be effective 1 July 1967. These included decentralized fund control, expansion of Object Class Codes, and military personnel costing.

The Civilian Pay and Leave Accounting System was converted to the Standard Third US Army System during third quarter, FY 67. A major revision to Third US Army Standard Army Stock Fund Liquidation System was accomplished during fourth quarter.

In second quarter, FY 68, additional accounts were established for the support of IV and XII US Army Reserve Corps Units gained by this installation. Also, all local account codes were renumbered as requested by Third US Army to provide standardized reporting codes. The first eight digits of the codes remained identical to those established in AR 37-100-68. The ninth through the twelfth digits were utilized in the assignment of AMS Codes to local accounts.

Mission Changes

Finance and Accounting Office. The additional mission of providing support for Reserve and National Guard summer training at Camp Shelby, Mississippi, was assigned to the Fort Rucker Finance and Accounting Office during the third quarter, FY 67.

During the second quarter, FY 68, plans were developed to begin decentralized fund control on 1 January 1968.

Management Engineering Division. Chief, Management Engineering Division, was made Assistant Coordinator for Comptroller Civilian Career Field and appointed Chairman of Comptroller Career Field Screening Panel (USAAVNC LO 698, 5 Sep 67). Chief, Management Engineering Division, was made Assistant Coordinator for ADP Civilian Career Field and appointed Chairman of ADP Career Field Screening Panel (USAAVNC LO 884, 22 Nov 67).

Automatic Data Processing Service Center. This headquarters directed a team effort to analyze the Financial Management, Military Personnel Accounting, School Applications, Stock Control and Stock Accounting and Production Planning and Control against the standard COCOAS.

A committee was appointed by this headquarters to approve/disapprove all data automation work requirements. This is known as the CCIS Committee.

The Progress Review and Analysis Division. The Progress Review and Analysis Division was designated as the Coordinator of the Army Management Structure Coding for the purpose of monitoring the Cost, Financial Inventory Accounting, and the Line Item Accounting Master Decks which are maintained by the Data Processing Divisions of the Comptroller's Office.

Budget Division. The funding aspects of the IV and XII US Army Corps inactivation was monitored and the first BP 2600 funds were received 13 December 1967, in the amount of \$134,100, to support functions of units gained by this installation.

Organization Changes

Automatic Data Processing Service Center. In preparation for the CONARC Class One Automated System (COCOAS), a separate branch was established. The COCOAS Planning and Development Branch was staffed with five personnel who were reassigned from other branches.

Program and Budget

Mid-Year Review. The Mid-year review reduced FY 67 fund requirements to \$76 million. Since January, the FY 67 requirements for the Fort Stewart 200 add-on increased requirements to \$79 million.

Command Operating Budget. The FY 68 Command Operating Budget (COB) was prepared in February reflecting changes imposed by the scheduled implementation of the Resource Management System. FY 68 requirements increased to \$96 million.

Installation Operating Program. An Installation Operating Program (IOP) was initiated, developed and published. It is a one-year program supplement for Fort Rucker to TUSA Command Operating Program (COP) for FY 68. It contains interpretations and clarifications of guidance directed by higher headquarters and added guidance by the Commanding General to fulfill the mission and attain the US Army Aviation Centers' principal objectives. This document sets forth major objectives, outlines supporting policies and priorities and establishes major resource levels for accomplishing assigned objectives. It forms a base for budget formulation and execution for measuring installation progress and for evaluating the use of resources.

Personnel Changes

Finance and Accounting Office. Major James E. Rose, formerly assigned to Fort Gordon, Georgia, assumed the finance account, 1 November 1967, replacing Major Andrew O. Drenkhahn.

Major Roy P. Rhodes was assigned as Assistant Comptroller, Program Coordinator, replacing Major Frederick G. Tripp, 20 April 1967.

Lieutenant Colonel James V. Preuit was assigned as Comptroller, 12 June 1967, replacing Lieutenant Colonel W. B. Andresen.

Mr. Erwin R. Hubsch, Deputy Comptroller, transferred from Fort Rucker, 4 October 1967.

Employee Development

Management Engineering Division. A Work Simplification Class was presented 25 April through 12 May 1967. Six students completed the training.

A five-week Work Methods and Standards Class, sponsored by USCONARC and presented by AMETA, was conducted at this installation during the period 14 August through 15 September 1967. Seven Management Analysts of this division completed the class.

A twelve-hour Work Simplification Class was conducted during the period 28 November through 15 December 1967. Twelve students completed the class.

Progress Review and Analysis Division. The Progress Review and Analysis Division (PRAD) conducted group study of nonresident-type courses to 30 employees at this installation. Finance School Subcourses 993, Introduction to Statistics, and 995, Review and Analysis, were completed during the second quarter, FY 67.

OFFICE OF THE STAFF JUDGE ADVOCATE

Civilian Bar Relations. No formal events were scheduled during the past quarter. Informal relations were maintained with many civilian attorneys in the area. The cooperation between the Fort Rucker JAG office and civilian attorneys continues to be of the highest quality.

Claims. The volume of claims continues to increase due to the influx of newly assigned personnel. Third Party recoveries nearly tripled since FY 67, from \$1,000.00 to \$2,710.55. This increase can be attributed to more determined efforts by this office to collect this type indebtedness to the Government.

Military Justice. In keeping with the Army's policy of adopting the well known Miranda decision, this office counseled a steadily increasing number of individuals who were suspected or accused of having committed offenses under the Uniform Code of Military Justice.

Law Day. The annual Law Day dinner was held on 28 April 1967, at the Lake Lodge. The guest speaker was the Honorable John Godbold, Justice of the U. S. Court of Appeals for the 5th Circuit.

Military Affairs. Recent changes in Army Regulations requiring Judge Advocates to be available to respondents in elimination proceedings added materially to the workload in this office. Much time was spent in counseling respondents and preparing arguments in their behalf.

Legal Assistance. During FY 67, Legal Assistance officers handled 5,649 legal assistance problems. In addition to seeing clients on an individual basis this office continued its policy of legal assistance classes for incoming officers and warrant officer candidates as well as special classes for their wives.

CHAPTER 2
SUPPORT UNITS

LYSTER ARMY HOSPITAL

Health of the Troops. The health of the troops of the United States Army Aviation Center, Fort Rucker, Alabama, for the reporting period was considered high, although the average number of daily outpatient treatments increased from 636.4 during 1966 to 980.6 and the daily average number of beds occupied was increased from 55.7 to 60.4. This was considered a normal trend.

Dedication of New Hospital. Fort Rucker's new \$3.2 million Lyster Army Hospital was dedicated 18 February 1967, by the Army Surgeon General, LG Leonard D. Heaton. He was introduced by MG John J. Tolson, Commanding General, United States Army Aviation Center. Unveiling the bronze plaque and a portrait of BG Theodore C. Lyster for whom the hospital is named, was Dr. Russell W. Lyster of Los Angeles, California, a son of the General. The portrait was painted by Mrs. Dorothy Crowley, Ozark, Alabama, a civilian employee at Fort Rucker. At the conclusion of the ceremony the keys to the new facility were presented by General Heaton to the hospital commander, COL Richard B. Austin, III.

In addition to Dr. and Mrs. Lyster, other members of the Lyster family attending the ceremonies were General Lyster's grandson, Theodore C. Lyster, III, and his mother, Mrs. G. E. Gilmore, both of Portland, Oregon, and cousins of Dr. Lyster, Mr. and Mrs. R. W. Richardson, of Cincinnati, Ohio.

Other guests included BG Colin F. Vorder-Bruegge, CG, Medical Research & Development Command; BG William A. Hamrick, Chief of the Army's Medical Service Corps; COL Mary Lipscomb, Chief of the Army Medical Specialist Corps; COL Margaret G. Clarke, the most decorated Army Nurse of the Vietnam conflict and the first Army Nurse of the Year, whose home is Arab, Alabama, and currently assigned as Chief Nurse, Third United States Army; COL Albert J. Bauer, Third U. S. Army Surgeon; COL Spurgeon H. Neel, Jr, Director, Plans, Supply & Operations, Office of The Surgeon General, DA, and Commanding Officer of U. S. Army Hospital Fort Rucker, when construction of Lyster Army Hospital began on 23 July 1964; COL LaRay D. Hooker, Executive Officer, Womack Army Hospital, Fort Bragg, N. C. and LTC Marion E. Avrett, (Ret), Enterprise, Alabama, both former Executive Officers of the Fort Rucker Hospital; L. Drew Redden of Birmingham, Alabama, Civilian aide to the Secretary of the Army for Alabama; and COL (USAR Ret) Addition P. Drummond, Bonifay, Florida, civilian aide to the Secretary of the Army for Florida.

Opening of Lyster Army Hospital. Moving from the old to the new hospital was completed during the week of 19 February and Lyster Army Hospital was officially opened 27 February 1967. On this same date it was redesignated from United States Army Hospital to Lyster Army Hospital (USAAVNC GO NO 19, 27 Feb 67).

Reserve Unit Training. The following reserve units spent two weeks on the dates indicated, at Lyster Army Hospital for their annual active duty training:

- (1) The 3343d U. S. Army Hospital (100 Beds) from Mobile, Alabama, commanded by LTC Oscar Lawrence, MSC, 11-24 June 1967.
- (2) The 354th Medical Dispensary from Jackson, Mississippi, commanded by 1LT Lavern C. Walters, MSC, 25 June-8 July 1967.
- (3) The 6th Field Hospital from Orlando, Florida, Commanded by LTC Anthony Jennings, MSC, 2-15 July 1967.
- (4) The 129th Surgical Hospital from Tuskegee, Alabama, commanded by COL Thomas M. Campbell, Jr, MC, 6-19 August 1967.

Hospital Administration Residency Training. Lyster Army Hospital has been approved for Residency Training in Hospital Administration. LTC James H. Couch, the Hospital Executive Officer, is the preceptor for this training of one year's duration. Major Harris R. Hill, MSC, who is the first resident under this program, reported to the hospital 30 June 1967, for this training.

Reorganization of Medical Service Activities (MEDSAC). AR 40-4, dated 14 July 1967, directs reorganization of all fixed medical facilities operated by Table of Distribution and Allowance United and will integrate all post medical service activities into a single functional mission grouping. Dental, Veterinary and Preventive Medicine activities will be included as paragraphs on the MEDSAC TDA. The Director of MEDSAC commands the hospital and also may serve as the installation surgeon. He will be assisted by assistant director for Dental Activities and an assistant director for Veterinary Activities. The moratorium on TDA's prohibited reorganization prior to October 1967. Preliminary actions have been taken pending lift of moratorium. The moratorium was lifted in December and MTDA resubmitted.

Custodial Services. A review of the provisions of the contract which was entered into for contractual custodial services revealed that it could not meet the requirements for providing the hospital with desired or required standard of sanitation and cleanliness; therefore, the contract was terminated as of 1 September 1967. Through the civilianization program, military spaces were converted to civilian spaces and organized into a Housekeeping Branch. New techniques along with the proper cleaning products and floor finishes enabled this branch to achieve and maintain the hospital at the required cleanliness standards.

Inspection. Lyster Army Hospital and Post Surgeon Activities underwent an Annual General Inspection during the period 23-27 October 1967. An overall rating of "Excellent" was awarded.

DENTAL UNIT

Personnel. The year-end strength of the Dental Unit was 27 officers, 21 enlisted men and 26 civilians as compared to 1966 year-end strength of 25 officers, 26 enlisted men and 23 civilians.

Dental Treatment Facilities. Dental facilities at Fort Rucker were enlarged and modernized during 1967. Dental Clinic #1, in Building 8701, was modernized by installing new floors, new dental operating units, lights and chairs.

Dental Clinic #2, in Building 4107, was also modernized with new dental operating units, lights and chairs.

Dental Clinic #3, located at Lyster Army Hospital, was opened on 27 February 1967. This clinic is completely modern and has 16 new dental operatories. The total number of operatories on post is now 37 and 3 X-ray facilities.

Building 8702 now houses the complete Central Dental Supply office and warehouse facilities.

Inspections.

- (1) CONARC IG - January.
- (2) Third United States Army Command Maintenance Management Inspection - 17 January.
- (3) Annual General Inspection - 24 May.
- (4) Third United States Army Command Maintenance Management Inspection - 15 December.

USAAVNS REGIMENT

Mission. Exercise command and control of assigned officers, warrant officers, enlisted personnel and enlisted students. Provide administration, logistical support, mandatory training, intelligence and security within the Regiment. Provide administrative and logistical support to Commander, Student Aviator Battalion (Prov). Exercise command of USAAVNS Training Element, Keesler AFB, Mississippi.

Organization Changes. USAAVNC Troop Brigade (Prov), which encompassed both the USAAVNS Regiment and USAAVNC Special Troops was redesignated as USAAVNS Regiment per GO 82, USAAVNC, dated 7 Nov 67, with an effective date of 20 September 1967. Reorganization accomplished two purposes:

- (1) Changed status of unit from provisional to an officially recognized organization.
- (2) Effective 14 Nov 67, detached the following units from USAAVNS Regiment and assigned them to USAAVNC Special Troops:

Headquarters & Headquarters Company
Technical Support Company
WAC Detachment
141st MP Company
123d Ordnance Detachment (ED)
98th Army Band
65th Finance Det (DISB)
Det H, 3d MP Group (CI)
CONUS Sustaining Increment - 3185
Det 9, 16th Weather Squadron

Organizational structure changes within the command were as follows:

(1) In the Permanent Party Deputy Command, two new CONUS Sustaining Increment Augmentation Units were organized, with missions of developing and maintaining MOS skills of assigned individuals.

(2) With the redesignation from Brigade to Regiment, the DCO, Permanent Party and the DCO, Enlisted Student Units, were designated as Commanding Officers of the newly created Staff & Faculty Battalion and Enlisted Student Battalion respectively, thus instituting a chain of command between company and regimental level.

