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U.S. ARMY AVIATION CENTER FORT RUCKER, ALABAMA



ANNUAL HISTORICAL SUMMARY

(RCS CSHIS-6 [R2])

1 JANUARY - 31 DECEMBER 1968



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

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MAJOR GENERAL DELK M ODEN
COMMANDING GENERAL

PREFACE

This annual supplement is a resume of the historical events in which Headquarters, United States Army Aviation Center participated during Calendar Year 1968. 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 staff and activity chiefs of the installation. 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 1968 annual supplement is the fourth in a series of Headquarters, United States Army Aviation Center annual supplements which began in Calendar Year 1965.

INDEX

CHAPTER 1 UNITED STATES ARMY AVIATION CENTER

Office of the Secretary General Staff. 2
Office of the Assistant Chief of Staff, G-1. 9
Office of the Assistant Chief of Staff, G-3. 14
Office of the Assistant Chief of Staff, G-4. 17
Office of the Assistant Chief of Staff, Communications-Electronics . . . 19
Office of the Assistant Chief of Staff, Comptroller. 21
Office of the Center/School Engineer 23
Office of the Judge Advocate 24
Office of the Assistant Chief of Staff, Maintenance. 24
Public Affairs Office. 25
Army Aviation Museum 25

CHAPTER 2 SUPPORT UNITS

MEDDAC 29
USAAVNC Special Troops 30
53d Aviation Battalion 31
USAAVNS Regiment 38
Student Aviator Battalion. 39
603d Engineer Battalion. 40
688th Supply and Service Battalion 40

CHAPTER 3 UNITED STATES ARMY AVIATION SCHOOL

Director of Instruction. 43
Department of Advanced Fixed Wing Training 47
Department of Rotary Wing Training 48
Department of Tactics. 52
Department of School Support 53
Department of Aeromedical Education and Training 55
Department of Publications and Nonresident Instruction 56
Department of Maintenance Training 59
Department of Aviation Warrant Officer Career Development (Provisional). 63

CHAPTER 4 CLASS I AND II ACTIVITIES

United States Army Aeromedical Research Unit 65
United States Army Aviation Human Research Unit. 66
United States Army Board For Aviation Accident Research. 69
USAAVNS ELEMENT - Fort Stewart, Georgia. 73

CHAPTER I

UNITED STATES ARMY AVIATION CENTER

OFFICE OF THE SECRETARY GENERAL STAFF

On 8 Feb 68, Captain Larry K. Brewer was appointed Aide-de-Camp to Major General Delk M. Oden.

In April 1968, Major General Delk M. Oden was presented the Alabama Commendation Medal by Major General Alfred C. Harrison, Adjutant General of Alabama.

In April 1968, Command Sergeants Major William L. Slape and Carl W. Griffin donned the new distinctive chevron of the Command Sergeant Major.

On 3 May 68, Major General Delk M. Oden was cited by Temple Emanu-El of Dothan as "Man of the Year."

On 21 May 68, General Harold K. Johnson, U.S. Army Chief of Staff, visited Fort Rucker to address the graduating flight class.

On 7 Jun 68, Lieutenant Colonel Robert W. Huebner was appointed Secretary of the U.S. Army Aviation School replacing Lieutenant Colonel Lucien C. Benton.

On 15 Jul 68, Colonel Bill G. Smith was appointed the new Chief of Staff replacing Colonel James D. Bowen.

On 19 Aug 68, Colonel Lester F. Schockner became Professor of Military Science at St. Mary's University, San Antonio, Texas, after three years of service as the Army Aviation Center's Deputy Commander.

During the first week of September, the Deputy Commandant of the Army Aviation School, whose duty station is Fort Stewart/Hunter Army Airfield, Georgia, became part of the local staff.

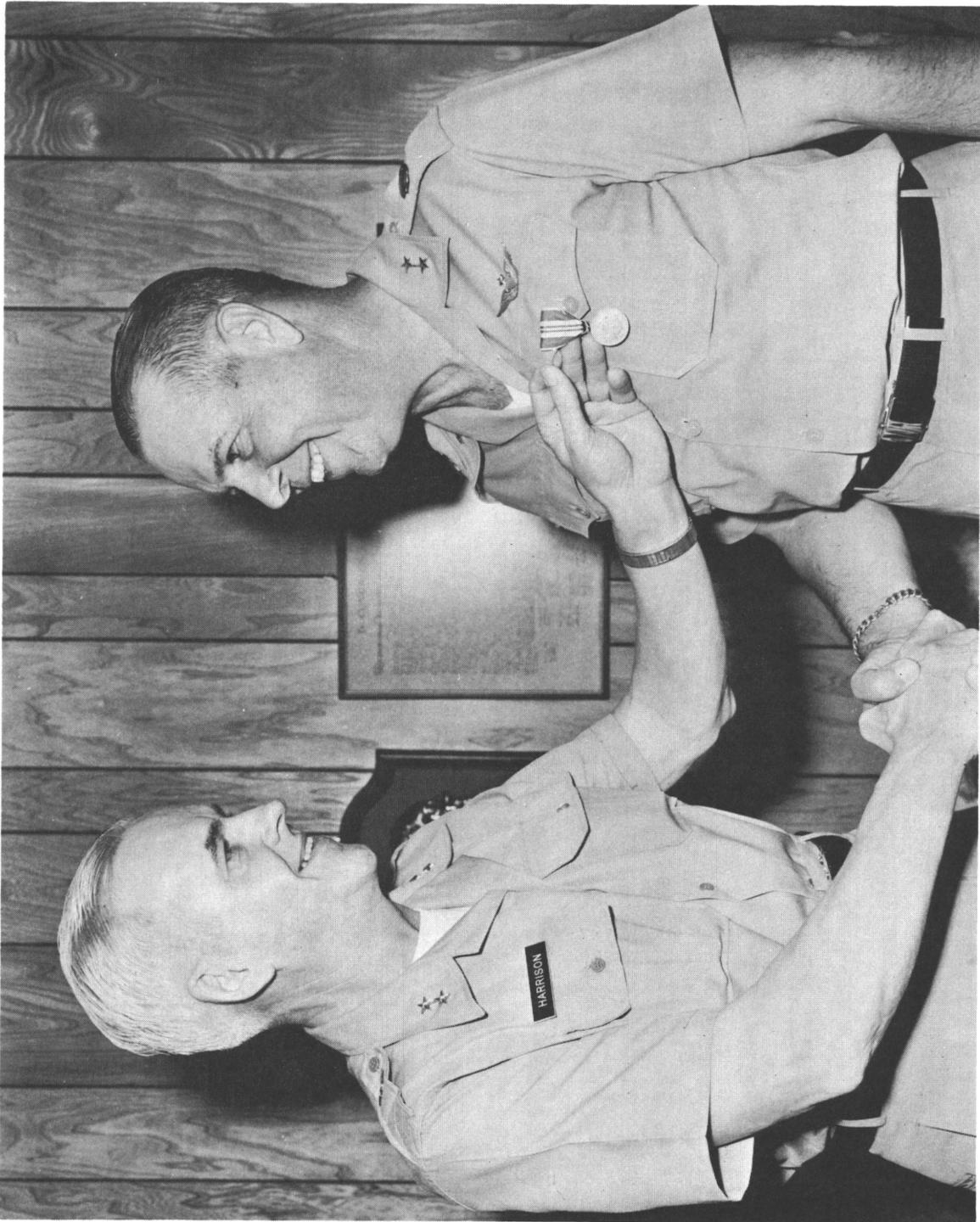
As of September 1968, Fort Rucker's Minuteman Flag flies with a gold star indicating that for the past six years the post has reached 90 percent or more participation in the U.S. Savings Bond program.

As of 26 Oct 68, Fort Rucker has been a permanent military installation for a period of 13 years.

In November 1968, Lieutenant General John L. Throckmorton, Third Army Commanding General, accompanied seven civilian aides to the Secretary of the Army for a conference and general orientation.

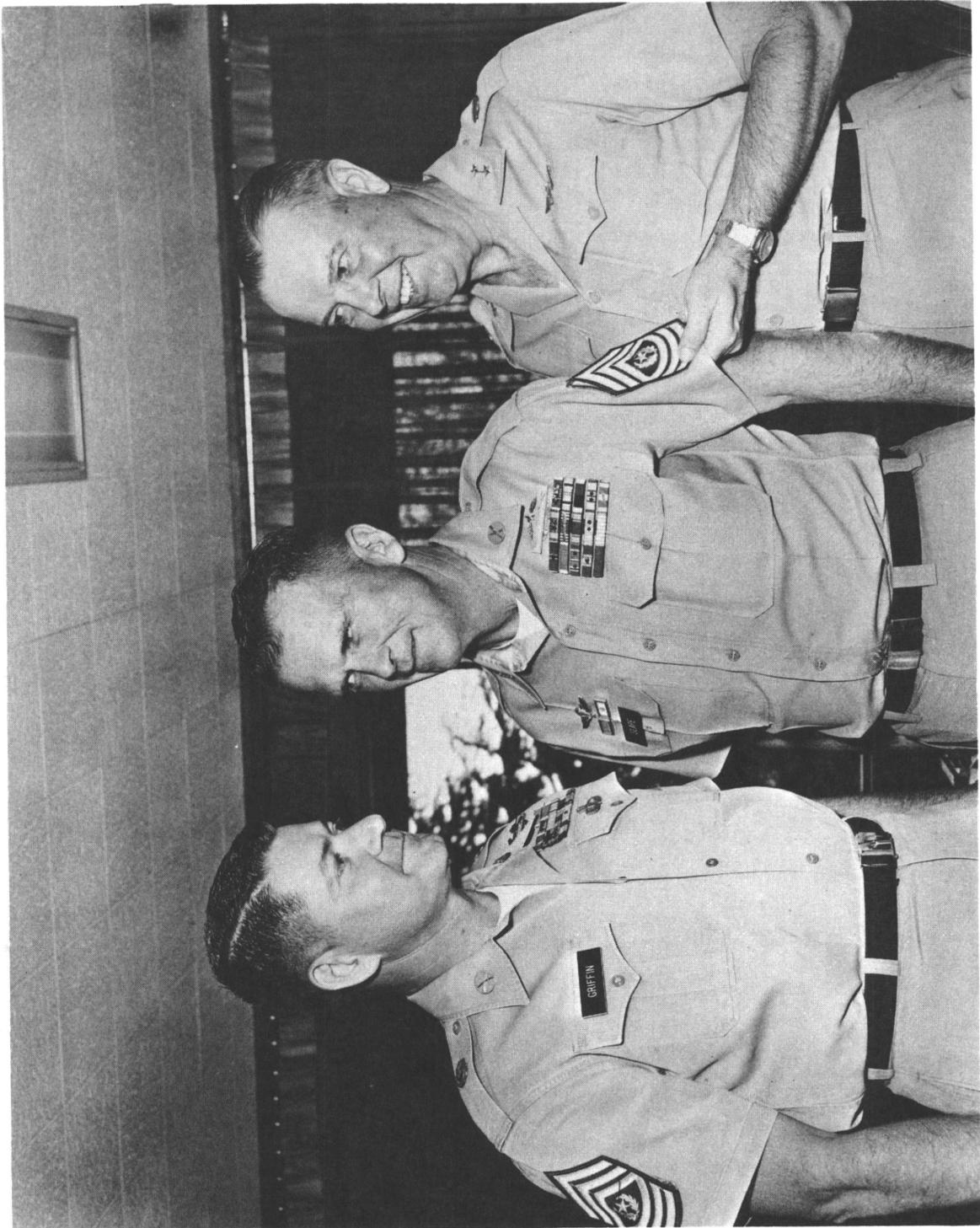
On 26 November, Major General Delk M. Oden attended the ribbon cutting ceremonies for the new Army Aviation Museum.

On 3 Dec 68, Governor Albert Brewer toured Fort Rucker and addressed B. S. Cairns Chapter, Association of the US Army.