Commanders. The following changes of commanders, other than company level, took place during reporting period:

USAAVNC Brigade/USAAVNS Regiment

18 Apr 67 - COL H. S. Campbell departed and was replaced by LTC W. H. Jenkins
23 Jun 67 - LTC W. H. Jenkins was replaced by COL N. L. Lindstrand
31 Aug 67 - COL N. L. Lindstrand departed and was replaced by COL E. J. Fulsang

Permanent Party Deputy Command/Staff & Faculty Battalion (Prov)

18 Apr 67 - LTC V. P. McGuire was replaced by LTC A. R. Mittica
23 Jun 67 - LTC A. R. Mittica departed and was replaced by LTC V. P. McGuire
1 Dec 67 - LTC V. P. McGuire departed and was replaced by LTC A. D. Capron

Enlisted Student Deputy Command/Enlisted Student Battalion (Prov)

15 Jun 67 - LTC B. O. Withrow departed and was replaced by LTC H. E. Roth

Warrant Officer Candidate Battalion (Prov)

Oct 67 - LTC R. E. Dickens departed and was replaced by LTC J. N. Hembree

Activities and Awards. During the period which the 98th Army Band was assigned to this command, it provided support at the Gubernatorial Inaugural Parade, the change of command ceremonies between MG Tolson and MG Oden, dedication of Lyster Army Hospital and Armed Forces Day activities, in addition to normal support provided by an Army Band.

First WOC Company received TUSA Savings Award for the fourth consecutive year.

Three WOC classes were awarded Minuteman and Third US Army Savings Bond Awards.

SFC Owen E. Lovely, Airfield Company, was Honor Graduate of the first class graduated by the Fort Rucker NCO Academy.

Commanding General's Award for reenlistment for 2d quarter, FY 68, was presented to USAAVNS Regiment.

Training. Enlisted Student activities have continued as in the past. The Enlisted Student Companies received and trained approximately 2,400 students during the first quarter, FY 68. Most students were training in the basic aviation MOS 67A10 and approximately 80% attended a second, more specialized, school and received advanced aviation-oriented training.

An expanded POR (Preparation of Replacement for Overseas Movement) program was instituted under the direction of the Regimental S-3. The POR Committee accomplishes POR qualifications for the entire post. Special emphasis was placed upon training which would most benefit aviation personnel bound for the Republic of Vietnam.

Training of WOC personnel resulted in the graduation of 180 to 200 aviators per month.

During the fourth quarter, CY 67, the Officer Student Company graduated 154 initial-entry and 92 fixed-wing transition aviators. In rotary wing, 357 initial-entry and 232 transition aviators were graduated.

Reenlistment. There was an overall increase in reenlistment for the third quarter, CY 67. Overall reenlistment percentage for the unit during the period 1 July to 30 Sep 67 was 31.3% (112 reenlistments out of 358 eligibles).

Miscellaneous. The members of the First WOC Company donated money and placed a monument at Lowe Field in memory of two candidates killed in training there on 25 November 1967.

All companies in the Brigade successfully passed the USCONARC IG Inspection held on 6-10 February 1967.

The Brigade achieved 100% participation in the United Fund Drive.

53D AVIATION BATTALION

Personnel. Personnel status as of 31 December 1967.

Strengths:	HHC	CO E	H Btry	Pfdr	1st Avn	72d ATC
Authorized:	126	254	98	15	408	222
Assigned:	248	229	97	15	472	173

The 53d Aviation Battalion has approximately 10% of its personnel furthering their education during off-duty hours.

Discipline. During FY 67, there were 47 Special Courts-Martial, 13 Summary Courts-Martial and 2 General Courts-Martial.

Reenlistment. The 53d Aviation Battalion received the Commanding General's Reenlistment Award for FY 67. The Battalion had an overall percentage of 16.63% reenlisted of those eligible for reenlistment.

Organization. On authority of verbal order, Commanding General, United States Army Aviation Center, Fort Rucker, Alabama, the 72d Air Traffic Control Company was attached to the 53d Aviation Battalion for all purposes effective 16 March 1967 (General Order number 24).

On authority of AR 220-5, the United States Army Aviation Center, Marksmanship Detachment (Provisional), was attached to 53d Aviation Battalion for administration, logistical support and training.

On 3 April 1967, LTC Crawford Buchanan assumed command of the 53d Aviation Battalion from LTC Archie W. Summers.

On 1 December 1967, LTC Harry T. McDaniel assumed command of the 53d Aviation Battalion from LTC Crawford Buchanan.

On 11 May 1967, the 53d Aviation Battalion was designated host to the 688th Supply and Services Battalion and all dependent units. The 688th was activated 1 June 1967.

Training and Operations. A joint field training exercise with Reserve, National Guard and Active Units was conducted 15-19 March 1967. The following units participated: Headquarters and Headquarters Company; Company E, (LRP), 30th Infantry; H Battery, 18th Artillery; 5th Infantry Detachment (Pfdr/Abn), of the 53d Aviation Battalion and the 3d AW Battalion (SP) 203d Artillery (NG); 1st Med Tank Battalion, 131st Armor (NG); Company A, 404th QM Battalion (DS) (Reserve); 65th Finance Section (Disb). The purpose of the exercise was to provide realistic field training with a goal to achieve adequate combat readiness.

Battalion training during the fourth quarter, FY 67, continued in the following MOS's: Light Vehicle Driver, Clerk Typist, Supply Clerk and Cook.

A Nuclear Accident - Incident control exercise was held May 67 to test the effectiveness of the Fort Rucker NAIC Team. The results were such to indicate areas of the plan that could be further developed.

In conjunction with Airfield Operations at Fort Rucker, Alabama, 72d ATC Co conducted en route air traffic control for graduates of Keesler Air Force Base. The personnel are assigned to 72d ATC Company.

An ATT was conducted for H Btry, 18th Arty, on 11 May 1967. Results were satisfactory.

An ATT was conducted for 5th Inf Det (Pfdr/Abn) on 24 April 1967. Results were satisfactory.

AIG. AIG was held for 53d Aviation Battalion 28 February-3 March 1967. The Battalion received an overall rating of excellent as a result of the inspection.

AIG was held for 53d Aviation Battalion 13-16 November 1967. The Battalion received an overall rating of excellent as a result of the inspection.

Insignia. In accordance with para 14-18a, AR 670-5, General Order No. 332, Third United States Army, and amended by General Order No. 353, and letter AGSD(M) (13 Sep 66) ACSFOR, a distinctive insignia (badge) for the 53d Aviation Battalion was authorized.

688TH SUPPLY AND SERVICE BATTALION

Personnel. Personnel Status as of 31 December 1967.

	<u>Authorized</u>		<u>Assigned</u>	
	EM	OFF	EM	OFF
HHC, 688th Sup & Svc Bn	73	19	59	18
108th QM Co	195	5	103	5
416th Trans Co	179	5	58	5

Discipline. During CY 67, there were fifteen Article 15's given by commanders and one Special Courts-Martial.

Reenlistment. There were five reenlistments with six men eligible.

Organization. By General Order 32, 108th Quartermaster Company (Pet) (Fwd) was activated and attached to the 53d Aviation Battalion, effective 20 April 1967. TOE 10-458F.

By General Order 140, Headquarters, Third United States Army, dated 25 April 1967, HHC, 688th Supply and Service Battalion (GS)(Army), was activated at Fort Rucker, Alabama, and attached to the USAAVNC. Effective date 1 June 1967. TOE 29-126F.

By General Order 182, Headquarters, Third United States Army, dated 2 June 1967, the 416th Transportation Company (Mdm Trk Ptrl) was attached to USAAVNC and further attached to HHC, 688th Supply and Service Battalion (GS)(Army), Fort Rucker, Alabama. Effective date, verbal order, Commanding General, 23 June 1967. TOE 55-018F.

By General Order 56, USAAVNC, Fort Rucker, Alabama, the 108th Quartermaster Company (Petrl) (Fwd) was detached from the 53d Aviation Battalion and attached to the 688th Supply and Service Battalion. Under the same order the 688th Supply and Service Battalion was attached to the 53d Aviation Battalion for all purposes, effective 18 July 1967.

During the last week of July the Battalion Headquarters moved into its present location, the 3000 block area. It was previously housed in the S4 office of the 53d Aviation Battalion.

Colors for the battalion were delayed until the battalion insignia was approved. Following approval by the Department of the Army, a requisition was submitted for the colors. The local exchange facility ordered from the approved vendor approximately 2000 crests to be delivered on or about 28 February 1968.

On 15 September 1967, the 416th Transportation Company (Med Trk Petrl) received it's first officer. 2LT George S. McKinney assumed command of the unit at zero strength in personnel and equipment.

On 11 October 1967, Major Leroy G. Twilley assumed command of the 688th Supply and Service Battalion (GS)(Army). The Battalion had been operating since June without a commander. During this time the senior officer was 1LT Joseph Stromick, commanding Headquarters Company.

On 23 October 1967, the enlisted personnel moved into the billets of their respective company areas. They were previously housed in the Headquarters Company Area of the 53d Aviation Battalion. On this day also the first mess hall opened, belonging to the 108th Quartermaster Company.

During the last week in October, the first 5,000-gallon, 12-ton semitrailer with 5-ton tractor arrived in the 108th Quartermaster Motor Pool. This is the first vehicle of nearly a hundred of its type, and it also marked the opening of the first motor pool in the Battalion. The 416th Medium Truck Company will receive 64% of these.

On 13 November 1967, SGM William P. Ansick arrived to replace MSG Dwight L. Grubbs, who performed the duties of Battalion Sergeant Major since the battalion was organized in June.

On 16 November 1967, the Battalion received its first annual IG inspection. The results were termed excellent, especially in view of recent organization and lack of personnel.

On 24 November 1967, 2LT Sherwood L. Jager assumed command of the 108th Quartermaster Company, replacing 2LT Cecil B. Dyer, who departed for Vietnam. At this time also, 2LT William C. Terrell assumed the duty of Adjutant, replacing 2LT Frank A. Hartley who will become Battalion Personnel Officer.

On 21 December 1967, the 688th Supply and Service Battalion won first place in the Fort Rucker Christmas Decoration Contest. It featured Santa Claus driving a scooploader loaded with Christmas presents.

On 29 December 1967, the Battalion Colors arrived. After receipt of the Lineage and Honors certificate, campaign ribbons were ordered.

Training. Since its inception the training program of the 688th Supply and Service Battalion (GS)(Army) has been in a state of flux due to existing conditions. The 688th, since its infancy stage, has experienced the problem of any newly activated unit. Slow reception of personnel has been the most outstanding problem area incurred to this point. With this in mind, the training has been initiated to meet the basic requirement for mandatory training.

As of 11 September 1967, the 688th, with attached units, conducted mandatory training for its personnel in conjunction with its host unit, the 53d Aviation Battalion. With the continuous reception of personnel, the 688th conducted mandatory training utilizing its own personnel and training resources. This transaction occurred in mid-October, at a time when the total battalion strength was approximately 75. In Mid-December the strength had reached the 200 mark. At this time the conduct of mandatory training was decentralized to the three units and no longer conducted by the battalion on a consolidated basis.

As the equipment and personnel were received it became apparent that certain classes should be taught prior to the start of the Basic Unit Training (BUT). Individual-type training was conducted on a battalion level in December pending the reception of personnel necessary to enable the units to initiate their Basic Unit Training program.

Starting 3 November 1967, the officers of the 688th attended weekly officers classes. These classes were expanded to two hours weekly and classes for the NCOs were also initiated.

The 108th Quartermaster Company petroleum hauling missions since the start of their BUT. These have two objectives - to give certain individuals invaluable mission training and to give them experience in working with the squad and platoon situations; thus, these missions can be integrated in the units BUT program.

UNITED STATES ARMY AVIATION CENTER SPECIAL TROOPS
AND
HEADQUARTERS COMMANDANT

Effective 13 November 1967, General Order Number 82, paragraph 1, corrected copy, detached Special Troops from the United States Army Aviation School Regiment, to begin operations as a separate headquarters. The personnel requirements, equipment and mission of Special Troops, as compared to School Regiment, allowed Special Troops to function much more effectively as a separate command. Special Troops' mission was to provide personnel and services to the Commanding General, General and Special Staffs, and the Aviation School for the proper operation of the Army Aviation Center. The first commanding officer under the new reorganization was LTC William H. Jenkins, Infantry. Major James P. McKnight, Armor, was the executive officer.

The mission of this office was to supervise the BOQ and Guest House billeting system. The Fort Rucker Central Post Fund was also a responsibility of the Headquarters Commandant. The Headquarters Commandant also planned, coordinated and directed functions assigned to the section by the Commanding General. This office managed the Fort Rucker Christmas Decoration Contest. The Headquarters Commandant issued the letters necessary for proper judging and preparation and put out fliers to the housing and troop areas advertising the Christmas contest. First place in the troop areas went to the 688th Supply and Service Company Headquarters; second place went to the 2d Warrant Officer Candidate Company; and third place went to Student Casual Company.

Headquarters and Headquarters Company, Special Troops, carried on its morning report the officers assigned to the general staff and all other offices and headquarters necessary to operate the USAAVNC Garrison. Permanent party enlisted personnel assigned to USAAVNC Garrison were given mandatory training by the company or detachment to which they were assigned under staff supervision of the Special Troops Headquarters. During the second quarter, FY 68, three oversea levies, one for Germany and the remaining two for Vietnam, began removing excess personnel from Special Troops. AUSA membership increased from 82 percent to 94 percent. Our bond participation was increased by 3 percent to reach 87.5 percent.

(As of 31 December 1967)

<u>Overhead</u>	<u>Authorized</u>	<u>Assigned</u>
Officers	189	269
Warrant Officers	18	19
Enlisted	898	1,476
 <u>Attached</u>		
Officer		19
Enlisted		141
 <u>CSI Augmentation</u>		
Enlisted	148	263

Aside from the units directly under Special Troops, Special Troops had court-martial jurisdiction over Medical Company, the Medical Holding Detachment and the US Army Dental Clinic until 1 January 1968.

The Technical Support Company football team, under the coaching of 2LT Haney, won the post football championship. The team lost two games during the season and tied with the Hospital Company team for first place. On Thanksgiving Day a championship playoff was held and Technical Support Company became the new champion. The 98th Army Band was particularly effective this quarter. The concert band was given an outstanding rating during the Third US Army Technical Training Inspection, and the inspectors stated that the chorus was very impressive. From October to December, the band attended 12 parades, four Honor Guard Ceremonies, three Change of Command Ceremonies, five Warrant Officer Candidate and Student Officer Orientations and Graduations, three football games, seven concerts and was a stage band for three functions.

CHAPTER 3

UNITED STATES ARMY AVIATION SCHOOL

DIRECTOR OF INSTRUCTION

Training Aids Workshop. Evaluation Division, DOI, developed and presented Training Aids workshops during periods 13-17 Feb 67, 17-21 Apr 67 and 17-21 Jul 67. The purpose of the workshops was to provide supervisors and experienced instructors with a better understanding of the methods used in determining need, design, procurement and employment of training aids to increase effectiveness of instruction.