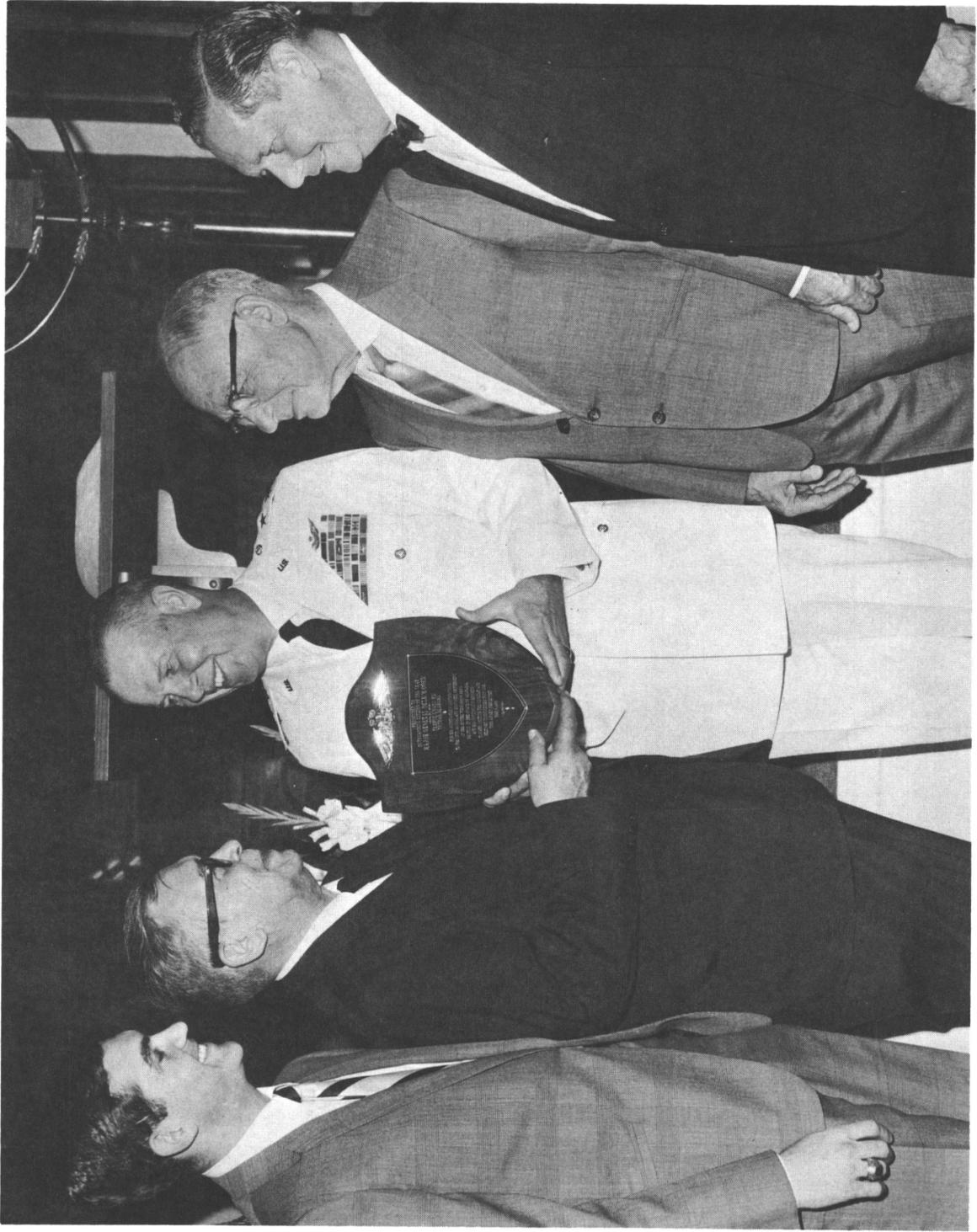
April 1968

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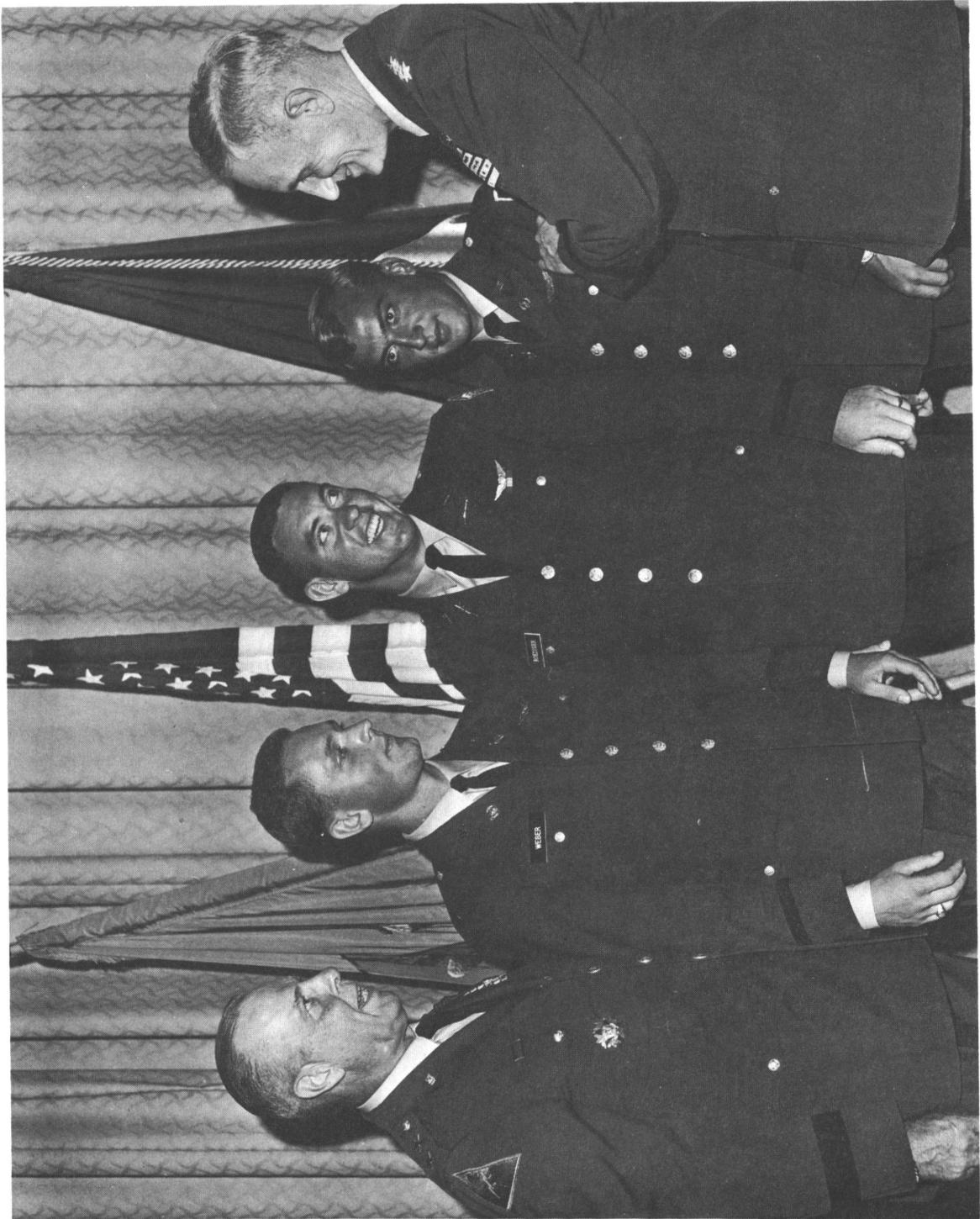
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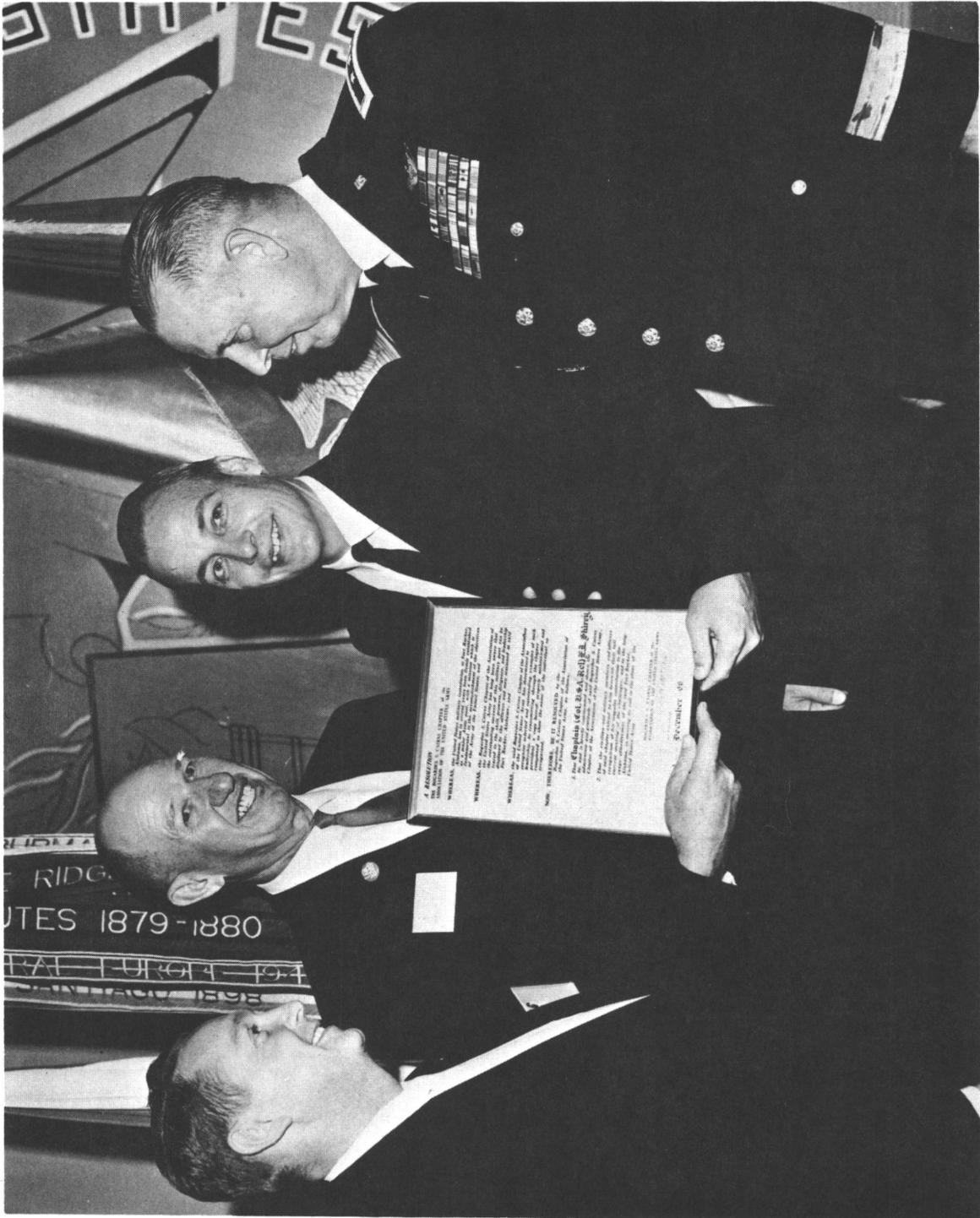
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3 Dec 68

Governor Albert Brewer addressed B. S. Cairns Chapter, Association of the US Army.

OFFICE OF THE ASSISTANT CHIEF OF STAFF, G-1

Personnel strength at Fort Rucker - 31 December 1968

	OFF		WO		ENL		MIL TOT		CIV	
	Auth	Asgd	Auth	Asgd	Auth	Asgd	Auth	Asgd	Auth	Asgd
CLASS I TOTAL (PERM PARTY)	1591	1395	459	796	5956	6159	8006	8350	2531	2543
CLASS II ACTIVITIES TOTAL	164	150	2	13	220	220	386	383	311	277
TOTAL STUDENTS (IN CLASS/CASUAL)		765		187		122		2234		
POST TOTAL	1755	2310	461	996	6176	6501	8392	10967	2842	2820

Special Services Section

Sports Division:

a. Several tournaments were held at Fort Rucker during the past year. They include the following:

- (1) Third U.S. Army Women's Softball Tournament.
- (2) Third U.S. Army Golf Tournament.
- (3) Post Softball and Football Championships.

b. There were two clinics conducted on post this year. They were the Third U. S. Army Sports Directors' and Basketball Officials' Clinic and also a Post Basketball Clinic.

c. Some changes were made in the Special Services facilities during the past year to include the following:

- (1) The installation and acceptance of an Irrigation System for the Golf Course.
- (2) Another Health Center was opened to provide one for the men and another for the women.
- (3) The installation of a new floor in the Post Field House, which was completed on 20 Dec 68.

Entertainment Division: The Entertainment Division produced and presented a total of 256 shows during CY 68. One of these shows was the first large-scale musical production ever presented at Fort Rucker. During the past year, the Entertainment Division has supported and maintained the unit Entertainment Program with three Music Centers, Imported Show Programs, a Drama Program and various other programs.

Service Club:

a. Since the beginning of CY 68, the hours of operation for the Service Club have been extended until now the Service Club is open 66 hours a week. This extension of operating hours and the presentation of varied and expanded programs has caused the participation at the Service Club to reach an all-time high of 52,423 persons for the month of November.

b. Programming has been expanded and now includes coffee calls with live music, programs honoring individual states, Arts and Crafts weekly demonstrations, staged panel shows, men's spring and fall fashion shows, Art Shows and Exhibitions, Sports Car Shows, Judo and Karate demonstrations, slot car races, Billiard Contest and professional shows and bands. These programs, along with the hard work performed by the Service Club employees, earned them First Place in the Third U.S. Army Service Club Program Contest.

Crafts Division:

a. During the past year, many improvements have been made in the Crafts Division. A total of nine new craft shops have been established and some of the new activities available include pottery, sculpture, glass working, copper and silver working and complete facilities for all phases of oil painting. The new Auto Craft Shop is now being utilized by the troops and a studio has now been added to the Photo Lab.

b. During Arts and Crafts Week, 12-17 Nov, the Auto Craft Shop was the site of an Antique and New Model Car Display. Also, during this week an Art Show was held at the Service Club. Classes in all the Crafts have been held at the Service Club and the Multi-Crafts Shop. All of these activities have helped us to show a 99% increase in participation this year over last year.

Recreation Division:

a. A total of 20 new 2-bedroom house trailers have been purchased for use at the Recreation Area on the Eglin Air Force Base Reservation. A Deep Sea Fishing Boat is now in daily operation, and another one is planned to be put into operation in the very near future.

b. A great deal of new equipment has been added to the Recreation Division at Lake Tholocco to include Scuba Diving Gear, new fishing gear, skis (regular and jumping skis), and new playground equipment for the children. The beaches have been graded and more sand has been hauled in to make the beaches more enjoyable the year round.

Division Theater: Work was begun on a new theater to replace Division Theater. This new theater is expected to be completed by March of 1969.

Youth Activities Division:

a. This Division came under the control of Special Services in July 68, and since then it has shown tremendous growth. During the summer months, two summer Day Camps and a Driver Education Course were held, with approximately 600 youths participating in them. The Teen Club has been completely redecorated and reopened and is now open 7 days a week. Along with the Youth Sports Program, Youth Bowling League, Boy Scouts and other activities, even more programs are currently underway to offer more activities to the youth on post. These include Pony Club, Arts and Crafts Program, Guitar Lessons, Dance Lessons, Talent Shows, Fashion Shows and other activities of interest to the youth of Fort Rucker.

b. The performance of the Nutcracker Ballet by the University of Alabama Ballet Troupe, sponsored by the Entertainment Division of Youth Activities, was conducted with great success.

Safety Division

During CY 68, the Aviation Center experienced 56 aircraft accidents in which there were 23 fatalities. The accident rate for this period is 7.19 per 100,000 hours flown as compared with 9.29 for CY 67.

Forty-seven recordable Army motor vehicle accidents were experienced during CY 68. The Army motor accident rate for the year was 0.45 per 100,000 miles driven. This rate is less than the expectancy ceiling rate of 0.48 assigned to Fort Rucker by Third US Army for FY 69.

One hundred five lost time military injuries were experienced during CY 68. These injuries resulted in an injury rate of 7.81 per 1000 man-years worked. This rate is less than the expectancy ceiling rate of 8.70 assigned to Fort Rucker by Third US Army for FY 69.

Forty-one military fatalities were experienced during CY 68. These fatalities resulted in a rate of 3.05 per 1000 man-years worked. This rate is greater than the expectancy ceiling rate of 1.75 assigned to Fort Rucker by Third US Army for FY 69.

Four disabling injuries were experienced during CY 68. These injuries resulted in a rate of 1.59 per 1000 man-years worked. This rate is less than the expectancy ceiling rate of 4.14 assigned to Fort Rucker by Third US Army for FY 69.

FORT RUCKER EXCHANGE

Equipment, Maintenance and Publications Office - purchased five additional ice machines for various branches; purchased additional food mobile unit; incorporated a sandwich packaging machine to reduce costs; redecorated the interior of the Service Station, PX-Tra and Tigerport; completed interior renovation of main Exchange office; renovated all air-field snackbars; and reduced real estate holdings of PX to engineer control - approximately five buildings.

Food Operations.

- a. The Exchange cafeteria, Bldg 116, was redecorated during February at a cost of approximately \$800.
- b. A carryout food service with rotisserie was completed during March in Bldg 3401.
- c. Lake Tholocco Snackbar was activated on 23 May 68. Operations were suspended shortly thereafter due to the closing of the lake.
- d. Food activities were reorganized on 25 Jul 68, reducing the Food Managers from 12 to 5. Excess personnel were employed in lower graded positions.
- e. Completed renovation of Central Kitchen food facility during July.
- f. Furnished patio at Hanchey Field Snackbar.
- g. Constructed patio behind Golf Course Snackbar. Furnished patio with tables and chairs.
- h. Closed Tool Inn snackbar operation 24 Nov 68.

Retail Operations.

- a. A retail mobile unit was initiated to serve military quarters on a 90-day trial basis. Mobile retail service discontinued to quarters on 25 Jul 68.
- b. Construction of new Main Store began on 26 Aug 68.

Services Operations.

- a. Guest House activity was transferred to CPF effective 25 Jan 68.
- b. Quarters Cleaning Service was changed from a direct operation to concession contract on 25 Jan 68.
- c. Optical shop concession reopened under new contract on 5 Sep 68.
- d. Shoe repair shop reopened under new contract on 3 Sep 68.
- e. One hundred ninety vending machines providing soft drinks, candy and pastries have been added. The majority of these machines have been installed at outlying airfields or in remote areas of the post.
- f. Eight washing machines have been installed in the main washeteria. Full-time attendants have been employed in the washeterias.
- g. B & M Radio and TV terminated. The Exchange sent out solicitations which resulted in negative replies.

Personnel Office.

- a. Personnel were assigned to the following positions on date indicated:

Itsumu Ryuto, Food Operations Manager, 5 January 1968
Markus Wimmer, Service Operations Manager, 12 January 1968
Carl Still, Retail Operations Manager, 22 February 1968
Charles Bennett, General Manager, 31 March 1968
- b. Minimum wage rates in accordance with the FLSA (as amended) were applied to hourly paid employees effective 25 Jan 68.
- c. Eighteen employees were presented certificates of completion for Management Development Courses on 20 Mar 68, at a ceremony officiated by the ACofS, G-1.

Manpower Control Division

Public Law (PL) 90-364 - During July 1968, PL 90-364 was implemented at the United States Army Aviation Center. This law imposes certain civilian hire restrictions until civilian employee strength is reduced to that of 30 Jun 66. Civilian hire restrictions required by the law are: (a) reduction of 3 out of every 10 (30%) full-time permanent position vacancies resulting from separations other than reassignment within Department of the Army and other Federal agencies, and (b) full-time temporary personnel strengths may not exceed that of corresponding month of CY 67. Continued restrictions will be placed on 30% of all vacancies that fall within the provisions of the law as they occur.

USCONARC Manpower Survey - The FY 69 USCONARC Manpower Survey Team conducted an on-site manpower utilization survey at the United States Army Aviation Center during the period 30 Sep-22 Nov 68. The purpose of the survey was to evaluate all Table of Distribution and Allowance activities and the 141st Military Police Company to determine manpower resources required for effective mission accomplishment. In those activities where it was felt that sufficient staffing was not recognized by the survey team, a reclama was prepared and submitted through channels to USCONARC. Action is still pending on the aforementioned reclama.

During CY 68, additional manpower resources were received for workload increases. However, during 4th quarter, CY 68, a substantial reduction of spaces was imposed by higher headquarters.

PROVOST MARSHAL

A rating of Superior was awarded the Provost Marshal Section on the Annual IG Inspection Report.

Representatives from the Provost Marshal Office attended a two-day FBI Conference in Dothan, Alabama.

During the month of June 1968, reorganization of the Provost Marshal section was approved to include establishment of an Administrative Branch.

During the month of June 1968, the Provost Marshal Investigation Branch was put into more effective and efficient operation by appointment of an officer to direct the investigations, and opening of a new office for personnel of this branch, providing adequate space for interviews with subjects, witnesses, etc.

The Provost Marshal Traffic Investigation Branch was moved to the building housing PMI. This move affords more space for completing investigations of traffic accidents and provides adequate space for visitors.

Provost Marshal personnel participated in the NAICP Alert held at this installation during 3d quarter, CY 68.

During the 4th quarter, CY 68, Government Laws on Gun Control placed additional responsibilities and workload on the Provost Marshal. This office was deeply involved in liaison and cooperation with Alcohol and Tobacco Tax Division, Internal Revenue Service.

Illegal use of drugs and narcotics has been made a matter of great concern to the law enforcement agencies and the Provost Marshal. The Provost Marshal has prepared and distributed brochures and other data for unit commanders, civil agencies, and the Armed Forces Disciplinary Control Board on drugs.

During the 4th quarter, LTC Hearn, Provost Marshal, traveled TDY to the portions of Alabama, Mississippi and Florida falling within Fort Rucker's area of jurisdiction to establish liaison with civil authorities.

ARMY EDUCATION CENTER

First quarter, CY 68, saw the inception, on a modest scale, of Project Transition by the Army Education Center. This program, designed to fit terminating military personnel with civilian-type job skills was directed by USCONARC Regulation 621-4 and Third US Army Regulation 621-4.

During the 2d qtr, CY 68, Project Transition got underway with the offering of three courses for prospective postal clerks and one course by the Humble Oil and Refining Company for prospective service station managers.

During 4th qtr, CY 68, Building 5007 was renovated and occupied for the purpose of conducting Project Transition.

OFFICE OF THE ADJUTANT GENERAL

Department of the Army Personnel Management Team. During the period 2-11 Apr 68, 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. In addition, interviews were conducted with selected enlisted men along with DA Form 20 (Enlisted Qualification Record) to determine proper utilization within grade and MOS.

Army Audit Agency. During the period 13-15 Jun 68, Fort Rucker was visited by the Army Audit Agency Team operating out of Washington, D. C. The purpose of the visit was to establish manpower authorization and insure proper personnel utilization. Results of the visit and observation of the team was submitted to this installation for comment and appropriate action. No major discrepancies were noted.

Organizational Changes. During December 1968, a separate Strength Accounting Branch under the supervision of the Military Personnel Division was established. The purpose of this branch is to receive and process all morning reports for each unit assigned or attached to this post prior to forwarding to servicing Third Army Data Processing Unit. Strength Accounting Branch is further responsible for the mechanization of all unit personnel information rosters (PIR) and installation MOS Inventory.

Army Community Service

Facilities. Army Community Service (ACS) moved to its new location in the old hospital area, Bldg 8730, in February 1968. After a complete refurnishing and interior remodeling, the ACS Center was officially opened, with appropriate ceremonies, on 31 Jul 68, attended by the Mayors and prominent citizens of local area cities, and members of the Center and School Staff.

Personnel. On 22 Jul 68, LTC James T. McQueen, Special Assistant to the Chief of Staff, assumed full-time duties as Chief, Army Community Service Center.

Organization. During 1968, three additional committees were formed and became operational. These are -

- a. International Citizenship - conducts repetitive classes to prepare alien dependents for examination for citizenship.
- b. Allied Student Sponsorship Program - secures sponsors for allied students in USAAVNS.
- c. Retired Activities - some 600 retired Army families living within commuting distance of Ft Rucker have been invited to attend Welcome Center presentations. Many of these personnel, through the efforts of the Retired Activities Committee, are also participating in the Foreign Student Sponsor Program.

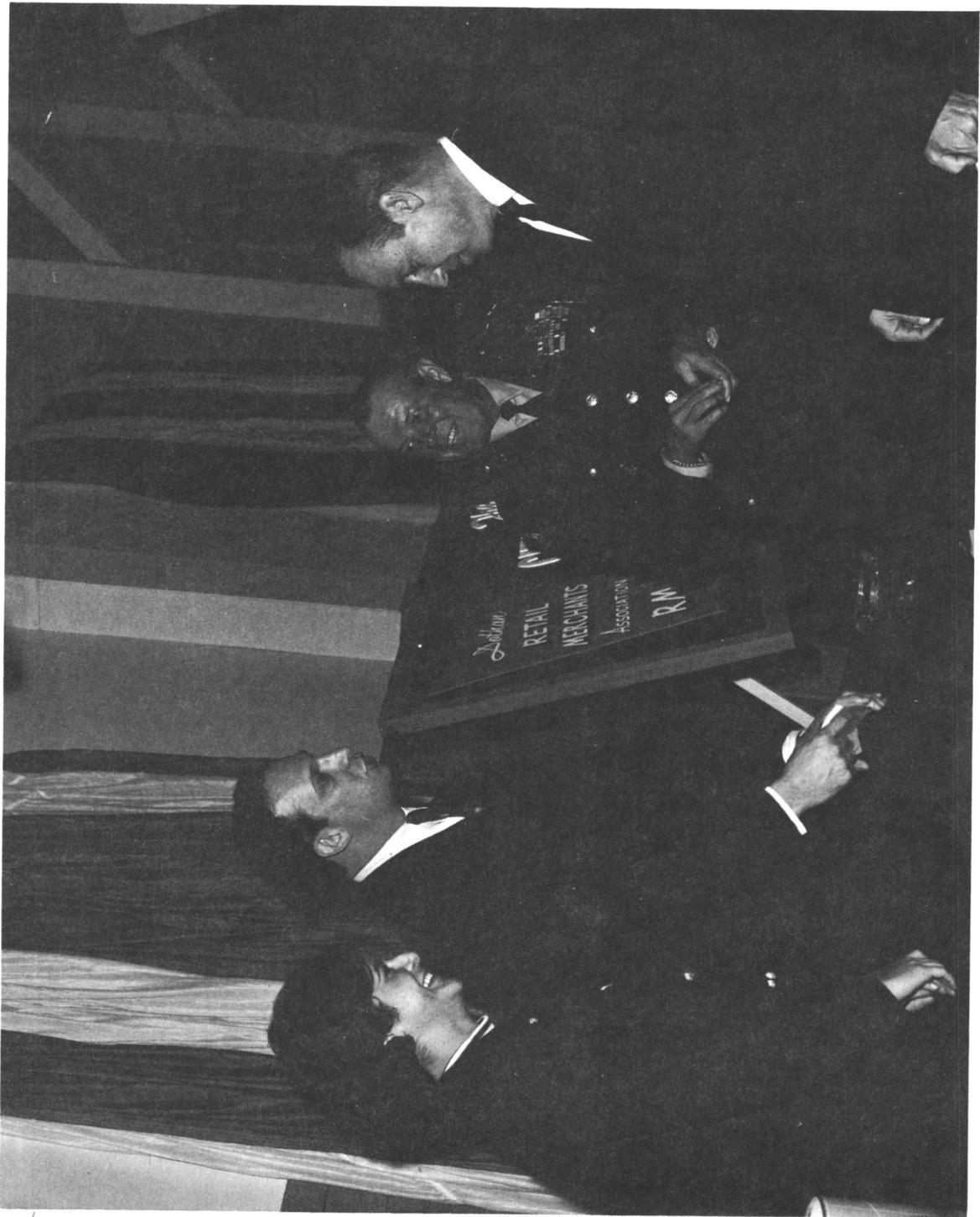
Visits. On 3 Dec 68, Governor Albert Brewer and members of his staff made a visit to ACS. The Governor was given a tour of the facility, and a comprehensive briefing covering all facets of the activity. This was Governor Brewer's first exposure to ACS, and he was visibly impressed with the magnitude of the operation.

OFFICE OF THE ASSISTANT CHIEF OF STAFF, G-3

The force strengths and distribution saw the discontinuance on 25 Jan 68, of the CONUS Sustaining Increment Augmentations of the USAAVNC/S, Lyster Army Hospital and 53d Avn Bn.

The USAAVNC Noncommissioned Officers Academy (Provisional) graduated 343 personnel prior to being discontinued on 24 May 68.

The 603d Engineer Bn (CONST) and 241st Field Service Co, activated on 1 Mar and 1 Jun 68, respectively, were deactivated effective 26 Aug and 25 Jul 68; 25 July was also the deactivation date of the 688th Supply & Services Bn and 65th Finance Section. The 416th Transportation and 108th Quartermaster Companies (units assigned to the 688th) were re-assigned to the 53d Avn Bn.



3 Dec 68

Governor Albert Brewer toured Fort Rucker and received briefing on ACS.

The 427th Medical Company (AMB), a REFORGER unit relocated from Hanau, Germany, was attached to the USAAVNC on 11 May 68, and further attached to Lyster Army Hospital upon arrival of the main body, 13 May 68.

All installation medical services were organized under one department on 15 Aug 68, and designated the USAAVNC Medical Department Activity (MEDDAC) (Provisional) IAW AR 40-4.