Performance Objective Workshops. A total of eight performance objective workshops were conducted. The procedures of performing task analyses to determine course content were stressed throughout the workshops with emphasis on the necessity of courses being job oriented.

Instructional Supervisor's Course. The Instructional Supervisor's Course was conducted nine times during this period. At the close of the first quarter, FY 68, a total of 327 supervisors had attended this course.

Programmed Learning. The American Institutes for Research finalized a test on 18 May 67 for programmed learning of Helicopter Instrument Flight Course and Rotary Wing Instructor Qualification Course. The USAAVNS Report of Final Evaluation was completed 31 May 67. The project resulted in a course reduction of two weeks and a reduction in flying hours from 63 hours to an average of 53.5 hours. The new course was administered to follow on HIFC and RWIQC classes since the final evaluation. USAAVNS continued its administration while formal USCONARC action on a revised POI was pending. On 19 Jul 67, the Assistant Commandant issued a directive approving the adoption of the self-paced HIFC to the FWIQC. During first quarter, FY 68, preliminary meetings were held with Departments of Fixed Wing and Maintenance Training to outline the nature, extent and scope of the project. As of 30 Sep 67, Department of Maintenance Training had reviewed and rewritten all pertinent performance objectives and prepared criterion tests for all subjects. A proposal to establish a separate branch with the Evaluation Division, DOI, for the purpose of producing instructional material was staffed within USAAVNS and approved by the Assistant Commandant. At the end of the second quarter, FY 68, a formal request for a change to the Organization and Functions Manual was submitted.

Educational Television. After numerous technical delays, the USAAVNS Television Production Van was accepted. Formal training of the crew began in late March. Scripts for the television programs--Aircrew Armor, Adjustment of Fuel Control (UH-1) and Vibration Meter (UH-1) were prepared. In addition, a study was undertaken to determine feasibility of conducting performance test-type examination by means of television. The subject selected was the DOMT Troubleshooting Examination, and work got underway to produce three experimental tapes to test the concept; it appeared that great savings could be effected by these tapes. Student participation was stressed in all television programs, and special student response sheets were developed for the programs. During the third quarter, FY 67, 268 television programs were shown in classrooms. Limited distribution was made of the paper on USAAVNS philosophy of television during second quarter, FY 67. Formal training of the USAAVNS Educational TV filming crew began in March 1967, and was delayed until arrival of the remaining film crewmembers at Fort Rucker on 26 Apr 67. Crew training was conducted 8 May-9 Jun 67, with the first week of training given by Ampex Corporation employees. The Armed Forces Day Air Show, 30 May 67, was recorded on video tape for future showings. On 7 Jun 67, actual TV production began with the updating and remake of the film clip "Dash 20 Maintenance Manual." During the fourth quarter, FY 67, 321 television programs were shown in classrooms. Evaluation was completed on the application of television as a substitute for the performance examination in the 67A10 test cell training block. This application of television marked the first use of this media at USAAVNS for testing. This use of television saved time and money and provided an equivalent quality in the testing of the student.

Helicopter Door Gunner Training Course, MOS 11B2F. Training plan to establish a Helicopter Door Gunner Course was submitted to USCONARC, 16 Mar 67. Graduates of '67A10 Maintenance Entry Course provided input for the Door Gunner Course. The course was approved and training will begin 1 Jul 68.

67N20 (UH-1 Maintenance Course) Environmental Training. Resource requirements to provide live aerial gunnery for 67N20 students during last week of training (environmental phase) were submitted to CONARC, 16 Mar 67. The plan would extend present course length by three days to permit aerial gunnery to be conducted at Fort Stewart, Georgia.

AH-1G New Equipment Training. AH-1G (Hueycobra) New Equipment Training was finalized with the first class of airframe mechanics scheduled to begin training at Bell Helicopter Corporation, Fort Worth, Texas, on 17 Apr 67. USAAVNS' initial 12 Hueycobra Instructor Pilots were selected and completed MOI training in April 1967. They began their Hueycobra transition flight training in the AH-1G helicopter. Key platform instructor personnel completed factory training and USAAVNS' academic MOI. Twenty-one maintenance supervisors and mechanics completed factory training on both the airframe/power plant and on the weapons subsystems. AAVCOM's New Equipment Training Team, which will deploy overseas with the first aircraft, began training at Hunter AAF on 31 Jul 67. NET for the AH-1G for USAAVNS personnel was completed during late August 1967.

Enlisted Maintenance Direct Flow. All enlisted maintenance courses completed transition to the direct flow concept on 21 Feb 67. This concept eliminated the intermediate maintenance courses as a prerequisite for advanced training, resulting in significant savings of training time per student.

Increased Aviation Training. The FY 68 student training inputs for flight and maintenance courses were received on 23 Feb 67. Increased transition flight training in the CH-47, CH-54 and UH-1 required planning for the conversion of Knox stagefield to a basefield complex and the construction of one additional six-lane rotary wing stagefield. Maximum intraining load for the rotary-wing initial-entry course was reached with the fourth class of 386 students reporting to Fort Rucker on 10 Mar 67. The impact of the enlisted training program for FY 68 was computed reflecting two separate concepts--

(1) Training to be conducted on a split shift schedule in order to support increased outputs for 67A10, 67G20, 67H20 and 67N20 and

(2) Maximum training input which could be conducted utilizing currently available resources. At the enlisted White Book Conference held at DA, 13 Mar 67, it was determined that enlisted training inputs would be programmed at the level current resources would support.

Initial Entry Rotary Wing Training Increase. The Department of the Army Chief of Staff approved the training increase proposal. The proposal was forwarded to the office of the Secretary of the Army. DA, ACSFOR representatives indicated a critical shortage of fixed wing aviators and discussed briefly the possibility of increasing initial-entry fixed-wing output from 600 to 900 students per year. A decision on this was delayed pending determination of O-1 aircraft availability. Cross training of rotary wing personnel in FWQC was a practical alternative.

Programs of Instruction (POI).

(1) OV-1 Suppressive Fire Course. The use of Ft Stewart for this course was started 24 Jan 67, with Class 67-5.

(2) U-8D (Seminole) Aviator Qualification Course. The revised POI changing the course title from "Third US Army U-8D Twin-Engine Qualification Course" to "U8-D (Seminole) Aviator Qualification Course," submitted 28 Sep 66, was approved by USCONARC, 28 Jan 67. Change of course prerequisites (deletion of 500 hours minimum flight time in military

airplanes as first pilot or instructor pilot) submitted 3 Feb 67, was approved by USCONARC, 6 Mar 67. A revised POI was submitted to HQ, USCONARC, on 30 Mar 67, to increase the course length one week and was approved on 12 May 67. This revision provided 12 hours synthetic instrument training, an increase of two hours flying in the U-8D and decreased T-42A flight training by two hours. Implementation of this change began with Class 68-6.

(3) AH-1G (Hueycobra) Pilot Transition/Gunnery Course. On 17 Feb 67, HQ, USCONARC, approved the POI submitted 12 Dec 66. Class 68-1 with six students began in August 1967. Delayed arrival of programmed aircraft forced the cancellation of AH-1G pilot class 68-4. USAAVNS was directed to conduct an intensified confirmatory test of the AH-1G utilizing five aircraft assigned to the training fleet. USAAVNS' proposed plan to test was approved by USCONARC and DA. The five aircraft were subsequently identified, and the test plan was implemented in September 1967.

(4) AH-1G (Hueycobra) Instructor Pilot Transition/Gunnery Qualification Course. The draft POI submitted 12 Dec 66, received HQ, USCONARC, approval on 20 Feb 67. Twelve students were programmed with Class 68-1, which began on 26 Jul 67, and was completed on 15 Aug 67. There were 12 new equipment training team pilots who deployed overseas with the first aircraft.

(5) CH-47 IP Qualification Course. A major revision was submitted to USCONARC, 14 Jun 67, and was approved on 1 Aug 67. Deletion of the UH-1 portion of the course was accomplished as a result of students being CH-47 qualified. A resultant flight hour savings of approximately \$960.90 per student and a decrease of two weeks, four days TDY at \$3.50 per day, provided a total savings of \$1,023.90 per student.

(6) CH-54 Pilot Transition Course. The draft POI forwarded to HQ, USCONARC, on 12 Jan 67, was approved 30 Mar 67. The first and second CH-54 aircraft were received by USAAVNS on 1 and 24 May 67, and MOI training was begun. The first Pilot Transition Course started 2 Jul 67, the second course started 12 Aug and the third course started 23 Sep. Each class had 10 students each. Approved POI calls for 22 flight hours per student and 65 hours of maintenance ground school. USAAVNS has three assigned CH-54's for the conduct of this course. The fourth class in the CH-54 pilot transition course was graduated at USAAVNS in mid-December. These included the Flight Control System Trainer, Fuel System Trainer, Electrical System Trainer and Engine System Trainer. The Hydraulic System Trainer was delivered in January 1968, and was the final trainer scheduled for delivery to USAAVNS.

(7) Single-Rotor Turbine Utility Helicopter Maintenance Course (UH-1) 67N20. Joint preparation of a major revision to this POI was planned between the US Army Transportation School and USAAVNS. The determination of job holders knowledges, skills, enabling and terminal objectives was accomplished and agreed upon by both schools prior to further POI development. Representatives of the US Army Transportation School and USAAVNS met during the period 18-20 Jul 67, and compared lists of knowledges and skills for each job-holder task. Full agreement between the schools was reached, and the new target date for major POI revision submission to USCONARC was set for January 1968.

(8) Air Traffic Control Course (KTTC). Authorization was received for the Army to train instructor personnel at Keesler Technical Training Center (KTTC) effective 1 Jan 67. Army-furnished equipment (seven AN/TPN-8 radar sets and three PU-126A, 400-cycle converters) for the 15-week POI was on hand by the first week of March 1967. The course title was changed to indicate "ABR 27230-4 Air Traffic Controller Course" on 30 Aug 67.

(9) Tactical Air Traffic Control Operator (Radar) Course. Confidential message ATIT-OP-SCH-MON, HQ, USCONARC, 24 Feb 67, subject: Tactical Air Traffic Control (U), requested the status of the four-week Tactical Air Traffic Control Course at USAAVNS. Draft POI was prepared by the Training Branch, DOI, and forwarded for approval to HQ, USCONARC, 20 Mar 67. Responsibility for conduct of Air Traffic Controller on-the-job training was given to Department of Advanced Fixed Wing Training on 16 Mar 67. The 72d Air Traffic Control Company arrived at Fort Rucker on 22 Mar 67 to conduct on-the-job training for this course. Commencing 19 May, Fort Rucker conducted four weeks OJT for

12 Keesler Technical Training Center graduates with classes commencing weekly. This training, conducted by the 72d ATC and Airfield Operations, provides live traffic training in the tower and in GCA radar operations at base fields and tactical GCA sites.

(10) Army Aviation Medicine (Basic) Course and Army Aviation Medical Officer's Orientation Course. Major revisions to both courses providing more RVN-oriented training and better preparation of medical officers for duty with troop units were submitted to USCONARC on 5 Apr and 7 Apr 67, with approval of these revisions obtained on 25 May and 29 May, respectively.

(11) US Army Air Traffic Control School. The results of a feasibility study, conducted at USAAVNS and forwarded to USCONARC 9 Jun 67, recommended conduct of three enlisted air traffic control (ATC) courses (ATC Specialist-Tower; ATC Specialist-GCA Radar; and ATC Specialist-En route) and a rated Officer/Warrant Officer Air Traffic Control Course at Fort Rucker. Abbreviated POI's and a MOS proposal for the three specialists and an ATC Chief were submitted with the study.

(12) OV-1 Training. HQ, USCONARC message 53616, 9 Mar 67, subject: OV-1 Aviator Training (S: 24 Apr 67), directed USAAVNS, in coordination with the US Army Combat Surveillance School (USACSS), Ft Huachuca, to develop a plan to consolidate OV-1 training at one location. Study group formed by DOI, Department of Fixed Wing Training, and DCSLOG conducted an information gathering/coordination visit to Fort Huachuca 28-31 Mar 67. The group completed the study and recommended, in their briefing at CONARC on 28 Apr 67, that OV-1 training be continued as is (transition training at Fort Rucker, suppressive fire training at Fort Stewart and electronic surveillance training at Fort Huachuca). The OV-1 Suppressive Fire Course was cancelled by USCONARC message (c), ATLOG-S/AV 76566, 10 Oct 67, with Class 68-4.

(13) U-21 Aviator Qualification Course. On 5 Sep 67, CG USCONARC, granted interim approval of the new POI submitted 28 Jul 67 (Msg 74343, ATIT-TNG CU). Final approval by USCONARC was granted on 5 Oct 67. This POI, patterned after the U-8D (Seminole) Aviator Qualification Course, provided qualification in the U-21 airplane in four weeks, 25 flight hours. The first of three special classes (68-1 Spec) with four students each, commenced 26 Sep 67, and the last special class closed 7 Nov 67. The first U-21 pilot transition class (68-1) was completed on 12 Dec 67. USAAVNS received approval from DA to establish a U-21 standardization instructor pilot course. The course is six weeks in length and 45 flight hours, and the first class is scheduled to begin 10 Jan 68. USAAVNS has received a total of ten U-21 aircraft to support student training.

(14) LOH Trans/Gunner IP Qualification Course. A major revision to the LOH Trans/Gunnery IP Qualification Course was submitted to USCONARC on 28 Aug 67, and was approved 10 Oct 67. Course revision was required since the 40mm armament subsystem will not be designated standard and produced in quantity until third quarter, FY 69. Based on this and the elimination of other unrelated data, five and one-half days were proposed for course length reduction. Further, the revision changed the title from "LOH" to "OH-6" Transition/Gunnery IP Qualification Course.

(15) Rotary Wing Instrument Qualification Course. This course was discontinued 28 Aug 67. Inputs diverted to HIFC, 2C-F2.

(16) Officer/Warrant Officer Rotary Wing Initial Entry Course. A pilot training class of 12 officer students was initiated at Hunter AAF on 24 Aug 67. Inputs were derived from a class input to Fort Rucker. Scheduled classes started training as programmed on 21 Sep 67.

(17) US Army Air Traffic Control School. HQ, USCONARC comments, recommending approval of USAAVNS position on conduct of air traffic control training, were forwarded to Department of the Army on 30 Aug 67.

(18) Increased MOS Skill Level Training. Three POI's were developed and submitted to USCONARC on 11 Sep 67, to provide enlisted personnel training in leadership and supervisory skills. The POI's developed were -

		Phase I (Leadership)	
Chief Air Traffic Controller	93B40	6 weeks	6 weeks
Fire Team Chief	31M40	6 weeks	5 wks, 1 day
Maintenance Supervisor	67B/G/H/N40	6 weeks	5 wks, 1 day

(19) Aviation Warrant Officer Career Development Courses. Two POI's were developed in response to guidance received from HQ, DA, and HQ, USCONARC, 22 Jul 67. An Aviation Warrant Officer Career Course 22 weeks, four days and an Aviation Warrant Officer Advanced Course 27 weeks, four days with required resources, to include quantitative and qualitative personnel requirements, facilities and costs, to be conducted at USAAVNS were forwarded to USCONARC on 14 Sep 67.

(20) Rotary Wing Contact MOI Course. A test program was initiated on 20 Nov 67, to determine if a more condensed Rotary Wing Contact MOI Course was feasible. A test was started with two instructor pilots and four students and was completed on 16 Dec 67. A similar test for Rotary Wing Instrument MOI will begin on 3 Jan 68.

(21) Officer/Warrant Officer Fixed Wing Aviator Course. A major revision increased actual flight hours in "D" phase instruction by five hours (three hours in transition phase and two hours in tactical phase) to 55 hours and increased aerial artillery fire and adjustment ammunition to 27 rounds per student, which provided the capability to fire one additional fire mission in 2+30 actual flight hours. Course length remained unchanged.

(22) Officer/Warrant Officer Candidate Rotary Wing Aviator Course. On 15 Dec 67, a major revision providing gunnery qualification and familiarization live fire training for all initial entry students with appropriate ammunition requirements was forwarded to USCONARC for approval.

(23) Air Traffic Control Noncommissioned Officer Candidate Course. On 8 Dec 67, USCONARC approved the 12-week POI, submitted to USAAVNS 18 Aug 67, to qualify enlisted personnel in supervisory responsibilities of small unit leaders in en route and terminal control as a 93B40.

Policy

Academic Instructor Training Branch (AITB). AITB was given the responsibility of directing and coordinating the implementation of the procedures for determining course content as described in CONARC Pamphlet 350-1. This pamphlet described a standardized procedure for performing a task and skill analysis on new courses or courses undergoing revision, to insure that all instruction was job oriented. All instructional departments were to use the CONARC Pamphlet 350-14 as a guide in redesigning their courses. Departments responsible for conducting enlisted specialist courses were directed to prepare a five-year plan to show the time phase of events in the redesign of MOS-producing courses. The five-year plans were compiled and forwarded to CONARC as requested.

UH-1 Standardization. A conference was held on 15 Feb 67, to determine the differences in UH-1 training procedures between Fort Rucker and Fort Benning. The conference resolved these differences and recommended changes to standardize training. A letter was forwarded to the 10th Aviation Group recommending implementation of these changes.

Academic Training Analysis Branch. Conversion to the Percentage Grading System was implemented and 13 USAAVNS courses were under this grading system. All courses will go to the Percentage Grading System by 1 Jul 68. Revision of the Biographical Data Booklet was completed. The scope of the booklet was increased in order to define more clearly the

individual characteristics of students in flight training. A study was completed of the possible uses of the IBM 360 computer to assist in branch functions. One of the major areas of interest was a computerized system of cataloging and storing test items to be used in the preparation of examination. USAAVNS Regulation 350-23 covering debriefing of Vietnam veterans was approved and published on 19 Jul 67. The Department of Tactics hosted the first seminar on 18 Oct 67. Significant results were attained both in the area of improving USAAVNS training and in the area of improving the analysis and evaluation of information from this particular source. A regulation covering course critiques was prepared in conjunction with improving the course critique report. A significant change came through the adoption of a graph in lieu of the usual report of only the average class statistical ratings. The graph compared the average class statistical rating against the combined average of preceding classes. Such a graph gave a more objective view of USAAVNS impact on students. The graduate questionnaire program was expanded to include the Air Traffic Controller's Course presently being conducted at Keesler Air Force Base. The first questionnaires were forwarded to the field. There are now nine courses of instruction monitored through the graduate questionnaire program.

Management

Military Occupational Information Data Bank Project. The Military Occupational Information Data Bank project group was formed in response to a major MOS study requirement from Department of the Army. The requirement from DA was to list the tasks, equipment and knowledges for the 26 MOS's for which USAAVNS is designated the proponent agency in CONARC Regulation 611-204. The concept of operation and organization was approved by the Assistant Commandant on 19 May 67. All personnel were assigned, and work began on 12 Jun 67. The MOIDB project group received USAAVNS approval and submitted the following MOS's to DA: 71P, 93B, 93D and all of the 67 career group. School review was completed on the Warrant Officer aviator MOS's. Work was completed, and team personnel were released to their parent organizations on 18 Oct 67.

Operations and Aircraft Management Branch. The expanding flight program resulted in 693 aircraft being scheduled for morning or afternoon flight training periods and up to 516 aircraft scheduled for the peak night training period. The fleet of 900 aircraft assigned to Fort Rucker and controlled by Aircraft Management Center reached a value in excess of \$176,000,000. Comptroller of the Army, Brigadier General Gleszer, visited the Aircraft Management Center 15 Feb 67. He indicated management efforts in this area have far exceeded expectations. As a result, Mr. Joseph Terrell, Associate Editor of Armed Forces Management Magazine, visited the Center on 8 Mar 67, and prepared an article so that additional publicity desired at DA level could be accomplished. The test period for analysis of the flight schedule printout was completed in Jun 67. The analysis printout was updated to furnish additional information that was necessary to maintain centralized control and decentralized implementation of the flight training by providing cumulative totals (i.e., hours scheduled, hours flown, hours variation from the schedule, aircraft scheduled and utilized) and the cause of variations. The automated Daily Flying Hour Time Line Report was initiated 14 Jun 67, and reflected the current status, by class, of actual hours flown vs programed hours for each class in residence. This report eliminated many of the manual reports required by each of the flight training departments. The first updated analysis report was received 22 Sep 67. This report was designed to eliminate the requirement for the Daily User Status Report. All aircraft assigned to a class that were not flown or had a variance (as listed on updated USAAVNC Form 181 located in the logbook of each aircraft) of 30 minutes from scheduled and actual hours flown, were listed by class and/or section. These variations, listed daily, were cumulative for the phase. A daily analysis of the classes was provided along with a summary of the phase.

Scheduling Branch. By use of an IBM Selective Typewriter installed 6 Feb 67, approximately one-half of the information (basic data applying to all sections taking a course of instruction; i. e., subject title, references, uniforms, etc.) required on the Officer/Warrant Officer Candidate weekly schedule was transcribed on magnetic tapes and typed on a master mat at 187 words per minute with no proofreading required. Scheduling for a staggered

flow was developed by Department of Rotary Wing Training to improve utilization of available stagefields and training areas. Testing of the staggered flow began with ORWAC/WORWAC Classes 67-7/8 and 67-9/10.

UH-1 Main Rotor Blades. A study was conducted in September to determine the feasibility of painting UH-1 main rotor blades for greater conspicuity. It was recommended that the upper surface of all UH-1 main rotor blades in the USAAVNS fleet be painted, that painting be accomplished during scheduled 300-hour inspections and that higher headquarters be appraised of the situation and request a study be conducted to evaluate "worldwide" application of painting the upper surface of helicopter main rotor blades to increase conspicuity.

Data Systems Division (Provisional).

(1) Background and Mission. The DOI established the Data Systems Division (Provisional) in Oct 66, to evaluate potential ADP applications which would benefit the Aviation School, with special emphasis on the Continental Army Educational Data System (CONEDS). The division exercised staff supervision over automatic data processing requirements within the USAAVNS.

(2) Organization and Functions.

<u>Title</u>	<u>Rank</u>	<u>MOS</u>	<u>Incumbent</u>
Chief	LTC	62610	LTC Trapp
Management Analyst	MAJ	62610	MAJ Williams
Educ Sp	GS-11	1710	Mr. Apple
Clk-Steno	GS-4	318	Mrs. Hargrove

The functions of the division were -

- (a) Coordinate all data processing procedures and applications within USAAVNS.
- (b) Conduct studies to develop ADP applications for improved academics, administration and management.
- (c) Act as USAAVNS Subject Area Representative for CCIS Committee.
- (d) Act as Technical Advisor for DOI as a member of the CCIS Committee.
- (e) Develop and document data automation requirements for USAAVNS.

(3) Activities. Developed the Total Integrated Management Environment (TIME) concept for Fort Rucker. This concept envisioned a random access data system that answered the managers question only when asked rather than production of many repetitive reports as is the current practice. The proponency for TIME was turned over to the Comptroller. On 13 Sep 67, a Document Flow Survey was initiated to determine what information was required by managers of the Aviation School to perform the managerial job more efficiently. There were seven personnel gathering data and two personnel analyzing the collected data in this survey. The collection of data was completed 31 Mar 67. The analysis and recommendations of this effort are well in the future. A test of an automated DA Form 2408-12 and Flight Grade Slip began 11 Sep 67.

Training Literature

Annual Written Examination. Work began on the 1968 Army Aviation Annual Written Examination in Mar 67. Geographical areas and general situations for the four examination versions and study guides were selected. The Reference Data Booklet was sent to the printing plant, and P&NRI received the requested Low Altitude En route Charts. The four versions of the examination and the study guide were approved by CONARC, on 16 Nov 67.

Flight Maneuvers Guide. The development of a standard format for a flight maneuvers guide was written, staffed and approved by the instructional flight departments and presented to a planning conference at Hayes International Corporation, 16-18 Jan 67. USAAVCOM incorporated the format recommended at this conference into a writing guide and submitted to DCSLOG for final approval.

USAAVNS Regulation 350-14. USAAVNS Regulation 350-14 was totally revised to include guidance concerning the Percentage Scoring System. Implementation of some courses was scheduled to begin in Apr 67 to the Percentage Scoring System.

USAAVNS Regulation 350-23. Action was taken to revise USAAVNS Regulation 350-23, Debriefing of Selected Vietnam Veterans. The revised regulation puts the scheduling of seminars and greater centralized control of the summaries within the Academic Training Analysis Branch. There was also more flexibility for considering special selected subjects and more control over persons to be interviewed.

DEPARTMENT OF SCHOOL SUPPORT

There were no major organizational changes made within existing Department of School Support structure during CY 1967; however, an additional mission was assumed by the Office of the Director. This mission was to establish a Secretariat for training aids and devices with responsibility to develop requirements for major aviation training devices as required by USAAVNS instructional departments, or in response to requests from higher headquarters, from the U. S. Army Combat Developments Command Aviation Agency, or from Army Materiel Command.

Implementation of a revised Table of Distribution and Allowances (TDA), effective date 15 Dec 67, as recommended by the 1966 USCONARC Manpower Survey Team, was directed as an operating TDA by USAAVNC. This TDA incorporated Phase II of the FY 68 Civilianization Program and resulted in space authorizations as follows:

	<u>1 Jan-14 Dec 67</u>	<u>15 Dec 67</u>
OFF	16	13
WO	2	1
EM	48	39
CIV	<u>84</u>	<u>92</u>
	150	145

1967 saw significant progress in the educational television program at the USAAVNS. This activity increased from an extremely limited type "A" playback system to a full scale USCONARC regional production center with a mobile TV van and studio production capability. On 20 May 67, a video tape of the Armed Forces Day Air Show was made. This type was a 47-minute production and was broadcast over WTVY-TV, Channel 4, Dothan, Alabama, on 21 May 67, as a special presentation. This video tape is being retained for use in future planning for the Armed Forces Day Show.

The first instructional television program (ITP) to be produced using the mobile TV van was completed on 16 Jun 67. Production titled "Dash 20 Maintenance Manual." During the six months remaining of the calendar year, a total of 13 such video tapes were produced.

USAAVNS received Department of the Army approval of Class IV Signal Project, USCONARC 3A-SIG-8850-68-DEV, on 7 Nov 67. This project authorized expenditures of \$31,540 for the expansion of ETV distribution and installation of TV receivers in USAAVNS classrooms. Upon completion of this project, USAAVNS will be capable of distributing TV lessons to 62 TV-equipped classrooms.

The aviation training film program experienced its most ambitious year with the completion of 21 films. Of particular note was the film TV-694 entitled "Chopper Pilot" produced for the Department of the Army Report to the Nation "The Big Picture" and used throughout CONARC for informational and recruiting purposes.

The official USAAVNS briefing film "Above the Best" was completed and ten color prints were distributed to all instructional departments for their use in instruction.

A cartridge-loaded super 8mm version of "Above the Best" and a cartridge-playing 8mm technicolor projector were procured for use in the display unit at the annual AUSA Conference held in Washington, D. C. After the AUSA presentation, the entire display was placed in the Fort Rucker Aviation Museum and viewed by thousands of USAAVNS visitors.

Approximately 60 major planning actions were accomplished by project and facility planning officers during CY 67 of which the following were the most significant:

- (1) Installation of synthetic flight trainer modules used for instruction of rotary wing training was completed at Shell and Hanchey airfields.
- (2) Extensive study and programming was conducted on four USAAVNS intermediate range MCA items; namely, the engine runup facility, a maintenance complex for DOMT, a six-lane stagefield and an additional lane at Hunt stagefield for Dept of R/W.
- (3) Complete planning and staff action was accomplished for the conversion of Knox stagefield to a basefield and establishment of a new rotary wing stagefield for multiengine aircraft. Final recommendations were taken to Department of the Army.
- (4) A complete study of the proposed synthetic trainer facility, an MCA item (LI T21300) to be constructed in FY 70, was completed. This study involved a resiting of the facility and a revision of the equipment to be housed. The scope of the project was increased and its priority moved ahead in order to accommodate the new synthetic flight trainer systems (SFTS) programmed to arrive at USAAVNS in FY 70.

An increase in the Army inventory of a more sophisticated, specialized range of training aids became evident in the planning and procurement of such aids during CY 67. Of particular note are those listed below which were received and incorporated into that inventory:

Device 3H18, remote scoring weapons system trainer, miniaturized CH-47 flight controls trainer, three night vision trainers - Device 9W, three basic fixed wing instrument trainers - Device 2B12A, Device 2A27B Universal engine trainer was used by DOMT to assist in the UH-1D and OH-6A training programs, eight CH-54 and one OH-6 trainers, five devices, 8E17, portable intercom trainers, and 32 helicopter relative airflow display devices.