In accordance with GO 103, HQ US Army Aviation Center, Ft Rucker, Alabama, dated 25 November, the following staff activities were redesignated, as indicated, effective 3 Sep 68:

<u>Previous Designation</u>	<u>New Designation</u>
ACofS, G-1/-2	ACofS, G-1/-2, USAAVNC/S
ACofS, G-3	ACofS, G-3, USAAVNC/S
DCSLOG	ACofS, G-4, USAAVNC/S
Comptroller	ACofS, Comptroller, USAAVNC/S
Maintenance Div, DCSLOG	ACofS, Maintenance, USAAVNC/S
Signal Div, DCSLOG	ACofS, Communications-Electronics, USAAVNC/S
Engineer Div, DCSLOG	Center/School Engineer

The USAAVNC Emergency Operations Center (EOC) was activated 5-12 Apr 68, in support of Third US Army Civil Disturbance Operations. Installation units were alerted but not deployed. During the period 16-25 Oct 68, the EOC conducted continuous operations in support of Joint Chiefs of Staff CPX, High Heels 68. The objectives of this exercise were to test USAAVNC/S EOC facilities and contingency, emergency and mobilization plans. The conduct of the operation did not identify any major deficiencies.

On 1 Jul 68, the Door Gunner Aerial Gunnery Course was begun to qualify personnel, MOS 67A1F and four hundred twenty-two personnel completed training as of 31 Dec 68. In support of this training, the Del-Mar Aerial Gunnery Scoring System - an acoustical scoring system providing automatic scoring for aerial gunnery range training - was installed at Matteson, Range VI, Blacksmill and Tower Ranges.

During CY 68, 179 installation personnel graduated from 16 service schools away from Ft Rucker with approximately 1,450 personnel graduating from on-post AIT and AIT/OJT Programs. The following Reserve units, totaling 434 Reservists, completed their ANACDUTRA at this installation on the dates indicated.

<u>UNIT</u>	<u>LOCATION</u>	<u>DATE</u>
3343d USA Hosp	Mobile, Ala	8 Jul 68
354th Med Det	Jackson, Miss	8 Jul 68
129th Surg Hosp	Tuskegee, Ala	17 Aug 68
935th QM Det	Lake Charles, La	31 Aug 68
302d ATC Co	Horsham, Pa	15 Sep 68

Dothan Tower began full operation in March with four DAC tower operators provided by Afld Ops to augment the FAA personnel requirements. The Bainbridge, Ga, and Marianna, Fla, towers were placed in operation for support of fixed wing training on 2 May and 1 Jun 68, respectively. Knox Field, formerly a R/W Stagefield, was established as a rotary wing base field on 1 Jul 68, in support of Contact Division, Dept of Rotary Wing. On 15 Jul 68, Troy Airport, Ala, began operation, for support of CH-47 training.

AN/TPA-18 Radars (AN/TSQ-72) were installed in the advanced instrument areas at Headland, Esto & Skipperville. All advanced instrument sites received FM radios to be used as links between the sites and HUB CONTROL. With the installation of this equipment, VFR positive control was effected to provide for safer flight in the advanced instrument areas.

On 15 May 68, the USAAVNC, assisted by the US Army Aviation Test Board & US Army Board for Aviation Accident Research, evaluated Proximity Warning Devices (PWD) provided by several manufacturers. The requirement for PWD existed due to several midair collisions with the primary cause attributed to the configuration of the TH-13T precluding adequate visual watch by the instructor pilot. The USAAVNC purchased PWD's from two manufacturers for further evaluation. The USAAVNC, during Phase II, Mil Potential Test, PWD, concluded that one proponent provided a device capable of fulfilling the training base requirement. The Phase II test was completed on 28 Nov 68. Procurement action is pending action by higher Headquarters.

The installation's air traffic count during CY 68 was 5,076,935 - an increase of 1,682,231 over CY 67. This figure includes 4,886,835 VFR and 83,726 IFR operations, plus 106,374 GCA runs. A yearly total of Cairns RAPCON operations exceeded the 100,000 mark during July. As a result, the RAPCON was upgraded to level 3 from 2.

OFFICE OF THE ASSISTANT CHIEF OF STAFF, G-4

During 17-20 Mar 68, a team of military and civilian personnel from the Army Secretariat and DA staff visited Fort Rucker to determine the propriety, legality and circumstances regarding contracting for services at this installation. Mr. Joseph C. Zengerie, Jr., Director of Materiel Readiness and Support Services, DA, was the team chief. The investigating team could not determine the propriety or impropriety of contracting at Fort Rucker. The major reason for this indecisiveness stemmed primarily from the fact that cost analyses had not been performed in all cases. In those cases where analyses had been performed, they were not in sufficient detail to satisfy regulatory requirements. The team recognized that regulations governing this service were ambiguous and reveal conflicts and lack of clarity in procedural guidance. The team's comments were that this visit should not impair or curtail the immediate continuation of contracted services. Cost Analyses have been subsequently prepared and submitted through channels. In all cases except grass mowing on stagefields, the Government proved it more economical to contract the services.

Colonel Charles R. Shaw was assigned as ACoF, G-4, effective 1 Oct 68.

Services Division

a. Commissary total dollar sales with surcharge for February 1968 were \$651,160.53, the highest in the history of Fort Rucker.

b. Request for total reactivation of the Quartermaster Laundry was approved 12 Jun 68 by DOD.

c. Taxi operation agreements with Gullage and Parrish Taxi for FY 69 were renewed 4th qtr, FY 68.

d. Transportation was arranged during 4th qtr, FY 68, for 51 US Army Reserve units from their home station to the summer encampment site and return.

e. Transportation arrangements were made during 4th qtr, FY 68, for the 650th Medical Detachment, Alabama National Guard, from Birmingham, Alabama, to Fort Campbell, Kentucky, based on their call to active duty.

f. Movement data was compiled and submitted to HQ, Third US Army, during 4th qtr, FY 68, on all Alabama National Guard units for use in event of mobilization.

g. Fourteen new sedans were received by the Administrative Motor Pool during 4th qtr, FY 68. Breakout was as follows: six for 111th Military Intelligence Group, seven for MP's, and one for Administrative Motor Pool.

h. Services Division, for the second consecutive year, received an excellent rating for the IG inspection which was held 19-23 Aug 68.

i. During 2d qtr, FY 69, the Transportation Motor Pool received 13 new GMC 44-passenger diesel buses equipped with automatic transmissions, 10 44-passenger International Harvester buses, and 4 25-passenger buses from Ward Industries.

j. Travel arrangements for the Christmas-New Year Holiday leave period were made for approximately 2,900 military personnel. Thirty-one buses were utilized to move 1,468 passengers on 20 and 21 Dec 68.

P&C Division

a. Contract DABC01-67-C-0182, Harrison Security Services, Inc: During 3d qtr, FY 68, the requirement was increased for the contractor to provide additional guard service at Newton and Dilly Branch gates 24 hours each Saturday. Tank Hill gate was increased from 5 hours per day, Monday through Friday, to 24 hours per day. By the use of super-numerary personnel, the Government experienced no additional cost.

b. Refueling and defueling of aircraft:

(1) Contract DA 01-044-AIII-1089, P&B Service: Modification No. 5 was issued during 4th qtr, FY 68, extending contract for the period 1 Jul-31 Oct 68, in the estimated amount of \$322,382.00. This action was taken upon the recommendation of Third United States Army.

(2) Contract DA 01-044-AIII-1089, P&B Service: IFB DABC01-68-B-0102 was issued to cover the period 1 Nov 68-30 Jun 69. By direction of GAO, bid opening was suspended indefinitely.

(3) Contract DABC01-69-C-0133 was awarded during 2d qtr, FY 69, to Southern Gulf, Inc., Enterprise, Alabama, successor company to P&B Service, in the estimated amount of \$236,999.59 for the period 1 Nov 68-31 Jan 69.

(4) Contract DABC01-69-C-0141 was awarded during 2d qtr, FY 69, to Spear Services, Inc., Lapine, Alabama, in the estimated amount of \$399,978.77 covering the period 1 Feb-30 Jun 69.

c. Contract DABC01-67-C-0173, Ross Aviation, Inc., for fixed and rotary wing training:

(1) During 4th qtr, FY 68, determination was made that it was in the best interest of the Government to exercise the option to renew the contract with Ross Aviation, Inc., for the period 1 Jul 68-30 Jun 69. Negotiations were conducted, and Modification No. 8 was issued to extend the contract for FY 69 in the amount of \$4,586,251.01.

(2) During 2d qtr, FY 69, contract was modified specifying that the contractor conduct instrument training phase in the Fixed Wing Qualification Course. Modification resulted in an overall personnel increase of 23 to conduct training. As a result of modification, total of contract is now \$4,790,834.58.

d. Contract for maintenance of aircraft fleet with Page Aircraft Maintenance, Inc:

(1) Contract DABC01-68-C-0108. The General Accounting Office, by letter, 11 Dec 67, to the Secretary of the Army, recommended that the option in the Aircraft Maintenance Contract not be exercised and the contract be readvertised. Immediately upon receipt of OASA(I&L) letter, 28 Dec 67, with USCONARC and Third US Army indorsements, a Contract Evaluation Board was selected. A plan was set forth and Request for Proposal was developed. The RFP was reviewed at Fort Rucker by a team from AAVSCOM, and final review was made by

personnel from DA, USCONARC, and Third US Army. Approval to release the RFP 9 Feb 68, was granted. A Bidder's Conference was held 19 Feb 68 at Fort Rucker. Proposals were received at 1300 hours, 27 Mar 68.

(2) Contract DABC01-69-C-0003. Negotiations were conducted with four companies during the period 8 Apr-6 May 68, and award was made to Page Aircraft Maintenance, Inc., effective 1 Jul 68-30 Jun 69.

(3) The availability of UH-1 aircraft was increased from 73 to 80 percent, effective 1 Dec 68. The estimated additional cost is \$1,500,000.00.

Family Housing Division

The Off-Post Referral Service increased the number of rental units listed from approximately 1,600 in February 1968 to over 4,000 units at the end of CY 68.

Supply Division

The USAR Area Supply Office was established in January 1968, to furnish supply support to approximately 55 USAR units located throughout Northwest Florida, Southern Mississippi, and South Alabama. Responsibilities include the supervision and coordination of the management, supply, and accounting for supplies and equipment in USAR units and area organizational maintenance shops. This activity is operating as a branch of Supply Division, G4, with a strength of 6 personnel.

OFFICE OF THE ASSISTANT CHIEF OF STAFF, COMMUNICATIONS-ELECTRONICS

Telephone Operations and Maintenance:

a. Direct Inward/Outward Dialing (CENTREX) was initiated at this headquarters on 17 Nov 68. This accomplishment allows authorized personnel to dial other subscribers directly, thereby eliminating operator assistance.

b. Two Class IV Signal Projects were approved by DA which authorizes 1,000 lines of additional central office equipment.

c. A 100 pair cable was installed between the Central Office and Knox Field in order to support the increased training at that location.

d. A 900 pair cable was installed between the Central Office and Daleville Gate. This cable was in support of CENTREX and local communications.

Navigational Facilities:

a. Eight additional nondirectional radio beacons were installed--six in the tactical instrument area and one each at Dothan and Eufaula.

b. Installed and assumed maintenance responsibility of all the control tower communications and navigational equipment at Marianna and Troy Airports except the ILS at Troy.

c. Overhauled and rehabilitated the S-Band surveillance radar, part of the AN/MPN-13 radar. Restored components to serviceable condition and installed interrogator into the system.

d. Designed, fabricated, and installed a two-position dual function communications console at each of the six tactical GCA sites.

e. Installed six FM point-to-point communications radios at the Tactical GCA sites.

f. Installed and assumed maintenance responsibility for one additional GCA facility at Kinston.

g. Installed additional air traffic control communications equipment at Cairns, Hanchey and Lowe Army Airfields.

h. Exchanged and replaced AN/TPN-8 radars with AN/TPN-18 radars in the tactical instrument training area to provide IFF capability at three sites.

i. Participated in numerous site selection surveys and site testings conducted for the purpose of establishing and installing additional GCA facilities in the basic instrument area.

j. Established and implemented an improved routine maintenance system for all the FAA commissioned navigational facilities.

k. Completely reinstalled and rehabilitated Lowe Air Traffic Control Tower communications system. Removed and reinstalled the radio transmitters in a separate location to overcome a cross talk problem and eliminate interference between frequencies, providing a greatly improved communications network for the tower.

l. Installed interference blankers into the Cairns RAPCON system. This prevents interference from aircraft transponders replying to other interrogators. Elimination of unwanted replies and other types of interference provides more positive identification of any particular aircraft and improves the operations.

m. Exchange ATCBI-3 beacon wide beam antenna for narrow beam antenna which improved the side lobe suppression by narrowing the antenna beam width, also decreasing the ring around effect of close range targets.

Communications Center Operations: Established Tactical ComSec Accounts for the 108th QM Co and the 72d Air Traffic Co. The establishment of these accounts provides the capability for secure field communications for these units.

Audio Visual Support Center:

a. During CY 68, training films stocked in the Audio Visual Support Center increased from 2,261 to 2,635, a gain of 374 prints. Approximately 200 units of Audio Visual equipment was added to the AVSC inventory.

b. Training films loaned had a total of 46,386 showings to an attendance of 1,847,440. As service to the public, a total of 467 films were loaned and viewed by 28,737 in attendance.

c. The AVSC Projectionist School had 617 students complete the course of instruction and receive licenses.

Television Facilities:

a. Completed Phase I of Electro-Writer Elimination Project, resulting in economy and a more reliable means of communication.

b. Completed hospital TV remoting project, providing convenience for hospital staff and patients.

c. Completed first year of expanded continuous dual channel weathervision operation.

d. Installed a closed circuit television distribution system for Education TV.

Installation of the Commanding General's radio telephone system was completed 1 Apr 68. Current subscribers include:

- a. Commanding General.
- b. Center/School Safety.
- c. Protocol.

Commercial cablevision service is being used at Fort Rucker to supplement the existing Army-owned cablevision system since funds are not available for expansion and modernization of the Army system. On 19 Jul 68, Third US Army approved the selection of Daleville Cablevision, Incorporated, to serve Fort Rucker. Daleville Cablevision immediately initiated leasing action with the Corps of Engineers for utilization of Post power poles for their distribution system. Right of Entry was granted to Daleville Cablevision on 22 Aug 68, and construction of the 28-mile distribution system was started 10 Sep 68. Leasing action was completed 17 Sep 68, and an operating agreement between Daleville Cablevision, Incorporated, and Fort Rucker was consummated 24 Sep 68. Service was initiated on 17 Dec 68, and over 200 houses had service by the end of the year.