Supply transactions during calendar year:

(1) Transactions prepared	38,645
(2) Requests filled by station supply	21,432
(3) Issues to hand receipt accounts	30,011
(4) Turn-ins accepted from hand receipt accounts	12,756

Students processed through DOSS text issue points:

(1) Officers:	
(a) Processed in	8,027
(b) Processed out	6,935

(2) Enlisted personnel:	
(a) Processed in	15,736
(b) Processed out	16,445

Publications issued by DOSS text issue points:

(1) Officers' Text Issue	1,582,585
(2) Enlisted Text Issue	295,768

Personnel processed through Student Equipment Pool: 17,120

Items of organizational clothing equipment and flight equipment issued: 171,826

Amount of Supplies transported: 4,391,832 lbs.

Aircraft transactions:

(1) Turned in	297
(2) Received	362

Total number of aircraft on hand as of 31 Dec 67:

(a) Fixed wing (flyable)	150
(b) Fixed wing (Cat A)	6
(c) Fixed wing (Cat B)	12
(d) Rotary wing (flyable)	749
(e) Rotary wing (Cat A)	25
(f) Rotary wing (Cat B)	36

Total number of buildings assigned to USAAVNS: 221.

Total number of hand receipt accounts within USAAVNS: 67.

The USAAVNS Command Operating Budget (COB) for FY 67, as reprogrammed at the close of third quarter, FY 67, totaled \$1,693,777.00. The FY 68 COB programmed estimate cost totaled \$6,411,034.00. The increase over the FY 67 budget resulted from the assumption of programming for USAAVNS civilian pay and TDY monies.

Total validated savings for the USAAVNS 1967 cost reduction program (Project Trim) was \$1,421,500 thereby exceeding the goal of \$290,000 as set by USCONARC by 390%. This was accomplished mainly by revision in the training program resulting in a decrease in training time by means of the direct flow concept. Savings derived were as follows:

- (1) Revision of initial entry fixed wing training program, \$808,400.
- (2) Establishment of a RWQC for active Army aviators - \$457,900.
- (3) Implementation of the direct-flow concept for the 67C20, 67H20, 67G20, 67S20, 67P20, and 67T20 aircraft maintenance training courses, \$153,800.

DEPARTMENT OF TACTICS

The authorized and assigned strength of the Department of Tactics, second quarter, FY 68, was -

	<u>AUTHORIZED</u>	<u>ASSIGNED</u>
Officers	319	210
Warrant Officers	50	125
Enlisted Personnel	210	298
Civilians	31	26

During 1967, the student load of the Department had a continual buildup. The number of initial-entry students increased from 290 rotary wing and 50 fixed wing to 380 rotary wing and 50 fixed wing. The initial-entry tactical training phase of RWQC was initiated on 1 February 1967. Gunnery and tactical training were given during an eight-day phase. A flight examination at the conclusion of the phase showed that the RWQC graduates were comparable to the initial entry rotary-wing students in tactical flight techniques. The OV-1 transition course received 30 additional academic hours. These hours consisted of tactical subjects that the OV-1 aviator must receive in order to be more effective upon arrival in Vietnam. The academic subjects reflected what the OV-1 was actually doing in Vietnam, including escape and evasion, survival, aircraft identification and flight team tactical flight. The tactical academic program for the CH-37, CH-47 and CH-54 courses was trimmed to include only three hours of instruction covering loading and lashing. The tactical gunnery phase of the LOH-IPQTC using the XM-27 was initiated in July 1967, and has operated satisfactorily to the present time. The ORWAC/WORWAC classes were changed from a four-week cycle of 380 students to a two-week cycle of 190 students. Each cycle flew two weeks, first at TAC-1 for their Pre-FEX training and then moved to TAC-X for two weeks on their FEX training. This procedure allowed greater specialization for the instructors and increased the training value received by the students. A new program for the initial-entry rotary wing students was initiated to qualify 25 percent of the students in helicopter weapons systems. Previously, the entire class received two flight periods of familiarization on the helicopter weapons systems. Under the new program, 75 percent of a class received one flight period of weapons systems familiarization and 25 percent received a complete flight qualification in machineguns, rockets and 40mm grenade launcher. The qualification and familiarization weapons training was conducted during the Pre-FEX phase of the tactics training by the Aviation Armament Division. At the completion of their training, the students returned to the Employment Division to participate in the remainder of their tactics flight training. The results from the final flight check rides, given by the Employment Division, indicated that there was no appreciable difference in the final flight proficiency between the two groups.

During 1967, the Aviation Armament Division, Department of Tactics, tested three new training aids. The first was the Remote Scoring System Device 3H-18 which was utilized to count and score the accuracy of gunners while firing aerial weapons systems. The weapons systems that can be scored include 7.62mm machineguns, 2.75-inch FFAR rockets, and 40mm grenades. The system utilized microphones to sense the sound wave of the projectiles as they pass through the adjustable radius of the microphone located on the target. This system proved very effective and reliable, giving the student the actual number of hits that were made in the target area. The Training Aids Board, USAAVNS, reviewed this item and approved the purchase of additional systems to equip all aerial gunnery ranges at Fort Rucker and Fort Stewart. The next two training aids were used concurrently. They were the Relative Wind Indicator and the 2.75-inch FFAR Rocket, Subcaliber Device. The Subcaliber Device was devised to enable the firing of a .50 caliber spotting round in lieu of a 2.75-inch rocket. The firing of the .50 caliber spotting round gave the student all of the experience and techniques necessary to aim and fire the rockets plus still observe the flight and impact of the projectile. The use of this subcaliber device reduced the number of 2.75-inch rockets, a critical item used, and saved the Army \$3.9 million annually in ammunition costs. The Relative Wind Indicator was necessary to insure that the trajectory of the 2.75-inch rocket and the .50 caliber spotting round were similar. Crosswinds drastically

affected the rocket while only having a slight effect on the .50 caliber, so to achieve similar trajectories the subcaliber device could not be fired in a crosswind. The sight portion of the sensing device gave the pilot the crosswind condition on the aircraft and rockets. The pilot then adjusted his trim or flightpath to eliminate any crosswind before firing his subcaliber device.

The Employment Division, Department of Tactics, adjusted some of their flight routes farther to the west. This was to relieve some of the congestion. New tactical landing sites were selected and leased. Also, slope and pinnacle areas were selected on the new routes.

The Department of Tactics, in conjunction with 72d ATC and with approval of G3, USAAVNC conducted a test from 19 November 1967, to 16 December 1967, to determine the feasibility of operating a ground relay site to replace the aerial U-6 relay. The test was conducted by placing two FOC vans from the 72d ATC at a relay site midway in the tactical flying area. This relay site controlled the aircraft and relayed the information to the Tac Site Operations. The test was conducted the first time at TAC-1 and then TAC-X area. The results of both areas were very satisfactory. The 72d ATC vans were able to control all of the solo routes flown by students from TAC-1 with only the one relay site located at EK 802926. This one site controlled 566 solo aircraft during 25 periods with excellent communication down to treetop level. Minor mechanical problems did arise, but they would easily be solved in a permanent situation. In the TAC-X area the relay site was operated from an improved position at the Tac Site itself. The relay sites operated by the 72d ATC satisfactorily accomplished all of the requirements necessary to control aircraft. In the process of improving communications between the 72d ATC relay site and TAC-1, an additional method of control was discovered. A temporary antenna was established on top of the water tower at TAC-1 (110 feet above ground level). This antenna was then connected to the recently received GRT-3 UHF radio. This radio and antenna combination resulted in excellent communications to the relay site. The full range of this system was explored to determine its capabilities and usefulness as an alternate system. Support aircraft were sent to the limits of the solo aircraft flight area which encompassed the area approximately 25 miles north and west of TAC-1, and south and west of TAC-X. The aircraft altitudes remained less than 200 feet absolute while maintaining excellent communication throughout the area. Communications to the ground were checked between TAC-16 and TAC-35 where perfect communication was maintained 24 miles from ground to ground. The programmed range of this system with a 100-foot antenna was 28-32 miles ground to ground and 40 miles with an aircraft at 1000 feet. The Department of Tactics solo students flew between 200 and 300 absolute to a range of 25 miles. The designed capabilities of the GRT-3 radio coupled with the supporting test made this system a possible solution to the problem. Along with the improved communication, the Employment Division adjusted some of their flight routes farther to the west. This was to relieve some of the congestion in the present area. New tactical landing sites were selected and leased. Also, slope and pinnacle areas were selected on the new routes.

Thus, the Department of Tactics has continued to grow and improve the training given to the aviation student during 1967.

DEPARTMENT OF PUBLICATIONS
AND NONRESIDENT INSTRUCTION

Literature Division. The following new publications were printed:

TC 1-33, Rotary Wing Aircraft Gunnery: Armament Subsystem, Helicopter, 7.62mm Automatic Gun 2.75-inch Rocket Launcher, XM21, printed 27 Jul 67.

ATT 1-252, Headquarters and Headquarters Company, Aviation Group and Aviation Battalion, printed 5 Jul 67.

ATT 1-258, Aviation Medium Helicopter Company, printed 24 Jul 67.

U. S. Army Field Printing Plant.

A new production high was established during the first quarter of 1967 with the printing of 11,361,940 units (printed sheets of paper). The previous high occurred in August 1966 with 9,364,160.

One 1250 reconditioned multilith press, SN 693639 was acquired from the U. S. Army Board for Aviation Accident Research on 22 Mar 67, with TAG authority #1943 for the transfer.

One addressograph - multilith, model 1275, SN 969614 was obtained at a cost of \$6,550.

A new production high was established with the printing of 13,792,640 units (printed sheets of paper). The previous high occurred in March 1967, with 11,361,940.

U. S. Army Aviation Digest. Effective 15 Dec 67, one Editorial Clerk (1087) space was authorized.

Spaces authorized for the Administrative Branch and the Digest brought the Department's strength to 5 officers and 93 civilians.

USAAVNS Library. Building 5906 and connecting corridor occupied as an annex by USAAVNS Library (Bldg 5907) on 10 Oct 67.

Extension Division. Common Subjects Subcourse 212 (Aviation Subcourse 15), Army Aviation in a Type Field Army, was prepared and printed. As the title implies, this subcourse pertains to Army Aviation units in a type field Army, and is offered as a part of the Aviation extension course program. This is the first extension course completed by the newly established Extension Division.

As of 1 Jan 67, there were 1425 students enrolled in the Aviation extension course program; since, 239 students have been added, making the total 1664 on 31 March.

During the fourth quarter, FY 67, a magnetic tape selectric typewriter was rented at a cost of \$233.00 per month. Routine material is recorded and retyped automatically as required. Manuscript revision preparation time will be cut almost in half. Four new subcourses and one revision were prepared and printed:

(1) Aviation Subcourse 5 - Aircraft Characteristics and Weight and Balance (Enl MOS 71P - Flight Operations Specialist).

(2) Aviation Subcourses 16,17 and 28 are a part of the Staff Officers' Extension Course. Content of each is implied in its title: Army Aviation in the Logistical Command, Staff Organization and Procedures and Army Air Traffic Regulation System.

(3) Aviation Subcourse 50, Organizational Aircraft Maintenance (Supervisors), was revised to incorporate the latest information available in this field.

During CY 67, 3,532 students were enrolled. Total enrollment is now 5,196. Three new subcourses were printed:

(1) Aviation Subcourse 6 - Weather Elements, Reports, and Forecasts - Sep 67.

(2) Aviation Subcourse 51 - Introduction to Army Aviation and the Army Maintenance System - August 67.

(3) Aviation Subcourse 55 - Army Aircraft Systems - July 67.

The following subcourses were printed during the fourth quarter:

- (1) Aviation Subcourse 18 - Army Aviation Orders and Command Relationships - Dec 67.
- (2) Aviation Subcourse 20 - Aircraft Maintenance - Dec 67.
- (3) Aviation Subcourse 24 - Aviation Specialty Course: Aeromedical Evacuation and Armed Helicopter Fire Support - Nov 67.
- (4) Aviation Subcourse 25 - Airmobile Operations - Nov 67.
- (5) Aviation Subcourse 29 - Helicopter Operations from Amphibious Assault Ships - Dec 67.

As of 1 Jan 1968 total enrollment was 4533.

DEPARTMENT OF MAINTENANCE TRAINING

During the year 1967, the Department of Maintenance Training trained 13,437 enlisted mechanics in organizational maintenance and 6,842 aviators in the operation of aircraft systems. Many of these received orders for duty to South Vietnam immediately following graduation.

The Department completed the implementation of the Direct Flow concept of training on 17 February 1967, with no major difficulties encountered. The implementation commenced on 1 August 1966, with projected completion date of 1 March 1967. All advanced enlisted MOS training courses were receiving graduates of the Aircraft Maintenance Entry Course, MOS 67A10, on the Direct Flow concept. The Direct Flow concept is the flowing of enlisted aircraft mechanics directly from the basic course to the advanced maintenance courses, eliminating a presupposed requirement to have background training on less complicated aircraft before advanced training is started. Eliminating the intermediate training criteria reduced the overall training time required to produce the final product, and in turn the trained mechanic graduated 3 to 5 weeks earlier than the previous system. This constituted a savings of \$643,200.