OFFICE OF THE ASSISTANT CHIEF OF STAFF, COMPTROLLER

Representatives of the U.S. Army Audit Agency (USAAA) arrived on post 18 Mar 68 to begin preliminary work in connection with the installation comprehensive audit which was initiated on 1 Apr 68. The final draft audit report from the USAAA was received 4 Dec 68, containing only nine Statements of Conditions and Recommendations (SOCARS) as a result of objections to 16 of 18 SOCARS contained in the comprehensive audit of Fort Rucker during the period 18 Mar-22 Aug 68.

Cost analyses were completed on seven Fort Rucker service-type contracts at the direction of USCONARC. Included were the Custodial, Guard Services, School Bus, Refueling, Grass Mowing, Aircraft Maintenance, and Flight Training Contracts. Cost analyses were conducted in accordance with AR 235-5 to determine if these services could be performed more economically "in-house." One (Grass Mowing) was determined to be more economical if accomplished "in-house." Cost analyses were audited by the USAAA who determined that five (Custodial, School Bus, Refueling, Grass Mowing, and Aircraft Maintenance) could be accomplished more economically "in-house." This installation forwarded strong rebuttals to USAAA's audit reports. No further action has been taken or directed by higher headquarters.

In August 1968, the Chief of Staff approved the establishment of a Cost Analysis Branch within the Comptroller's Office to conduct cost analysis of industrial/commercial-type activities on a continuing basis. The Cost Analysis Branch was not recognized by the USCONARC Manpower Survey Team for staffing as a separate branch. Formal rebuttals to the USCONARC Manpower Survey Report were filed.

The U. S. General Accounting Office (USGAO) completed a review of the utilization of excess aircraft Modification Work Order Kits (MWO) at Fort Rucker on 19 Sep 68.

As a result of the U. S. General Accounting Office (USGAO) review of the current negotiations of the aircraft refueling contract, a letter report was received from USGAO on 6 Dec 68, indicating weakness in monitoring record keeping, and surveillance of aircraft refueling operations conducted by P&B Services, including the lack of operable and accurate metering instruments on P&B's refueling vehicles.

Management

The Organization and Functions Manual (USAAVNC Regulation 10-1) was completely revised and published during the first quarter, CY 68. During the fourth quarter, CY 68, the Organization and Functions Manual underwent three changes while seven other changes were being staffed.

During the first quarter, CY 68, work flow-studies were made in the following areas for comparisons with applications of COCOAS:

Military Personnel Accounting
 Military Pay
 Financial Management
 Production Planning and Control
 USA Aviation School Applications

During the second quarter, CY 68, Work Measurement Studies were completed in the Finance and Accounting Division of the Comptroller and in the Supply Division of DCSLOG. Comprehensive Work Measurement Studies were conducted in the Administrative Branch, Quarter-master Services Branch and the Movements Branch of Services Division, G4, during the fourth quarter. The Officer Student/WOC Branch of Cen/Sch Personnel Office, AG, was undergoing a Work Measurement Study at the close of the quarter.

A management review of the responsibilities of the custodian of the Central Post Fund and the Special Services Officer was completed during the second quarter, CY 68.

System Services

A Modified Data Automation Requirement (MDAR) for source data automation of the DA Form 2408-12 (Army Aviator Flight Record) was approved by DA. An MDAR for automated analysis of student flight grading was also approved by DA.

Data Automation Requirement (DAR) to contract several flight management reports to the civilian aircraft maintenance contractor for production on his system 360/40 complex was approved.

Budgeting and Funding

A comprehensive review of the FY 69 Command Operating Budget (COB) was conducted in July 1968. The original COB was developed in February 1968. The fund status changed as follows between February and July 1968:

	<u>FEB</u>	<u>JULY</u>	<u>CHANGE</u>
Total Requirements	\$98,192,500	\$99,433,400	+1,240,900
Financed	74,341,000	73,298,300	-1,042,700
Unfinanced (Deficit)	23,851,500	26,135,100	+2,283,600

An Installation Operating Program (IOP) for FY 69 was developed and published during the fourth quarter, CY 68. O&MA - Total Requirements were \$98,371,000 of which \$72,849,400 were financed and \$25,521,600 were unfinanced.

A review of the FY 68 Army Stock Fund Budget was conducted. Acquisition authority for FY 68 was \$42,181,000 and programmed sales were \$39,794,000.

Resource requirements to support the Air Traffic Control School were not included in the FY 69 COB. A study was completed to determine requirements which are as follows:

Funds: OMA requirements are \$3,312,200 of which \$2,684,000 are one-time and \$628,200 are recurring. MCA and PEMA are \$200,000 and \$1,794,400, respectively. All O&MA requirements are unfinanced.

Personnel Requirements:

Officers	34
WO	1
Enlisted	170
Civilians	<u>162</u>
TOTAL	367

Finance and Accounting

On 28 Aug 68, the Class B Agent Office at Camp Shelby, Mississippi, was closed and the personnel returned to this station. The complement of that office consisted of one officer and three enlisted men.

Visits and Inspections

During the period 4-8 Mar 68, representative of the Office DCS, Comptroller, Headquarters, Third US Army, performed a review of the Comptroller Office. This visit was made under the Command Surveillance Program. The overall operations of the Comptroller Organization was determined very satisfactory.

During the period 11-15 Mar 68, the USCONARC IG Team performed inspection of the Comptroller Office. No major discrepancies were noted.

During the month of May 1968, the Finance and Accounting Division was inspected by the Command Inspector General. No major discrepancies were noted.

Training

A total of 76 students completed training in Work Simplification Classes conducted by the Management Engineering Division during CY 68. An additional 97 students were given refresher training in Work Simplification through the use of programmed instruction.

CENTER/SCHOOL ENGINEER

During the period 1 Jan-31 Dec 68, \$2,064,682 of new construction was completed. On 29 Feb 68, the Fuel Storage Facility at Hanchey AHP, was completed at a cost of \$181,000. On 6 Jul 68, the Auto Craft Shop was completed at a cost of \$63,187. On 3 Sep 68, the addition to the hospital parking lot was completed at a cost of \$70,495. On 24 Dec 68, the Aircraft Maintenance Complex was completed at a cost of \$1,750,000.

Construction of four major facilities was started in 1968. Construction of a 1000-seat theater was started on 15 Jan 68, with an estimated completion date of 28 Feb 68. On 26 May 68, construction was started on an EM swimming pool with completion expected on 23 Jan 69. On 1 Jul 68, construction was started on the new commissary with 29 Jan 69 as the expected completion date. The new Post Exchange was started on 26 Aug 68 with 23 Feb 69 as the expected completion date.

During 1968, there were 7,172 personnel who attended 80 classes and demonstrations emphasizing what action to take in event of fire, fire prevention measures and use of first aid fire extinguishers. Major emphasis in fire prevention was placed during spring cleanup week, 8-13 April and National Fire Prevention Week, 6-12 October.

There was a total of \$1,174.00 of fire loss in 1968. None of these fires were reportable to higher headquarters.

The Fort Rucker Fire Department gave lectures and training to Dothan, Pinckard, Enterprise, and Daleville Fire Departments. These training sessions stressed firefighting at an aircraft crash site, along with new techniques of fighting structural fires. There were 11 cases where the Fort Rucker Fire Department responded to calls to assist local communities in extinguishing fires.

JUDGE ADVOCATE

The Annual Law Day Dinner was held on 26 Apr 68, at the Officers' Open Mess, Main Club, Fort Rucker, Alabama. The dinner was attended by approximately 138 military personnel, local civilian lawyers and judges and their wives. The Honorable Frank M. Johnson, Chief Judge, US District Court for the Middle District of Alabama, was the guest speaker.

Military Justice.

During 1968, there were 11 General Court-Martial cases at Fort Rucker.

During December, the new Manual for Courts-Martial, US 1969, which becomes effective 1 Jan 69, was received and distributed to major commanders.

OFFICE OF THE ASSISTANT CHIEF OF STAFF, MAINTENANCE

Organization: As a result of the staff reorganization in September, the following changes of subordinate elements became necessary.

- a. The Aircraft Maintenance Division (AMD) changed to Aircraft Quality Assurance Div (AQAD).
- b. The Supply Branch changed to Supply Surveillance Branch.
- c. The Maintenance Branch changed to Maintenance Surveillance Branch.
- d. The Quality Assurance Branch to Production Surveillance Branch.
- e. The Maintenance Complex Operations Division changed to TDA Support Maintenance Division.

The scheduling of C-47 flights to the Army Aeronautical Depot Maintenance Center (ARADMAC), Corpus Christi, Texas, proved to be of significant help in expediting the delivery of NORS parts, thereby improving aircraft availability.

The testing and installation of heavy duty skid shoes for the OH-6A was completed this spring. The abrasion pads on the aircraft were unsatisfactory for running autorotations; therefore, Page Aircraft Maintenance, Inc's engineering section developed skid shoes. These shoes were approved for use on OH-6A aircraft utilized by the U.S. Army Aviation School for pilot training by the U.S. Army Aviation Systems Command.

The shortage of rotary wing technical inspectors during the summer resulted in a very low rate (less than 2%) of contract maintenance monitoring.

Shortages of repair parts for obsolete M1500 Walters fire trucks resulted in high deadline rates for this vehicle type. The acquisition of five additional M1500's for cannibalization has been requested and approved.

Nonavailability of parts, excessive order-ship time and late receipt or nonreceipt of AIMI items caused several aircraft availabilities to fall below projected rates during the summer months. Parts shortages resulted in a great expenditure of maintenance man-hours in nonproductive interchange of aircraft parts to keep fleet availability as high as possible; additionally, the available fleet was subjected to an increased flying hour program which increased utilization, thus reducing the time aircraft were available for maintenance. This increased component consumption rate beyond programmed levels further aggravated the parts problem.

Transponders were installed in TH-13T aircraft, flying from Hanchey Heliport, to lessen the possibility of midair collision.

Utilization of the Sperry Reflectoscope (Ultrasonic testing device) to inspect TH-13T cooling fans and tail rotor blade grips for cracks has prevented the grounding of these aircraft for this inspection and has resulted in savings of over \$50,000.

The Office of the Aircraft Quality Assurance Div and the headquarters and component rebuild shops of the aircraft maintenance contractor, PAMI, were moved to the newly completed maintenance complex in December.

The following changes occurred in the aircraft inventory during the year:

<u>AIRCRAFT</u>	<u>ASSIGNED 2 JAN 68</u>	<u>ASSIGNED 31 DEC 68</u>	<u>CHANGE</u>
UH-1	397	356	-41
CH-47	31	47	+16
TH-13T	245	260	+15
OH-6	6	17	+11
CH-54	3	5	+ 2
OH-13	26	23	- 3
CH-34	14	11	- 3
CH-37	7	3	- 4
O-1	39	43	+ 4
T-41	24	23	- 1
OV-1	13	16	+ 3
T-42	60	62	+ 2
U-21	10	8	- 2
U-6	23	18	- 5

PUBLIC AFFAIRS OFFICE

The Chief of Staff approved the redesignation of The Information Office to the Public Affairs Office in August 1968.

A luncheon honoring area news media was hosted by the CG on 1 March and on 4 March Major William F. Gabella became Information Officer, replacing Mr. Herbert A. Kassner, DAC, who had been the Acting IO since September 1967.

In April, the first Unofficial Guide to Ft Rucker was received from the publisher, and distribution began to incoming flight students and to permanent party officers and senior NCO's.

"The Army Flier," the post's civilian enterprise newspaper, was restyled from a tabloid into a standard newspaper in April, and in December, the publication license was renewed with The Dothan Eagle.

Hospitalized Vietnam returnees were flown to Miami on 19 September and to St. Petersburg on 20 November for entertainment weekends given by local civic groups.

A special section of The Dothan Eagle on 28 October marked the 13th anniversary of the post as a permanent military installation.

During 1968, PAO coordinated requests for speakers to 52 civic groups with a total audience of 6,760.

ARMY AVIATION MUSEUM

1. In May 1968, the museum was presented a World War I Observation Balloon Basket manufactured in 1917 and used in France in World War I. The Balloon Basket was accepted for the museum by MG Delk M. Oden, Commanding General, Fort Rucker. The basket was purchased and presented to the museum jointly by the following Fort Rucker contractors: Human

Research Division, Page Aircraft Maintenance, Inc., and P and B Services. The basket will illustrate the use of observation balloons in the earliest days of Army aviation.

2. Also in May 1968 an L-18 airplane was transferred to the museum from the Fort Benning Flying Club. Thus, another link was added to the ever increasing chronology of Army Aviation aircraft displays.

3. On 10 Jun 1968 the museum began moving from the small building located on Fourth Avenue and 2d Street. This move enabled the museum staff to present more aircraft, aviation equipment, and memorabilia for public viewing. An art gallery lounge displaying paintings on loan from OCMH depicts the Army aviation combat role to further enhance the cultural theme of the museum.

4. The summer months of 1968 were dedicated to the task of building displays, restoring aircraft, and arranging items in chronological order in the display area.

5. To meet security requirements as required by AR 190-18 a security fence has been installed to encompass the entire museum complex.

6. A request has initiated through appropriate channels for the museum to acquire building 6008 for storage of historical properties and future display space.

7. The CONARC Manpower Survey Team has reviewed the museum personnel requirements and recommended two additional civilian spaces making a total of four TDA spaces

8. On 5 October 1968, the UH-19 Chickasaw, serial number 55-5239, was transferred to the museum by AMC. The UH-19 is of great significance to Army aviation. Among its many firsts it was the first transport helicopter in the Army inventory and the first assigned helicopter companies. No. 55-5239 has been displayed in the chronological layout of historical aircraft in the museum collection.

9. 26 November 1968 marked the official reopening of the museum to the public. The opening ceremony was highlighted by the remarks of BG Hal C. Pattison, Chief of Military History, DA, Washington, D.C. who said the opening of the museum, "completes the triangle of depicting the role of aviation in support of the land battle."

10. Major General Delk M. Oden, Commanding General of Fort Rucker, formally cut the ribbon.

11. From the opening date of the museum till the end of December 1968 approximately 5,000 visitors have toured the museum. This includes many foreign officers and students and various groups of school children and scout troops from the entire Wiregrass area. The museum is scheduled to be open to visitors 364 days per year, closed Christmas Day.

12. The museum is in the process of identifying, cataloguing and accessioning the backlog of historical properties and memorabilia collected since 1955. At this point, 56 items have been catalogued and 154 items have been accessioned.

13. Presently on hand are 14 fixed wing aircraft and 22 rotary wing aircraft.



26 Nov 68

Major General Delk M. Oden attended the ribbon cutting ceremonies for the new Army Aviation Museum.

CHAPTER 2
SUPPORT UNITS

US 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 excellent. The average number of daily outpatient treatments was 1074, and the daily average number of beds occupied was 85.1.

Accreditation of Lyster Army Hospital, Fort Rucker, Alabama. The hospital received full accreditation for the fifth three-year period from the Joint Commission on Accreditation of Hospitals as a result of the evaluation of a survey of the hospital conducted on 30 Jan 68, by Dr. Kirby S. Howlette, Jr, a field representative of the Commission. The Certification of Accreditation, dated 19 Mar 68, was presented to the hospital commander, Colonel Richard B. Austin, III, MC, by MG Delk M. Oden, Commanding General, United States Army Aviation Center, in a ceremony at the hospital, 3 May 68.

Assignment of Unit. The 427th Medical Company (Amb), a REFORGER Unit assigned to the Seventh Medical Brigade, Germany, arrived at Fort Rucker 11 May 68, and was attached to Lyster Army Hospital.

Beds Authorized. Effective 1 Jul 68, the authorized operating beds for Lyster Army Hospital was increased from 115 to 120 by letter, Third US Army, AJASU-0, Subject: Hospital Bed Requirement, June 1968.

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

a. The 3343d U. S. Army Hospital (100 beds) from Mobile, Alabama, commanded by Colonel Aden E. Cullison, MC, 28 Jun-6 Jul 68.

b. The 354th Medical Dispensary from Jackson, Mississippi, commanded by Captain Elliot T. Fleming, AMSC, 23 Jun-6 Jul 68.

c. The 129th Surgical Hospital from Tuskegee, Alabama, commanded by LTC Dan J. Thompson, MC, 4-17 Aug 68.

Change of Command. Colonel Quitman W. Jones, MC, assumed command of Lyster Army Hospital from Colonel Richard B. Austin, III, MC, in a change-of-command ceremony at the hospital, 14 Aug 68. Colonel Austin departed PCS to Vietnam.

Organization of Activity. United States Army Aviation Center Medical Service Activity (MEDSAC), (Provisional), Fort Rucker, Alabama, was organized, effective 15 Aug 68, in accordance with Army Regulation 220-5, Army Regulation 40-4, Third United States Army Unclassified Message AJAGP-M 14891, subject: Provisional Organization of MEDSAC, dated 19 Jun 68, subject: Reorganization of Army Medical Facilities. See GO 72, USAAVNC, Ft Rucker, Ala, 15 Aug 68, which was amended by GO 96, USAAVNC, Ft Rucker, Alabama, 6 Nov 68, changing MEDSAC to United States Army Aviation Center Medical Department Activity (MEDDAC), (Provisional) Fort Rucker, Alabama.

Reorganization of Hospital. Lyster Army Hospital was reorganized as US Lyster Army Hospital by General Order Number 325, HQ, Third United States Army, Fort McPherson, Georgia, 21 Oct 68, with an effective date of 1 Apr 68.

Inspections. COL Wallace W. Weyant, CONARC IG, inspected Lyster Army Hospital, Fort Rucker, Alabama, 13-15 Mar 68. No major discrepancies were noted.

Fort Rucker U. S. Army Medical Department Activities were inspected by Third U. S. Army Medical Technical Staff 14-16 Oct 68. No discrepancies were noted.

Fort Rucker U. S. Army Medical Department Activities underwent a Third U. S. Army Command Maintenance Management Inspection 12-15 Nov 68 and received a rating of superior.

DA Manpower Survey. Fort Rucker U. S. Army Medical Department Activity (Provisional) underwent a DA Manpower Survey conducted by Mr. Melvin Abbot during the period 21 Oct-22 Nov 68. An increase of 22 percent of personnel was recommended.

Vietnam Returnees. The Air Ambulance Activity assumed the medical evacuation of Vietnam returnees from Maxwell AFB to US Lyster Army Hospital. The utilization of Med-Evac helicopters reduces patient handling and expedites the patient transfer.

DENTAL SURGEON

Personnel. The operating strength at the close of CY 68 was 20 officers, 12 enlisted, and 24 civilians for a total of 56. This compared to the operating strength at the beginning of CY 68 of 28 officers, 23 enlisted and 26 civilians for a total strength of 77. This was a loss of 21 personnel which has caused a severe handicap in carrying out the mission of the dental activity.

Patient Treatment. In CY 68, a total of 86,098 patient treatments were performed. Routine care of military dependents was initiated in all three dental clinics in the first quarter, CY 68. This was an expansion of service from emergency treatment only at Dental Clinic #3. A waiting list for this routine care has developed and at this time is about 6½ months long. All appointments have been reduced from one hour to 45 minutes each in an effort to increase the number of patient treatments.

Preventive Dentistry. The Fort Rucker Dental Activity participated in National Childrens' Dental Health Week and Armed Forces Day with efforts on instruction on proper oral hygiene. The Preventive Dentistry NCO was given increased responsibility especially in instruction and lecture of enlisted students in an effort to free the Preventive Dentistry Officer for patient treatment.

Organizational Changes. The Dental Activity was placed under USAAVNC Special Troops, effective 1 July 1968. The property book was transferred to Special Troops, and the Unit Fund was donated to HQ & HQ Company, Special Troops. Personnel records and management was transferred to Center School Personnel. The dental activity enlisted men are still billeted with, and pull additional duties with Lyster Army Hospital. In September 1968, the dental activity property was transferred from Special Troops to the Provisional Medical Department Activity property book.

USAAVNC SPECIAL TROOPS AND HEADQUARTERS COMMANDANT

The primary mission of USAAVNC Special Troops during 1968 was administration, training and control of all assigned personnel and to provide the operational personnel and services to the Commanding General, the primary and special staffs and to the Army Aviation School for the proper maintenance and operation of the Aviation Center/School.

The Headquarters Commandant planned, coordinated and directly supervised the operation of the BOQ, BEQ, Guest House billeting system, and the Fort Rucker Central Post Fund.

The Post Interior Guard was an additional responsibility assumed by Special Troops during February of 1968.

Among the more significant occurrences of 1968 was a rapid turnover of personnel. LTC William H. Jenkins moved from his position of CO, USAAVNC Special Troops, and was appointed as the Special Assistant to the Deputy Center Commander in March. Command was then assumed by MAJ James P. McKnight. By May, Major McKnight was preparing to retire from the service, and LTC Thomas B. Daly, the present Commanding Officer, assumed command.

During March 1968, a feasibility study concerning the reorganization of Technical Support Company into two smaller, more manageable units, was initiated. The study was completed and evaluated, and during August a provisional Crash Rescue Platoon was physically separated from Technical Support Company. Immediate improvements in morale, control, discipline, and overall effectiveness were achieved as a result of this action.

Under the provisions of General Order Number 4, 11 January 1968, USAAVNC Special Troops received special and summary court-martial jurisdiction over the TUSA NCO Academy, US Army Combat Developments Command Aviation Agency, USABAAR, US Army Aviation Human Research Unit, the Special Processing Detachment, and the US Army Aviation Test Board. These units were in addition to the Special Troops overhead. On 1 July 1968, the US Army Dental Unit was attached to Special Troops for administration of military justice.

During 1968, the 98th Army Band performed at 29 parades; nine honor guard and change-of-command ceremonies; 51 WOC, student officer and NCO Academy graduations; 34 concert band formations and functioned as a stage band on 24 occasions. The 98th Army Band also appeared on the "Fort Rucker Presents" programs (WTVY-TV) with Mrs. Betty Gaut. In addition to the entire band performing as a unit, there were several solo and combo units made up of band members appearing regularly on the show.

Technical Support Company won first place in the Fort Rucker football championship.

Headquarters and Headquarters Company took second place in the Fort Rucker bowling league.

The WAC Detachment won second place (losing by one point) in the Fort McClellan Basketball Tournament during 2-8 Mar 68.

The 123d Ordnance Detachment (ED) operated in support of civilian authority by instructing periodically for classes at the Mississippi Law Enforcement Training Academy during 1968. This unit also participated in a 15-day operation in the Miami, Florida area, UP USCONARC Regulation 75-16.

The WAC Detachment received the American National Red Cross Certificate of Appreciation for outstanding blood donations during the month of September, after Special Troops assumed responsibility for the American Red Cross Blood Drive, during the first quarter of FY 69, and obtained a record number of blood donations during September.

53D AVIATION BATTALION

Personnel. Personnel status as of 31 December 1968:

<u>AUTHORIZED</u>		<u>ASSIGNED</u>		<u>TOTAL STRENGTH</u>	
OFF	EM	OFF	EM	OFF	EM
92	1466	82	1434	93	1614

Discipline: During CY 68, there were 17 Summary Courts-Martial and 41 Special Courts-Martial. We had a total of 106 AWOL's and 18 Articles 15 by the battalion commander.

Reenlistment: There were 103 reenlistments during 1968.

Organization.

The 53d Aviation Battalion had three changes of command during the year 1968, as follows: LTC Harry T. McDaniel (1 Jan-1 Jun 68), LTC Lucien C. Benton (1 Jun-9 Nov 68), and LTC Jack H. Dibrell (9 Nov-31 Dec 68). SGM Hamill arrived in June, and was the first Command Sergeant Major in the battalion when he received his command sergeant major stripes on 31 August 1968.

The 53d Aviation Battalion hosted the 603d Engineer Battalion when it was activated in March 1968, and until it was deactivated 24 Aug 68. The battalion gained two units from the 688th Supply & Service Battalion when it deactivated on 24 Aug 68 - they were the 108th Quartermaster Company and the 416th Transportation Company.

The battalion had a Third Army CMMI in the period 5 Aug-15 Sep 68. The battalion had an FTX 2 & 3 Nov 68.

The battalion had its Organizational Day on 5 Oct 68.

Headquarters & Headquarters Company

Headquarters and Headquarters Company, 53d Aviation Battalion, underwent a Third US Army CMMI on 10 Aug 68, successfully passing all phases and placing high within the battalion in comparison to the other units. The Company also participated in the activities and events of the annual 53d Aviation Battalion Organization Day on 5 Oct 68, which consisted of demonstrations of equipment used in the accomplishment of the mission of the unit, static displays, competitive drill and other events of military nature. The final exercise of 1968 was the Company's participation in a battalion-size FTX from 1-3 Nov 68, which included realistically simulated wartime situations which a Headquarters Company of an Aviation Battalion might encounter and be required to deal with while continuing normal operations under such adverse conditions.

1ST AVIATION COMPANY

Personnel. Personnel status as of 31 Dec 68:

<u>AUTHORIZED</u>			<u>ACCOUNTABLE</u>			<u>OPERATING</u>		
EM	OFF	WO	EM	OFF	WO	EM	OFF	WO
450	11	4	397	11	7	363	11	7

Discipline: During CY 68, 20 AWOL's; 68 Articles 15; and 13 Courts-Martial (3 Summary, 10 Special) were given by the commander.

Reenlistment: There were 37 reenlistments during CY 68.

Organization.

Throughout CY 68, the 1st Aviation Company continued to be committed to direct support of the Department of Tactics, United States Army Aviation School.

During the period of 1 Jan-31 Dec 68, the company had a turnover of 1413 personnel. There were 705 gains and 708 losses. During this period the company drove a monthly average of 38,351 miles.

Several inspections were conducted by both post and 3d US Army inspection teams.

POST CMMI: 100 Maintenance Management
98 Material

TUSA CMMI: Evaluation of satisfactory in all areas.

The company experienced a critical shortage of 05B20, 67A10, 64A10 and 31B20 personnel.

Training.

The regular mandatory training was conducted during CY 68 to include POR and other integrated training. There were nine individuals who underwent On-The-Job Training and thirty individuals who underwent Advanced Individual Training. These individuals were trained on a retention basis.

Battery H, 18th Field Artillery

In 1968, Battery H, 18th Field Artillery's primary mission was school support in support of the United States Army Aviation School. During 1968, the battery strength dropped to 56% (51 personnel). To eliminate this problem Headquarters, 53d Aviation Battalion, transferred personnel from other units within the Battalion to bring the battery strength up.

Because of the transfer, many of the personnel had to be OJT'ed or Artillery MOS. The OJT program lasted for approximately 2 months at the end of which time MOS's were awarded.

At the beginning of the year the Battery was commanded by CPT Larry R. Lippincott. A change-of-command took place on 27 November 1968 when CPT John D. Tyler took command.

The Battery's School Training Requirements this year have included Illumination Missions, Artillery Demonstrations, and Fire Support for training in aerial adjustment.

In June, the Battery passed its ORT which was taken in lieu of an ATT because facilities at Fort Rucker were not adequate for an Artillery ATT. The Battery did well on inspections in 1968. In October, a CMMI was passed with a satisfactory score; in December, "H" Battery received an excellent rating from the Battalion after a Pre-AGI.

The major problem this year has been the high personnel turnover rate. At the present time, Battery H, 18th Field Artillery, is conducting unit training and fulfilling its mission of school and center support.

416th Transportation Company

Personnel. Due to a reorganization, the authorized strength was reduced. Thus the personnel status as of 31 December 1968, was -

Authorized			Assigned		
EM	OFF	WO	EM	OFF	WO
160	4	1	165	4	1

Discipline: During CY 68, there were 37 Articles 15 given by the commander, one Special Court-Martial, and one General Court-Martial.