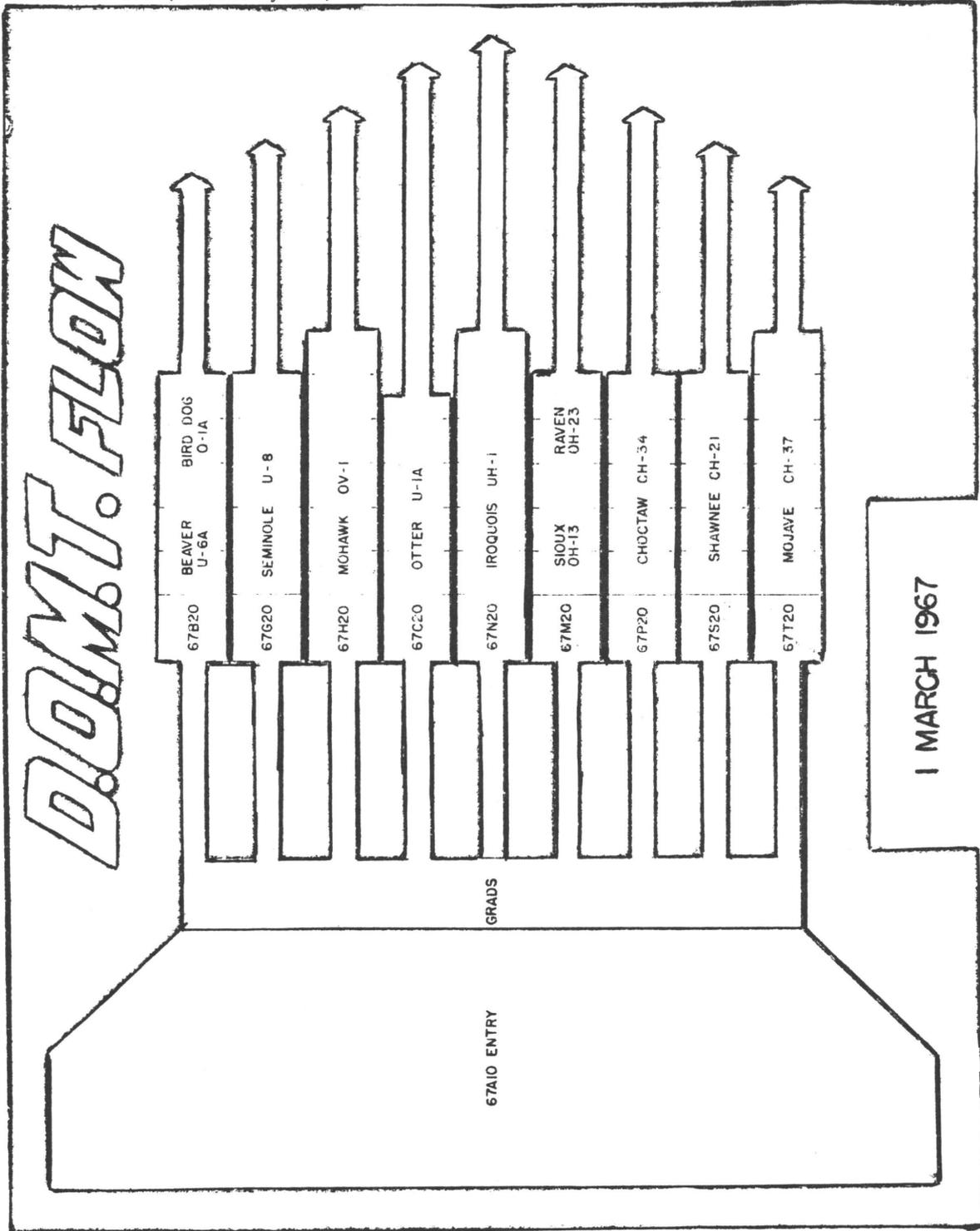
On 14 April 1967, Colonel George G. Tillery assumed command of the Department of Maintenance Training. Under his able leadership, the Department continued providing the Army with men well-trained and motivated toward being the "best aviators and aviation mechanics in the world."

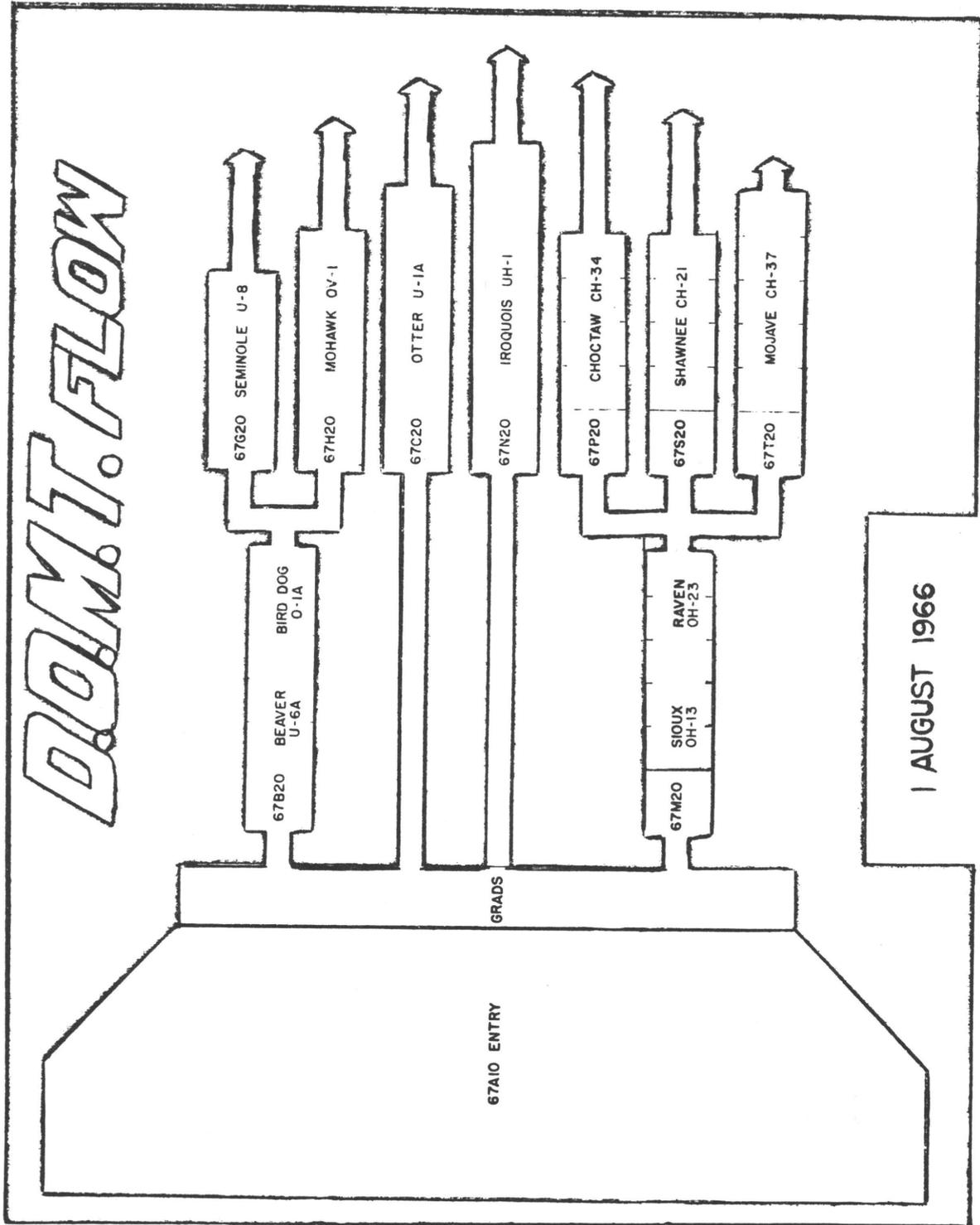
Two courses were added to the POI's taught by the Department and one course was deleted. The first CH-54 PTC Maintenance Ground School was conducted on 5 July 1967, and the first U-21 Aviator Qualification Course was conducted on 26 September 1967. The 67S20 enlisted mechanics course was deleted 13 July 1967.

During the year the Department continued to make improvements that would benefit the students. The TRACO Jet Trainer was acquired and integrated into the 67N20 Course, Power Plant block of instruction, on 25 September 1967. This trainer was utilized to teach the fuel control adjustments, variable inlet guide vanes, air bleed, anti-icing, vibration meter, tester exhaust gas temperature and two periods of troubleshooting. An EDEX (Educational Excellence) responder device was tested on 25 September 1967. This concept of training permitted the instructor to evaluate his effectiveness in presenting material to the students. The instructor presented questions to the students, and they responded by turning the dial on the responder. If the majority of the class incorrectly answered the question, the instructor elaborated on that portion of the instruction. The test was successful, and two hundred fifty devices were ordered. Two additional training aids were tested to refine the production for support of flight control and electrical circuit troubleshooting.

The Door Gunner's Course and the High Skill Level MOS Course POI's were developed during CY 67.

This Department strived to improve its methods to provide the best possible trained maintenance personnel for Vietnam.





DEPARTMENT OF ADVANCED FIXED WING TRAINING

TDA 3186, dated December 1966, authorized a total of 164 personnel and served as this unit's operating TD throughout 1967. Due to increased staffing within USAAVNS, Department requirements for a total of 241 personnel were recognized by the School.

A new U-21 Branch was formed in the Flight Training Division. DA MSG UNCL DA 821166, 27 June 67, levied a requirement on the Department to organize a transition training program for an input of 64 aviators during FY 68. On 6 August 1967, in response to this directive, four instructor pilots from the Department began a factory-conducted transition course in the U-21. Consisting of two military and two civilian instructor pilots, this group completed training on 7 September 1967. On 15 September 1967, the first three U-21 aircraft to be assigned to the School arrived at Fort Rucker. By 27 December 1967, the School fleet had expanded to ten aircraft. The original programmed flow of 64 aviators for FY 68 was increased by USCONARC to 156 students. The first regular class of eight students began on 13 November 1967. In addition to the full-length classes, three special two-week long courses were conducted -- the first one commencing on 2 October 1967. By 31 December 1967, 42 aviators were qualified in the U-21.

On 13 November 1967, two school instructor pilots, both members of the original group having received the factory transition, were sent to Vietnam on temporary duty. Scheduled for a 150-day tour of duty, these two instructors were required to train aviators in Vietnam as instructor pilots.

On 6 July 1967, the Flight Training Division began training aviators in the newly created Fixed Wing Instrument Qualification Course (FWIQC). This course, programmed for an annual student load of 48 aviators, was designed to provide an instrument qualification to fixed-wing aviators not previously instrument rated.

In addition to the normal U-21 Transition Course, the Department organized an Instructor Pilot Qualification Course, with a programmed input initially of 44 aviators.

The Flight Examiner Board, formally a part of the IFEC Branch, was separated from the Department and moved to G3.

The Twin-Engine Qualification Course was revised to add one week to the POI, commencing with Class 68-6 on 10 August 1967.

Beginning with OFWAC 67-1 and WOFWAC 67-2 on 13 February 1967, initial entry aviators began "D" phase Transition training in the O-1 "Birdog." In addition the "D" Phase POI was increased from 33 to 55 hours of flight instruction.

"C" Phase flight instruction, presented by Ross Aviation contract instructor pilots, was changed during 1967. The 45 days of training outlined originally in the POI was reduced to 40, and the student/instructor ratio was changed to 2:1.

The Department of Advanced Fixed Wing Training received the Third Army Commanding General's annual award for outstanding achievement in aircraft accident prevention for FY 67. Given primarily in recognition of the Department's reduced accident and incident rate, the coveted award cited the organization's effective accident prevention program.

Eight instructors assigned to the Department received the USAAVNS Outstanding Instructor Award. Five DA civilians were among the group singled out for their outstanding instructional ability. This award is given quarterly to select individuals nominated by their Department and carefully selected by an impartial board of officers and civilians assigned to the School.

In addition, of the 79 DA civilians assigned to the Department, three civilians received sustained superior awards, two were awarded quality step increases and one received recognition for "outstanding and sustained superior performance."

The Director of the Department, Colonel Arington C Thomson, Jr., departed for Vietnam to assume duties as MACV J-2 Air. Replacing Colonel Thomson was Colonel A T Pumphrey. Colonel Pumphrey was previously assigned as Deputy Director, Department of Tactics, prior to his assignment to the Department of Advanced Fixed Wing Training.

DEPARTMENT OF ROTARY WING TRAINING

The area of major importance during 1967 was, of course, the buildup in student output. At the beginning of the year, some 356 students were graduating each month from eight courses being conducted at Fort Rucker. The end of the year saw over 500 students graduating each month from eleven courses.

The major courses added to the aviator school during the year were the LOH, CH-54, and CH-37 for the active Army.

Airspace requirements and facilities continued to be of major concern and interest throughout the year, mainly due to the increased aircraft population and overall expansion.

The major problem evident during the year was the continuous shortage of personnel. This was caused by the rapid turnover experienced during the year. As an example, the Department trained 355 instructor pilots in 1967.

CHAPTER 4

CLASS I AND II ACTIVITIES

UNITED STATES ARMY COMBAT DEVELOPMENT COMMAND AVIATION AGENCY

Aviation-75 Basic Derivative Study. The United States Combat Development Command Aviation Agency conducted this study to expand the Combined Arms and Support-75 Doctrine Study by developing details of aviation operations. The Agency also provided major input to other basic derivative studies which included the preparation of telephonic net requirements for aviation units covered by Communications-Electronics-75.

Utility Tactical Transport Aircraft Systems Study. Phase I of this concept formulation study to include the performance envelope was completed and forwarded to HQ, USACDC.

STOL Utility Fixed Wing Airplane and Special Forces Aircraft Study. The objectives of this study were to determine -

- (1) The optimum STOL utility fixed wing airplane for Army-wide use.
- (2) The optimum mix of STOL utility fixed wing airplane and the U-21 mission support airplanes.
- (3) Suitable Aircraft (fixed wing and/or rotary wing) for the Special Forces.

As a result of the second inprocess review, a decision was made to redirect the STOL fixed wing portion of the study toward a conceptual study to determine if there was an Army requirement for a STOL utility airplane. If there was a requirement, the characteristics of the aircraft were to be determined and the basis of issue established.

The Special Forces Aircraft portion of the study was completed. The following field manuals were revised or updated.

- (1) FM 1-20, Nondivisional Combat Aviation Battalion, Group and Brigade
- (2) FM 1-5, Aviation Company
- (3) FM 1-60, Army Air Traffic Operations

Position Fixing and Navigation System. In an effort to fulfill this requirement, tests of LORAN-D were initiated by the Army and Air Force. Tests are still underway.

Aircraft Terminal Control Facility. The AN/TSQ was service tested by USATECOM and the equipment was found unsatisfactory.

Pilots Clipboard. This Agency recommended termination of development action on this item. This action was based on a determination by AMC that it was not economically feasible to develop the item as specified by the DA-approved SDR.

Aircrewman Protective Headgear QMR. The SPH-3B (Modified) helmet was tentatively selected to meet this requirement. If this item is accepted the QMR will be cancelled.

Clothing System for Army Aviation Crewmembers SDR. The summer uniform developed to meet this requirement is presently undergoing test. The winter uniform has not yet been placed in test.

The following requirements were written:

Heavy Lift Helicopter. PQMDO. It was necessary to revise this PQMDO since the PQMR for this aircraft proposed a new Heavy Lift Helicopter for Army 75 with a substantial increase over the CH-54A.

Infrared Emission Suppression Devices for Army Aircraft PQMR. As a result of research into the threat, state-of-the-art, doctrine and material requirements for the protection of tactical Army Aircraft from every infrared-seeking anti-aircraft weapon, infrared suppression requirements into the revised PQMR's for the Manned Aerial Vehicle for Surveillance and the Heavy Lift Helicopter.