Reenlistment: There were 17 reenlistments during CY 68, with 42 men eligible, for a 40 percent reenlistment.

Organization.

Turnover in personnel is the key word to remember when speaking of the 416th organization during 1968. Existing slots were filled by many different, but capable people. Men of the 416th saw four new company commanders during the year:

2LT George S. McKinney	1 Jan - 27 Jan
1LT Thomas L. Mann	27 Jan - 24 May
2LT George G. Deall	24 May - 20 Jun
CPT John E. Holverson	20 Jun - 31 Dec

October saw the retirement of 1SG Joseph H. Anderson. His replacement was 1SG Luther E. Scarbrough.

Training.

The 416th Transportation Company successfully completed a company ATT in May and participated in a successful Battalion ATT in May as part of the 688th Supply and Service Battalion. Upon inactivation of the 688th, the 416th assumed the operation of the Driver Training program. This program produced many new drivers for both the 108th Quartermaster Company and the 416th.

The training program continued to emphasize mandatory training and field training. With a slight modification of ATP 10-475, the company continued to train men in both the AIT and Unit Training phase. A program was initiated in October of deploying one platoon at a time to the field for two and one-half days to develop their ability in operation as a unit. This program enabled a platoon to gain the needed field training while allowing the others in the company to continue with company functions.

On 2 and 3 November, the 416th participated in a field training exercise which was conducted with the 53d Aviation Battalion. It was noted during this exercise that the 416th did outstanding work in the camouflage of their vehicles and in their conduct of convoys.

Company E (LRP), 30th Infantry

Personnel. Personnel status as of 31 December 1968:

<u>AUTHORIZED</u>		<u>ACCOUNTABLE</u>		<u>OPERATING</u>	
OFF	EM	OFF	EM	OFF	EM
9	245	9	205	7	190

Discipline. During CY 68, there were 95 Articles 15 and 21 courts-martial.

Reenlistment. There were 10 reenlistments during 1968.

Organization. When CY 68 began, the Commanding Officer of Company E (Long Range Patrol), 30th Infantry, was CPT Randall R. Merritte, and the First Sergeant was 1SG James S. McIntyre.

On 12 Sep 68, CPT Donald F. Matson, Jr., became the Commanding Officer.

On 1 Dec 68, SFC Robert L. Mulkey took over as First Sergeant due to First Sergeant James S. McIntyre's pending retirement on 31 Jan 69.

Training.

On 19 Jan 68, Co E (Long Range Patrol), 30th Infantry, began another year with one of the most enjoyable of its many missions, here at Fort Rucker, Alabama. We started another year supporting the Survival Committee with aggressors to run the Escape and Evasion problem every two weeks throughout the year.

On 28 Mar 68, 2LT John R. Copeland took Company E (Long Range Patrol), 30th Infantry, to the field to add realization in both Mounted and Dismounted Ambush Drill. Realization was added also with the help of smoke, blanks and detonation cord.

The first two weeks of April found the men of E Company running the ranges for the 53d Aviation Battalion train fire of the M-14 rifle.

The last of April had the NCO's of Company E instructing the newly formed Provisional Battalion in the training for Riot Control. This training lasted for approximately two weeks which was topped off by the full E Company falling out dressed in all types and styles of dress to act out the part of civilian rioters.

On 18 May 68, the men of Company E (Long Range Patrol), 30th Infantry, were given a mission, which brought back memories for many due to the fact 75% of the unit were Vietnam returnees, of conducting an air assault at Cairns Air Field for military and civilian personnel in honor of Armed Forces Day.

August again found Company E out on the ranges, controlling, instructing and guiding the men of the 53d Aviation Battalion for M-14 rifle qualification.

On 12 Sep 68, Company E lost its commanding officer through a change-of-command ceremony. We saw the departure of Captain Merritte and the arrival of Captain Donald F. Matson, Jr.

The month of September and October found the men of Company E in the field on FTX's preparing for the upcoming ATT. They were applying the infantry concept along with supporting the Survival Committee running of the E&E problem.

On 2-3 November, the men of Company E (Long Range Patrol), 30th Infantry, took part in a Battalion-wide FTX.

18 Nov 68 found the NCO's and men supporting the M-14 range fires once again.

On 22 Nov 68, Company E went on its second company-size air assault. We showed visiting dignitaries, which consisted of General Throckmorton and aides to the Secretary of the Army, how an infantry unit is picked up by helicopters from one location and transported into a "hot LZ", and overtake the enemy with the help of gunships.

15 Dec 68 found the infantrymen once again on the ranges, but not the M-14's. They were sent out to familiarize themselves with the M-60 machinegun and also the .50 caliber machinegun. On 17 December, Company E was notified they had won two trophies in the recent rifle and pistol matches. Also, much to everyone's surprise, the football team of 1968 which scored only two points all season came off with the Team Sportsmanship Trophy.

108th QM Company

Personnel. Personnel status as of 31 December 1968:

<u>Authorized</u>		<u>Accountable</u>		<u>Operating</u>	
OFF	EM	OFF	EM	OFF	EM
5	180	6	177	6	147

Discipline. During CY 1968, there were 68 Articles 15 and 6 courts-martial.

Reenlistment. There were 15 reenlistments during 1968.

Organization.

Effective 3 Jan 68, 2LT Sherwood L. Jager became the commanding officer of the 108th QM Company. 1LT Madison W. O'Kelly, Jr. assumed command of the unit on 29 Mar 68.

Several key personnel changes were made during May and June. Effective 3 May 68, CPT Charles E. Sentell became the new unit commander. On 6 Jun 68, 1SG Starling V. Cooper became the unit first sergeant.

By General Order 75, para 2, Headquarters, USAAVNC, Fort Rucker, Alabama, the 108th Quartermaster Company was detached from the 688th Supply and Service Battalion and attached to the 53d Aviation Battalion, effective 26 Aug 68.

Effective 27 Nov 68, CPT Dieter H. M. Troster became commander of the 108th.

Training.

During January and February 1968, the 108th QM Company was in heavy preparation for its field exercises, which included -

FTX	26-27 Mar 68
Pre-ATT	16-18 Apr 68
ATT (Company)	29 Apr-1 May 68
Battalion ATT	13-15 May 68

The company ATT was successfully completed under the direction of 1LT Madison W. O'Kelly, Jr., with the unit's participation in the Battalion ATT conducted under the command of CPT Sentell.

Weapons qualification with the M-14 rifle took place for this unit in August 1968.

In September 1968, the unit temporarily set up a fuel system supply point at Tac X for use of its collapsible tanks and a formal class on the system.

The 108th participated in a battalion-wide FTX 2-3 Nov 68, under the direction of the 53d Avn Battalion. Soon afterward, the unit conducted its annual PCPT test 20-21 Nov 68.

This unit continued throughout CY 68 to perform its "hot refueling" of UH-1 aircraft at Eglin AFB, Florida, and Eufaula, Alabama. The unit also continued to refuel Chinooks at Fort McClellan, Alabama, and to utilize its tank and pump units at the GCA sites.

5th Inf Det (Pfdr, Abn)

The primary mission of the 5th Infantry Detachment (Pathfinder, Airborne) is to provide navigational assistance to, and control of, Army aircraft in the areas designated by the supported unit commander. The basic pathfinder unit consists of two officers and 13 enlisted men; however, we find that the 5th Inf Det (Pfdr, Abn) is organized as such with the inclusion of, and augmentation from, Company E, (LRP), and an augmentation from HHC, 53d Avn Bn. The attached platoons are a necessity as a result of the numerous commitments placed upon the detachment. The present unit strength is 55 enlisted men and six officers. It might seem that with this considerable increase in personnel the workload would be appreciably light; however, as will be pointed out later, the duties performed and the hours per man, per week, will indicate otherwise.

The unit conducted training in accordance with the Battalion master training schedule. In addition the unit has incorporated subjects which are beneficial to the men in the performance of their duties as Pathfinders. At present two members of the detachment are scheduled to attend the pathfinder course at Fort Benning during the month of February, which will add considerably to the efficiency of the organization.

The detachment has the primary responsibility of supporting the Aviation Center and School. During the past quarter, the detachment provided support for the following S.T.R.'s 460, 470, 471, 472, 480 and the methods of instruction class, conducted by students. To illustrate the productive man-hours per week, S.T.R.'s 470 and 480 were used. In support of S.T.R. 470, which was the Pre-FEX for rotary wing students, the detachment has during certain periods had the mission of setting up and operating as many as 18 landing zones per day for single and multi-aircraft landings. During these periods various field expedient lighting systems were used, some of which were flare pots, vehicle headlights, and flashlights. The pathfinder teams also maintained communications with the aircraft providing landing instructions. During the Pre-FEX the average productive hours per man, per week, was in excess of 90 hours. The support for S.T.R. 480, which was the final tactical training for rotary wing students prior to graduation and ultimately assignment to Vietnam, required a lesser number of productive hours, however the number was still considerable, in excess of 70 hours. The two requirements cited were conducted in cycles, each two weeks in duration.

Captain William L. Jackowski assumed command of the unit, on 1 Aug 68. At the time of his arrival the unit was commanded by CPT Larry S. Gossett, who assumed the duties of Battalion S3. The turnover in junior officers was considerable which might have resulted in lack of continuity in operation; however, the unit overcame this through the use of current standing operating procedures and a genuine interest and realization of the importance of the role of the pathfinders in the training of Army aviators.

Although the unit had many commitments, it in no way neglected the overall readiness of the unit as attested by receipt of its fourth consecutive "Certificate of Merit" for outstanding achievement during the C.M.M.I. inspection on 10 Sep 68.

In the areas of discipline, law and order, the unit did not have a single court-martial and the disciplinary problems were minimal.

The unit participated in the ceremonies commemorating the second anniversary of the organization of the 53d Aviation Battalion on 5 Oct 68. The activities began with a ball at the Main Officers' Open Mess on 5 Oct 68, which was a multipurpose function. In addition to celebrating organization day, it also provided an opportunity to honor departing members of the battalion and conversely to welcome newly-assigned members. Not to be neglected was a similar ball held by the noncommissioned officers of the battalion on 4 Oct 68. The organization day activities were held on the Division Parade ground on 5 Oct 68. During this time various units of the battalion set up displays of the equipment used during their respectable operations. The 5th Infantry Detachment (Pathfinder, Airborne) had on display various lighting, signalling and communications equipment utilized by pathfinders in operating landing zones and drop zones. In addition, the pathfinders had on display an impressive "fully-equipped airborne trooper" to illustrate the pathfinder's airborne capability. To further illustrate this, an airborne operation (parachute drop) was conducted by members of the 5th Infantry Detachment. Two U-6 aircraft were used to drop, by parachute, four members of the detachment on the parade ground. As a result of the successful parachute jump the "Pathfinders" played an important role in the undisputed success of the battalion's organization day ceremonies. This was due to the efforts of all members of the detachment, officers, noncommissioned officers and enlisted men, alike.

At the present time, the 5th Inf Det (Pfd, Abn) is conducting unit training and fulfilling its mission of school and center support.

72d Aviation Company (ATC)

Mission. During June 1968, the 72d ATC had an extreme shortage of (93B20) qualified air traffic controllers and were unable to support Airfield Company in the operation of three VFR tower operations. The shortage of trained controllers existed in the remainder of the company until 17 Jun 68 when the First Flight Regulating Platoon was reduced to three personnel. The remainder of the platoon was distributed within the company. The three flight regulating platoons continued to operate and on 3 June accepted full control of three GCA sites.

Since most of the communications equipment of the 72d was turned in by directive of the post G3, on February 1968, in accordance with the reorganization directive dated 28 Nov 67, the company has been unable to perform any training maneuvers since the January-February period of 1968.

In an effort to lessen the maintenance workload and accomplish its mission, 25 vehicles were placed in administrative storage.

Change of Command.

On 28 May 68, Major Robert D. Fetter assumed command of the 72d Air Traffic Company from Major Willard F. Boyle, who was assigned to the ATC Planning Division.

On 2 Dec 68, Major John C. James assumed command of the 72d Air Traffic Company from Major Robert D. Fetter who was assigned to the Advanced Signal Officer Course at Fort Monmouth, N. J.

Inspection. On the 14th of May 1968, the 72d Air Traffic Company underwent the Annual Post Command Maintenance Management Inspection. The unit received 92% in Maintenance and 84% in Operations.

On 7 December, the 72d underwent a pre-AGI type inspection conducted by the staff of the 53d Aviation Battalion.

Reorganization. The 72d ATC was reorganized by General Order 375, dated 12 Dec 68, Third United States Army, to read 72d Aviation Company (Air Traffic), Fort Rucker, Alabama, assigned REDCAPE: C-3 Priority Status: 2,088.

Personnel. The reorganization gave the following data: (Included are the actual strengths as of 31 Dec 68)

STRUCTURE STRENGTH					AUTHORIZED STRENGTH					ACTUAL STRENGTH				
OFF	ANC	WO	ENL	AGG	OFF	ANC	WO	ENL	AGG	OFF	ANC	WO	ENL	AGG
30		0	192	222	21		0	156	177	10		1	132	143

The majority of the personnel shortages are in the two enlisted MOS 93B20 and 05C20.

UNITED STATES ARMY AVIATION SCHOOL REGIMENT

The School Regiment was commanded by the following during CY 68:

Colonel Ejner J. Fulsang, Jr.	1 Jan-17 Aug 68
Colonel George P. Kelly	18 Aug-31 Dec 68

The Regiment underwent reorganization several times during the year in order to keep pace with the personnel and administrative responsibilities and changes in mission.

First Battalion (Staff and Faculty) (Provisional)

On 22 Jan 68, this battalion received the responsibility of providing escorts for deceased personnel for 57 counties located in portions of three states; i.e., Alabama, Florida and Georgia. Since 22 Jan 68, this battalion has furnished a total of 81 escorts for deceased personnel.

On 1 Feb 68, this battalion was relieved of the responsibility for Center Interior Guard.

On 1 Apr 68, Regimental Support Company and the 2d School Support Company officially became units, and dropped their provisional status. These units emanated from Headquarters and Service Company and the 1st School Support Company, respectively, per GO #31, Headquarters, USAAVNC, Fort Rucker, Alabama.