- (1) Energy Beam Target Designator/Target Locator System PSDR.
- (2) Ballistic and Crash Resistant Self-Sealing Fuel Cells PSDR.
- (3) Integrated Ground-Airborne Avionics System PQMDO.
- (4) Flashblindness Protector for Aircrewmembers PSDR.
- (5) Small Caliber Fluid Propellant Weapons System PQMDO.
- (6) Airborne Battlefield Lighting Equipment System PSDR.
- (7) Fire & Forget Antitank Guided Missile System PQMR.
- (8) Energy Beam Target Locator PSDR Revision.
- (9) Anti-icing/Deicing Equipment for VTOL Air-raft PQMDO.
- (10) SAFE Fuels PQMDO.

Following TOE were submitted:

(1) TOE 1-207, Aviation Air Traffic Control Company was revised to adjust the company as necessary to enable it to inter-operate with air traffic control elements of the division.

(2) TOE 1-128, Aerial Surveillance Company was revised to authorize personnel and equipment currently needed to enable the unit to perform its mission. An increase in the number of aircraft and support personnel was recommended.

(3) TOE 1-307, Aviation Company, Airborne Special Forces Group was connected to the NAADS format.

Following BOI were completed:

- (1) Radio Set, AN/GRC-106, AN/GRC-108, AN/GRC-142, AN/GRC-122
- (2) Airfield Control Central, AN/TSQ-70
- (3) Landing Control Central AN/TSQ-7
- (4) OV-1D Mohawk Aircraft Surveillance System
- (5) Aircraft Armament System
- (6) AH-56 and Related Aircraft Armament System
- (7) 100 GPM Filter/Separator
- (8) Multimeter AN/URN-105 and AN/USM-223
- (9) QQRRI for the proposed AH-56A Pilot/Aviator

Lessons Learned. A total of 446 reports were reviewed and 37 items were extracted for further evaluation and possible use in doctrinal publications.

VN Debriefing. A VN Returnee Debriefing Program was initiated. This program provided first-hand info not available thru normal channels. Data obtained was used in preparing doctrinal publications.

US ARMY AEROMEDICAL RESEARCH UNIT

The US Army Aeromedical Research Unit conducted timely studies on current and anticipated research problems of fundamental or immediate nature. The research was relevant to Army aviation and airborne physical performance standards, medical aspects of retention and selection, training, operations and equipment requirements. Data was recorded and analyzed, and results, recommendations and consultative service will be furnished to other elements of the Army, as appropriate. Liaison was maintained with Army, Navy, Air Force, Federal Aviation Agency and other federal and civilian institutions concerned with aviation and airborne activities. Collaborative studies were performed whenever possible in order to avoid unnecessary duplication.

The internal organization of USAARU was changed, effective 27 September 1967. The change was made so as to provide better technical, logistical and administrative support to the research staff. The research divisions were not affected by the reorganization. A copy of the current organizational chart is included.

The unit was authorized 46 total personnel: 14 officers, 16 enlisted and 16 civilians. There was an increase of nine authorizations for the year. Significant personnel additions for the year included a civilian GS-16 Scientific Advisor, a Veterinary Officer, a Flight Surgeon and a Biochemist. At year end there was a total of 44 permanent party personnel and two attached Naval Officers assigned to the unit.

During the year, Building 8709 was renovated providing office and lab space for research personnel. Building 8712 was acquired and a contract for renovation was let during the month of December. The building was used primarily by the Technical and Logistical Services Division for support activities.

The general direction of USAARU's research program during the year was developed as the result of in-flight observations, field problems reported by other aviation agencies and the technical evaluation of aircraft and personal equipment as related to the medical aspects of man-machine capability. This program, although primarily directed to the immediate solution of operational problems, also had a more solid base in fundamental research projects. Investigations ranged from long-term studies in color vision and hearing loss to the more immediate problems associated with the helicopter and airplane cockpit environment. Liaison was maintained with research laboratories of other military, governmental and civilian agencies. The complementary missions of USAARU and the Naval Aerospace Medical Institute (NAMI) at Pensacola, Florida, enabled the establishment of a particularly close association between the two units. The joint Army-Navy Flight Medical Research Panel Meeting was hosted by USAARU the 5th and 6th of December 1967. The Army, Navy and Air Force were represented. Current and future joint research efforts were discussed and presentations involving current research projects were made by personnel from the Army and Navy. During CY 67, the following USAARU reports were published:

- (1) USAARU Report No. 67-5, Approach to the Evaluation of Toxic Hazards from Weapons Exhaust in Armed Helicopters.
- (2) USAARU Report No. 67-6, Sound Attenuation Characteristics of the Army APH-5 Helmet.
- (3) USAARU Report No. 67-7, Continuous EKG Recording During Free-Fall Parachuting.

(4) USAARU Report No. 67-8, Sound Attenuation Characteristics of the Navy SPH-3 (Modified)(LS) Helmet.

(5) USAARU Report 67-9, An Improvised C-Ration Sleeve Litter.

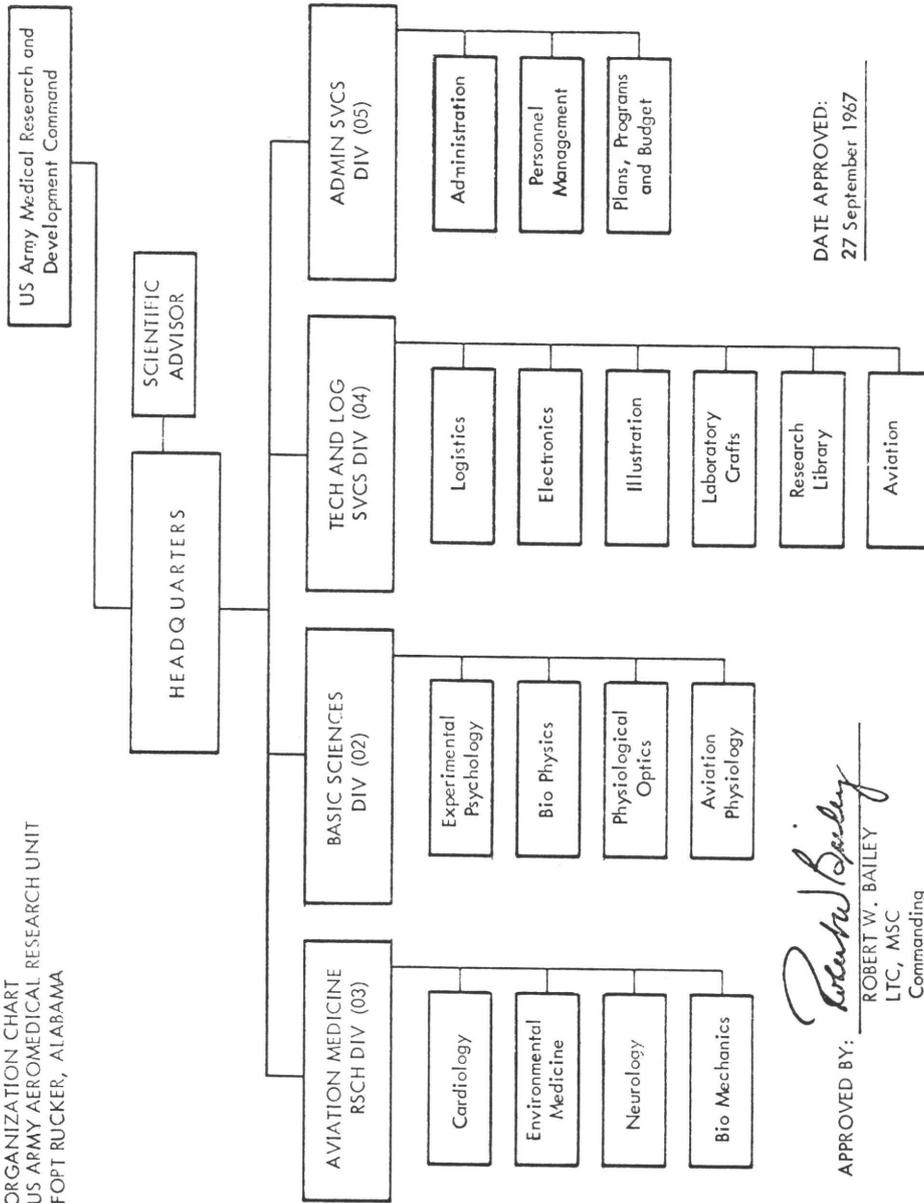
(6) USAARU Report 67-10, The Measurement of the Exhaust Composition of Selected Helicopter Armament.

(7) USAARU Report No. 68-1, Development of a Point Scheme for Increasing Helicopter Conspicuity.

(8) USAARU Report No. 68-2, Improving Helicopter Conspicuity Through the Use of Painted Main Rotor Blades.

(9) USAARU Report No. 68-3, Effects of Downwash Upon Man.

ORGANIZATION CHART
 US ARMY AEROMEDICAL RESEARCH UNIT
 FORT RUCKER, ALABAMA



DATE APPROVED:
 27 September 1967

APPROVED BY: *Robert W. Bailey*
 ROBERT W. BAILEY
 LTC, MSC
 Commanding

AEROMEDICAL EDUCATION AND TRAINING UNIT

Training Developments. Programs of Instruction 6A-F1, Army Aviation Medical Officer's Orientation Course and 6A-3160, Army Aviation Medicine (Basic) Course, were revised during the first quarter of 1967 to update training and length of course.

UNITED STATES ARMY AVIATION SCHOOL 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, dated 28 April 1966, as amplified by United States Army Aviation Center, Fort Rucker, Alabama, General Order Number 35, dated 9 May 1968.

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 and administrative support. The Commandant of the Aviation School at Fort Rucker approves all actions affecting the training of aviators which is the Aviation School Element's primary mission. Brigadier General Frank Meszar was assigned as Deputy Commandant, United States Army Aviation School Element, effective 15 March 1967, and assumed command of the United States Army Flight Training Center on 9 March 1968.

Key Personnel.

Deputy Commandant: Brigadier General Frank Meszar
Assistant Deputy Commandant: Colonel Lyle H. Wright
Secretary: Colonel George Rogers
Director of Instruction: Colonel William C. Dysinger
Director of Maintenance and Supply: Colonel Orval C. Sheppard
Director of Advanced Helicopter Training: Colonel DeRosey C. Cabell
Director of Primary Fixed Wing Training: Colonel Edward B. Blackman
Director of Tactics: Colonel Kevin C. Carrigan
Director of Airfield Support: Lieutenant Colonel John R. Goodrich
Commanding Officer School Brigade: Lieutenant Colonel Jack Cranford

Administration and Logistical Support. During 1967, administrative and logistical support responsibility was transferred from the United States Army Aviation Center, Fort Rucker, Alabama, to the United States Army Flight Training Center, Fort Stewart, Georgia. The one exception was that printing and training aids requests which were beyond the capability of USAAVNS Element were forwarded to Fort Rucker for action.

Military Personnel. Initial personnel requirements were established and a TDA was prepared during December 1966. These personnel requirements were broken down into requirement months which extended from February 1967 through April 1968. These cumulative requirements became the "Phase-In" and were used to requisition personnel.

Initial requisitions were submitted by the G1, USAAVNC, Fort Rucker, Alabama, during January 1967. Fort Rucker continued to submit enlisted personnel requisitions until May 1967, when the Consolidated Personnel Division, USAAVNS Element, assumed this responsibility. First enlisted requisitions submitted by this headquarters were for October requirements for E1 thru E6 and for November requirements for E7 thru E9. First requisitions for officer personnel were submitted in March 1967, for September and October 1967 requirements.

During the year the arrival of personnel kept pace with the "Phase-In" except in a few cases. During May 1967, the assigned strength fell 17 short of the "Phase-In." The enlisted strength fell short of the "Phase-In" by 103 in July 1967, 173 in August 1967 and

109 in September 1967. During all other months the assigned strength surpassed the "Phase-In." At year end the enlisted strength was 882 over the "Phase-In." Some problems arose because the present-for-duty strength was considerably short of the assigned strength - notably in large volume MOSs such as 67N (UH-1 mechanics). Department of the Army policy required that all personnel assigned on the morning report would be included in the MOS inventory. USAAVNS Element averaged between 400 and 500 personnel intransient during 1967. Additionally there were critical shortages in certain type MOSs such as 45J (aviation armament repairman), 35 series (avionics) and UH-1 maintenance personnel because of the July, August and September shortfall.

In many instances departments made individual requests for personnel prior to their scheduled phase-in. Because of the lead time of six to eight months required for a requisition it was not possible to fill all these requirements without taking from requirements which had already phased in. A more generous phase-in during the early part of the year would have precluded this.

The receipt of oversea levies such as a 292-man levy received on 10 May 1967 (25% of the present-for-duty personnel at this time) had further impact on the buildup. A request was initiated through Third US Army to CONARC for USAAVNS Element to be exempt from levies until the buildup was completed, but this request was denied.

Civilian Personnel. Prior to the activation of the USAAVNS Element, 1 April 1967, the Department of Primary Fixed Wing Training was the only Department fully operational. Civilian employees were hired only in clerical positions to aid the Advanced Planning Group to activate the USAAVNS Element.

When the USAAVNS Element was activated civilian authorization was 415, assigned 121 (93 Ft Stewart and 28 Hunter); this figure increased to authorized 487 and assigned 394 (108 Ft Stewart and 286 Hunter) by 31 December 1967.

The Phase II Civilianization Program went into effect 1 July 1967 and by the end of December 1967, 72 military spaces had been civilianized. These spaces were used as five Air Safety Specialists, one Security Specialist, eight Computer Programmers, five Synthetic Trainer Instructors, four Illustrators, three Truck Drivers, five Accounting and Supply positions and 41 Clerical positions.

In addition to the 415 civilians authorized and 72 civilianized positions, the Department of Army authorized the overhire of 13 Air Traffic Controllers pending final approval of change to TDA. Recruitment was completed for these positions in October 1967. These spaces were recognized as required in the Whitebook, November 1967.

Clerical positions presented the greatest recruitment problem due to insufficient number of qualified personnel in the local area. This problem was aggravated by a large turnover in clerical personnel. All departments have been forced to operate with inexperienced clerical personnel; this has handicapped the efficient operation of the USAAVNS Element.

In November 1967, the Department of the Army imposed a civilian employment ceiling of 408 for 30 November, and 407 for 31 December 1967. This greatly hampered civilian recruitment of hard-to-fill positions. Many positions had been under long time recruitment (helicopter pilots, synthetic trainer instructors, TV production specialist, computer programmers, engineers, management analyst, statisticians, and accounting and supply positions). Recruitment for these positions had to be discontinued; this resulted in months of wasted effort and in many cases we were unable to hire employees who were qualified for these positions.

Discipline, Law and Order. Discipline was exceptional throughout the command. The majority of disciplinary cases were absence without leave by personnel en route to this command for assignment.

There were no problems of law and order either on post or in the local community. A Civil Disturbance Plan was formulated to meet this contingency, however, and selected personnel were trained and maintained in a state of readiness should implementation of the plan become a necessity.

Incentive and Suggestion Awards. Although an Incentive Awards Committee has long been established at Fort Stewart, only during the latter part of 1967 were a significant number of suggestions submitted. This was largely due to the extremely fluid situation during expansion of the activity and the newness of personnel in the organization.

Security and Intelligence. The mission of the USAAVNS Security Branch encompassed the total security program for the School. This included establishing security systems and procedures for safeguarding and control of classified documents and materials, and the conduct of checks or inspections to insure compliance with existing security policy.

By letter, HQ, USAFTC, dated 5 October 1967, Subject: Delegation of Authority to Grant and Validate Personnel Security Clearances, the mission was changed whereby the Security Branch was delegated responsibility for issuing and validating personnel security clearances for Aviation Student Personnel assigned to Fort Stewart and Hunter AAF.

By letter, HQ, USAFTC, dated 13 October 1967, Subject: Delegation of Authority to Grant and Validate Personnel Security Clearances, the mission was again changed whereby the Security Branch was delegated responsibility for issuing and validating personnel security clearances for all personnel, military and civilian, assigned to or employed by the USAAVNS Element, Fort Stewart and Hunter Army Airfield. In addition, the Security Branch was delegated responsibility for all other security and intelligence matters affecting USAAVNS Element units at Fort Stewart and Hunter Army Airfield.

With the delegation of the responsibilities outlined above, Third US Army Headquarters requested and obtained an inventory control number assigned by the US Army Intelligence Command (USAINTC) for use by the Security Branch. This action permits direct contact with USAINTC without going through another headquarters. While this procedure has significantly reduced the time required to process security matters, it has resulted in the requirement for additional personnel to adequately perform the mission.

Safety. The Aviation Safety Division increased from one civilian, Air Safety Specialist, to eight during the year, paralleling the aircraft increase from 100 to 400. The TO-1 (Bird Dog) was replaced by the T-41B as the primary fixed wing trainer. Replacing the conventional landing gear trainer with a tricycle landing gear trainer greatly reduced the fixed wing accident rate since ground loops were eliminated.

The flying hour program increased from 21,000 hours during the first quarter to 44,000 hours during the fourth quarter for a total of 122,000 hours. During this increase in flight hours the accident rate per 100,000 flight hours was reduced from 9.2 to 6.9. This rate is well below the Third U. S. Army rate of 9.5 and the Fort Rucker rate of 10.03.

Student Training. On 23 February 1967, the Department of the Army announced the FY 1968 Flight Training Program in their message ACSFOR AVN 802614. This directive established a student input of 203 per class with a class flow of one class starting every four weeks. This directive was also announced in CONARC Message, ATIT-OP-PG-SCH 53051, dated 28 February 1967.

The first class was programmed to start on 23 September 1967 with a student input of 52.

On 4 August 1967, Headquarters USCONARC revised the initial entry rotary wing course schedule by directing the start of a class every two weeks rather than every four weeks. This change did not reflect a change in the student inresident load as the class size was reduced by half.

The first class of students began training on 23 September on schedule. There have been no shortfalls in student training to date. As of 31 December the student inresident load was as follows:

<u>Course</u>	<u>Students in Residence</u>
Initial Entry Rotary Wing	231
Initial Entry Fixed Wing	207
Fixed Wing Qualification	10
National Guard Standardization	2
Cobra Pilot & Instructor Pilot	28
Total	467
Total Rotary Wing	259
Total Fixed Wing	219

The above totals reflect a yearend status of students which is a portion of an annual directed input as follows:

Initial Entry Rotary Wing	1418 Student Input
Initial Entry Fixed Wing	649 Student Input
Fixed Wing Qualification	62 Student Input
National Guard FW Standardization	52 Student Input
COBRA AH-1G Pilot and Instructor Pilot	<u>524</u> Student Input
TOTAL	2705 Student Input

An automated student flight data program was integrated into the training management program on 27 September 1967. The program incorporates three separate reports which provide details of individual student progress by lesson number, grade and flight time in addition to individual and class deviation from the programmed flight hour level. The report was invaluable in determining the daily aircraft requirements for student training as well as monitoring student advancement.

Real Estate Development and Acquisition. After a series of studies on the subject of increased requirements for Army aviators within the current Army Force Structure and the receipt of approval from the Department of the Army, to increase the rotary wing training rate from 375 to 575 students per month, the Commanding General, USCONARC issued the basic letter of instruction relative to the establishment of the United States Army Aviation School Element on 11 January 1967. This letter of instruction directed the use of Hunter Air Force Base in conjunction with Fort Stewart, Georgia, for the advanced phase of the rotary wing program. The letter also directed the establishment of a liaison element to be stationed at Hunter AFB.

Hunter Air Force Base was formally transferred to the Department of the Army with Army assuming responsibility on a phased program beginning in April 1967.

Additional real estate was required to establish the total flight training facilities needed for this program. Justification for dollar expenditures were submitted to the Department of the Army on 4 January 1967, and subsequently \$6,600,000.00 was provided for military construction.

During the year all of the projects authorized by Congress to be constructed at the Fort Stewart/Hunter Army Airfield complex were either reviewed, contract awarded or final designs completed. The first contract totaling \$525,433.00 for the rehabilitation of buildings and the construction of 14 classrooms was awarded to the George B. Cox Construction Company of Wichita Falls, Texas. Construction on this project began on 29 May 1967.

The second contract totaling \$587,715.45 for construction of stagefields 2 and 3 plus 4 pinnacles was awarded to the Littlefield Construction Company and Holland Contracting Company, Inc., of Waycross, Georgia. Construction began on this project on 26 May 1967.

The third contract totaling \$537,355.60 for the construction of Tactical Staging Areas and the survival area was awarded to Shedrick and Wood, Inc., Farmville, Virginia. Construction began on the project on 2 June 1967.

The fourth contract totaling \$89,837.00 for the construction of four ground-controlled approach radar and eight nondirectional beacon sites was awarded to Oceanic Construction Company, Brunswick, Georgia. Construction began on this project 30 May 1967.

The fifth contract totaling \$1,717,069.20 for the construction of Evans Army Heliport (less five buildings) was awarded to the Seaboard Construction Company, Brunswick, Georgia. Construction began on this project on 21 June 1967. The sixth contract for the vertical structures, Evans Army Heliport, (5 buildings - Maintenance, Mess hall, POL, Classrooms, Operations - Rescue - Tower) were contracted to Kay C Construction, Inc., Savannah, Georgia, for \$834,894.00. Construction began on 5 August 1967.

The seventh contract totaling \$884,551.20 for the construction of stagefields 1 and 4 plus four pinnacles was awarded to the Seaboard Construction Company, Brunswick, Georgia. Construction began on the project on 21 June 1967.

The eighth contract totaling \$158,443.00 for miscellaneous utilities was awarded to the Southwide Construction Company, Inc. Work began on this project in June 1967.

The ninth contract totaling \$207,142 was awarded to Oceanic Construction Company, of Brunswick, Georgia, for construction of a control tower at Liberty Army Airfield. This project was approximately 50% completed as of 31 December 1967. Oceanic Construction Company also received the tenth contract to mark the parking ramp at Hunter AAF. This contract was in the amount of \$151,889.00.

Numerous smaller projects were completed in the Hunter Airfield area by use of work orders and O&MA funds during this year.

Activities of Airfield Operations. Liberty Army Airfield was in full operation during the period of this report. This airfield had an average of 21,000 visual flight operations and 60 instrument flight operations per month. The fixed wing training supported from this field included four major stagefields and 35 tactical fields and road landing strips. Operations from these stagefields averaged in excess of 16,000 monthly.

Hunter Army Airfield officially began operation under Army control on 1 April 1967. There were 145 Army aircraft assigned as of 31 December 1967, and an average of 15,000 visual flight and 200 instrument flight operations monthly. The support for four major rotary wing stagefields, four instrument complexes and seven gunnery ranges was provided from Hunter Army Airfield. Operations from these training facilities have steadily increased from 12,000 operations in July 1967, to more than 72,000 in December 1967. A proportionate increase can be expected until the peak rotary wing student load is attained in June 1968. With the acquisition of Hunter Army Airfield for rotary wing training, it was necessary to expand the training airspace to approximately 6,000 square miles.

Aircraft. Aircraft assignments generally followed the phase-in schedule to meet the minimum requirements for student training. As of 31 December a total of 162 helicopters and 99 fixed wing aircraft were assigned. Of these totals 23 were the AH-1G "Cobra," the Army's newest helicopter within its inventory.

Budget and Funding. CY 67 encompassed the last half of FY 67 and the first half of FY 68.

Sufficient funds were available during the last half of FY 67 to support the fixed wing aviator training program. Additional school mission funds in the amount of \$3,266,400 were made available during the latter part of FY 67 for the procurement of supplies and equipment to support the expansion of the Aviation School Element for the training of rotary wing aviators. As of 30 June 1967, the end of FY 67, the Aviation School Element had utilized 100% of the available funds.

The Annual Funding Program for FY 68, which began on 1 July 1967, was in the amount of \$8,718,200. The School Mission Program was initially considered fully financed; however, the receipt of supplies and equipment which were ordered prior to, but were received after 1 July 1967, and the civilianization of 72 military spaces, created a requirement for an additional \$665,700. These additional dollars were stated as an unfinanced requirement and had not been received at the end of the calendar year.

As of 31 December 1967, the Aviation School Element had utilized 41% of the total FY 68 annual funding program. During this same period only 30% of the total FY 68 flying hours programmed was accomplished. Since the Aviation School Element was in a phased buildup during this time period, a straight line projection for a percentage utilization of funds is unrealistic. The amount of funds utilized during the first half of FY 68 was considered to be a high utilization based upon the total FY 68 annual funding program and substantiates the requirement for the additional amount stated as unfinanced.

Management Analysis and Economy. All aspects of management principles were utilized during 1967. The initial staff planning and the execution of these plans to accomplish the expansion of the Aviation School Element for rotary wing training exercised sound management principles. One of the primary management tools utilized during the execution of the expansion plan was Program Evaluation Review Technique (PERT). The application of "PERT" insured that all phases of the aviation expansion were timely and accomplished to initiate the first programmed rotary wing class on 23 September 1967. The application of "PERT" to other operational areas such as crash rescue and student graduation was equally effective as a sound management tool.

Since the entire CY 67 involved the expansion of the aviation training program and the execution of the training program was in a phased buildup, the identification of dollar savings through economy of operations was not possible. However, the program established during this year provides a basis for the execution of management principles to generate hard dollar savings in subsequent years.

Effects of Financial Stringency. There were no serious financial stringencies during CY 67 in school mission funds (Budget Program 2160.13). The receipt of supplies and equipment ordered prior to, but received after 1 July 1967, and the civilianization of 72 military spaces generated an unfinanced requirement in the amount of \$665,700. As of 31 December 1967, these requirements had not been financed.

Disaster Relief. During the period 20 September to 31 October 1967, personnel and equipment of the organization supported Fourth United States Army's disaster relief activities in connection with Hurricane Beulah which caused loss of life and damage to property in Gulf-coastal Texas.

A total of 31 personnel, mostly aviators aided in ferrying stranded civilians to safety and transporting medical and engineer specialists to areas of greatest need. Aviators of this command received certificates of appreciation from prominent members of the Mexican Government as well as U. S. officials for this assistance.

Community Relations. An extensive community relations program was initiated during the summer of 1967 to provide an exchange of information on the creation of a "Flight Training Facility" at Hunter Army Airfield, Georgia. Briefings and tours for elected officials from the areas affected by both the influx military residents and increased Army aircraft overflights was instrumental in insuring that the local populace understood the important contribution to national defense made by the school. This understanding was demonstrated by the efforts of local civilian firms and individuals to make special accommodations for military personnel, especially in the areas of utilities, services, and property lease or rental agreements. A Special Assistant to the Deputy Commandant was appointed to coordinate the Equal Housing Opportunity Program. Although incomplete, this program had great success in insuring that soldiers were not subjected to discriminatory practices.

During the latter half of 1967, speaking engagements to civic organizations by officers assigned to USAAVNS Element were greatly increased. This has greatly helped in the acceptance of increased Army aircraft overflights by local citizens, most especially livestock farmers. Close coordination with the news media for full coverage of events of interest to the public was the most highly developed program engaged in communication with the public and an excellent working relationship was developed between members of the press and the command. Possibly the most significant single function to promote communication with the public to take place in the past several months was the 49er Party, a carnival and open house designed to raise funds for Army Community Services. Many local businesses donated prizes and the local citizens took advantage of this opportunity to meet the military members of the community.

School Brigade. The School Brigade, United States Army Aviation School Element, was organized on 9 May 1967 by General Order Number 35, Headquarters, United States Army Aviation Center, Fort Rucker, Alabama. The Brigade Headquarters was staffed by new incoming officers and those from Detachment #1, USAAVNS Element at Hunter Army Airfield. Also, on 9 May, the Student Battalion, Aircraft Maintenance Battalion Headquarters, as well as Aviation Support Company B and A, were organized. Detachment #1, USAAVNS, became the officers' assignment organization with the enlisted personnel transferred to the newly activated Headquarters and Service Company, School Brigade. The organic, separate companies of the Brigade were organized on a phase-in basis when necessary. The STRAF School Troop Units were activated on 26 July 1967. They consisted of the 267th Aviation Battalion with attached G Battery, 75th Artillery and E Company, 54th Infantry, and organic Headquarters and Headquarters Company. The Aviation Support Company A was attached to the 267th Aviation Battalion for all purposes since both particular missions were to support the Department of Tactics at Fort Stewart.

Personnel buildup by month was as follows:

	<u>Officers</u>	<u>Enlisted Men</u>
May 1967	253	1,159
June 1967	308	1,268
July 1967	413	1,468
August 1967	522	1,555
September 1967	656	1,670
October 1967	706	2,082
November 1967	776	2,854
December 1967	831	3,669

This buildup of personnel and its resulting turbulence required a maximum effort by all School Brigade personnel to administer, house, and feed this alarming increase of personnel each month.

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