On 2 Oct 68, a change-of-command ceremony was conducted, at which time Lieutenant Colonel James H. McWhorter, Jr. assumed command of the battalion, vice: Lieutenant Colonel Authur D. Capron, who retired from active military service on 31 Oct 68 after 24 years of active duty.

On 9 Dec 68, the Staff and Faculty Battalion (Provisional) was redesignated the First Battalion (Staff and Faculty) (Provisional) per paragraph 2, GO #106, Headquarters, USAAVNS Regiment, dated 9 Dec 68.

3d Bn (Enl Stu) (Prov)

Organization. Enlisted Student Battalion (Provisional) was redesignated as 3d Battalion (Enlisted Student) (Provisional) per GO 106, USAAVNS Regiment, dated 9 Dec 68. There were 6 companies within the battalion.

Commanders & SGM's. Commanders & SGM's for CY 68 were as follows:

CO's

LTC Homer E. Roth - 1 Jan-28 Jan 68
LTC Robert M. Moulthrop - 29 Jan-31 Dec 68

SGM's

SGM Alexander S. Anderson - 1 Jan-26 Jan 68
CSM Ralph L. Bass - 27 Jan-31 Dec 68

Personnel. At the end of CY 68, the 3d Bn had approximately 2000 enlisted student strength and 200 permanent party personnel.

Training. A variety of MOS-type training, ranging from aircraft maintenance, to air traffic control, to tactical operations, such as door gunners, etc., was offered to enlisted student personnel during CY 68.

Awards. The 4th Enlisted Student Company, commanded by Captain Frank C. Gaetje, received the Regimental Reenlistment Award in October.

The 1st Enlisted Student Company, commanded by Captain James W. Montgomery, was awarded a Plaque for the Best Mess and Day Room and was nominated to represent Fort Rucker for the Phillip A. Connelly Award for Best Unit Mess in the 3d US Army area. They were runnerup for 1st place.

The Enlisted Student Casual Company, commanded by Major Millard Burke, won 1st place in the Annual Christmas Decoration Contest and won 1st place for the Best Consolidated Mess for November and December 1968.

Student Aviator Battalion (Provisional)

The Student Aviator Battalion graduated over 2200 Warrant Officers during CY 68, with approximately 1800 being assigned directly to the Republic of Vietnam. The other Warrant Officer graduates were assigned Army-wide or to transition courses.

There were 4283 Officer Students graduated during 1968. The breakdown of officer graduates is as follows:

615	F/W	Initial Entry Graduates
655	F/W	Transition Graduates
1775	R/W	Initial Entry Graduates
1238	R/W	Transition Graduates

The majority of initial entry officer graduates were assigned directly to Vietnam. The remaining officer graduates were assigned Army-wide and to transition courses.

The Battalion was renamed from the Warrant Officer Candidate Battalion to the Student Aviator Battalion, effective 15 Feb 68, per General Order 22, USAAVNC, dated 4 Mar 68.

The Student Aviator Battalion received its second award of The Minute-man Flag from the Treasury Department, on 24 Jul 68.

In November 1968, the Battalion was authorized to utilize TAC Officers (Warrant Officers) in place of TAC NCO's, which provided a closer working relationship between the Company Cadre and the Warrant Officer Candidates. In conjunction, the TAC Officers are now being utilized as Class Sponsors for the candidate classes. Previously the F/W or R/W Departments furnished the class sponsors for the candidate classes.

603d Engineer Battalion (Construction)

General. The 603d Engineer Battalion was activated under TOE 5-115E on 1 Mar 68 per GO 23, HQ USAAVNC, dtd 4 Mar 68, which further attached the 603d Engineer Battalion to the 53d Aviation Battalion, effective 1 Mar 68.

USAAVNC GO 59, dated 1 Jul 68, released the 603d Engineer Battalion, from attachment to the 53d Aviation Battalion.

On 15 July 1968, the Commanding Officer, 603d Engineer Battalion, was alerted by G3, USAAVNC, of the probable inactivation of the battalion on or about 25 Jul 68.

Third Army Message AJAGT-PO subject: Inactivation of STRAF Units, dated 24 Jul 68, cited CONARC Message ATOPS TP UA 61937, subject: Inactivation of STRAF Units, dated 24 Jul 68, and directed inactivation of the 603d Engineer Battalion on 26 Aug 68.

"A" Company was inactivated on 22 Aug 68; Headquarters and Headquarters Company was inactivated on 26 Aug 68. All personnel were transferred to other Fort Rucker units and activities prior to inactivation. Selected officers and enlisted personnel were held on a special duty basis to accomplish final inactivation activities under the supervision of the 53d Aviation Battalion.

Personnel. At the end of CY 68, authorized TOE strength of the 603d Engineer Battalion was: 31 officers, 7 warrant officers, and 867 enlisted men. Maximum assigned strength of the battalion was attained on 10 Aug 68 with: 17 officers, 1 warrant officer, and 394 enlisted men.

Training. During the period 22 Jul-13 Aug 68, the 603d Engineer Battalion conducted a basic combat training refresher course for 60 enlisted personnel who required such training. These personnel were primarily recalled reservists.

Operations. Upon receipt of official notification that the battalion would be inactivated, emphasis was changed from actions that would enhance the unit's operational readiness to actions required to turn in property and to close down facilities. At this time, several small projects were undertaken. Those projects included dismantling a condemned gasoline tank, repairing of benches and tables in various recreation areas, and construction of several small foot bridges.

Retirement of the Colors. On 20 Aug 68, the 603d Engineer Battalion retired its colors at a retreat parade.

688th Supply and Service Battalion

The 688th Supply and Service Battalion (General Support) continued to provide support to the Aviation Center and School and performed other garrison and mission-type operations as required. The battalion consisted of -

HHC
241st Field Service Company
416th Transportation Company (Med Trk Petrl)
108th QM Co (Petrol Storage)

The primary mission of the battalion was to provide all school support helicopter POL refueling missions to areas throughout the Third US Army area.

During February and March 1968, the battalion and supporting units underwent a Center CMMI and received an excellent rating.

The battalion commences conducting Basic Unit Training (BUT) on 8 Jan 68 and Advanced Unit Training (AUT) in mid-March. All units qualified with TOE weapons in March.

HHC provided personnel along with other units on post and underwent Civil Disturbances Training during the period 8-13 Apr 68. The Provisional Rifle Company formed was declared ready after a test administered by USAAVNC G3.

Organization Day was conducted 1 Jun 68 in celebration of first anniversary. HHC was selected "Best Unit."

The battalion was inactivated, effective 25 Jul 68, per GO 240, HQ Third US Army, dated 24 Jul 68. HHC and the 241st Field Service Company were also inactivated. The 108th QM Co and the 416th Trans Co were attached to the 53d Avn Bn.

CHAPTER 3

UNITED STATES ARMY AVIATION SCHOOL

DIRECTOR OF INSTRUCTION

USAAVNS Training Program. Headquarters USCONARC directed USAAVNS initiate training increases during FY 69 as follows:

a. Implementation of the additional courses:

- (1) OH-13 Instructor Pilot Course began 11 Jul 68.
- (2) CH-34 Instructor Pilot Course began in October 1968 with input of 24 during FY 69.
- (3) Six-week Instrument Phase Add-on to FWQC began with Class 69-1 annual input of 284.
- (4) Helicopter Door Gunner Qualification Course, 600-67A1F, was approved with Class 69-1, 5 Jul 68, with an annual input of 1568 and implemented.
- (5) CH-47 Instructor Pilot Qualification Course began in second quarter, FY 69, with input of 38.
- (6) O-1 Instructor Pilot Qualification Course, which is 5 weeks, 1 day in length. Twenty-four students are programmed for FY 69.

b. Transfer of training:

- (1) UH-1 Transition Course was transferred from Ft Benning with an input of 64. Training began 5 Sep 68. Navy input of 12 pilots per month in Sep and Nov thru May. Gun-nery training is given to Navy personnel.
- (2) Door Gunner training for enlisted Navy personnel was transferred from Ft. Benning. Inputs are 12 per month during Sep and Nov thru May.

Air Traffic Controller Training. The third trial Air Traffic Controller Familiarization Course began 18 Nov 68, with 24 students. The first and second trial courses graduated 11 and 19 students on 20 Sep and 15 Nov, respectively. Authority to obligate 1.98 million dollars for procurement of radar simulator system was received by USCONARC Unclas Message 68328, ATIT-T-CU, 14 Nov 68, subject: US Army Air Traffic Control School.

Educational TV. Three TV tapes, "JETCAL Analyzer," "Tactical Loads" and "Aircrew Armor" were produced and the tape on the "M-24 Flares" was completely revised. The educational criteria was developed for two video tape projects, "Reciprocating Engines" and "The Effects of Density Altitude on the 'A' Model Huey." Additionally, two scripted programs, "Helicopter Armament Subsystems" and "Hydraulic Systems" were completely revised and updated. The CBS News was televised twice each weekday (0705-0730 and 1125-1130). During period Jan-Mar 68, 447 television programs were shown in classrooms.

Systems Engineering of Training. The USAAVNS draft Regulation 350-100-1 to implement USCONARC Regulation 350-100-1, subject: Systems Engineering of Training (Course Design) was coordinated with and concurred in by the United States Army Primary Helicopter School. An information briefing of the regulation was presented to USAAVNS' instructional department directors on 29 Aug 68, and a similar briefing was presented to the USAAVNS Element on 29 Aug 68.

The systems engineering of maintenance courses, for which the United States Army Transportation School is proponent, was accomplished in accordance with procedures that were established between representatives of USAAVNS and USATSCH on 22 Aug 68. At that conference, it was mutually agreed that: USAAVNS would systems engineer the 67B20, 67A20, 67A1F, and 67R20 courses in accordance with USCONARC Regulation 350-100-1 as implemented

by the USAAVNS regulation. The work accomplished by USAAVNS would be coordinated with the USATSCH at the end of steps 2 (Task Selection for Training), 3 (Training Analysis Information Sheet), and 7 (Quality Control). The programs of instruction to support these courses would be forwarded through the USATSCH to USCONARC for approval. USATSCH would systems engineer the 67A10, 67H20, and 67N20 courses in accordance with USCONARC Regulation 350-100-1. The work accomplished by USATSCH would be coordinated with USAAVNS at the end of steps 2, 3, 7, and also prior to final submission of the POI's to USCONARC for approval.

The Director of School Support issued Building 6603 to DOI for the systems engineering program. This building provided space for offices and working area to systems engineer three courses simultaneously.

The following courses are in the process of being systems engineered:

- a. Air Traffic Control - Officers/Warrant Officers/EM.
- b. Initial Entry Rotary Wing.

OH-58A Training Program. Advanced Training Plan for OH-58A Helicopter was completed and forwarded to USCONARC on 4 Oct 68. Two courses of instruction were included in the plan: (1) OH-58 Transition/Gunner IP Qualification Course, and (2) Maintenance Repair Course, MOS 67R20.

Skill Development Base Program. Unclassified Message 62053, USCONARC, 15 Jul 68, approved resource requirements, less additional funds and aircraft, for Skill Development Base Program. These approved resource requirements were for the 8-week POI's submitted in March 1968. On 19 June, 12-week POI's with increased resource requirements were submitted. Present authorized resources are inadequate; i.e., personnel required in March - 435; in June - 787. Additional aircraft were not available to support the SDB program. To stay within the intent of USCONARC Reg 350-53, the 67N20-I Course had to be taught at night. Based on the limiting factors of personnel and equipment, a request was submitted to USCONARC requesting the Skill Development Base Program not be implemented at USAAVNS until June 1969.

Fixed Wing Qualification Course. The instrument phase of the FWQC was initiated in September 1968 with Class 69-1 utilizing programed texts for all academic subjects. Three classes had completed training as of 11 Dec 68, with average flight time per student of 35 hours.

Examiner Course Program. At the direction of the Assistant Commandant a course was developed and tested to determine if aviators with minimal instrument experience (RVN returnees with expired tactical (RW) or standard (FW) instrument cards and 1966 graduates of flight school) could be qualified as examiners. A program of instruction, flight syllabus, and performance objectives were developed and designed for a 10-week, 62-hour course for both fixed and rotary wing aviators. Instructor pilots taught all but 6 hours of the examiner academic classes. Maximum utilization was made of programed learning. Use of the existing HIFC facilities (programmed learning and synthetic trainers) proved extremely beneficial in that the test subjects arrived at the flight phase of training with a fundamental knowledge of the procedures for instrument flying. As part of the in-flight instruction, the student riding in the "jumpseat" was required to act as the controller, critique and debrief the student at the controls. This practice made maximum utilization of both students throughout the flight period. All four students were qualified and the rotary wing students became the first examiners ever qualified directly from a tactical instrument background. Although the POI developed was exceeded by all four students, the test not only qualified four examiners but also provided substantial input for the DA-directed tests of the examiner course program to begin in January 1969. The initial performance of all four test subjects as examiners indicated that there was no lowering of existing standards.

USATSCH/USAAVNS Joint Development of Aircraft Maintenance POI's. The user support concept of aviation maintenance training went into effect for all 67MOS series on 1 Jul 68. The POI's were jointly developed and agreed upon by USATSCH and USAAVNS as directed in the Memorandum of Agreement between the two schools. The first quarterly meeting for review of POI's was held at Ft Eustis, on 11 Sep 68.

USAAVNS Data Automation Requirements. Department of the Army approved USAAVNS Data Automation Requirements (DAR) for source data automation of the Aviator Flight Record (DA Form 2408-12) and the Student Flight Grade Slip. A request for the necessary ADP equipment to support these applications was forwarded.

Implementation of the Automated Data Processing Systems Reports (ADPS) which gives a detailed analysis of each aircraft and class at the Aviation Center was accomplished. The reports, which were produced on a weekly basis by computer, have been in the process of development for the past ten months. During the month of September, they were tested and analyzed by the Aircraft Management Center and found to be adequate for evaluation of aircraft utilization.

On 1 Oct 68, the weekly analysis was used as source information for the weekly, monthly, and quarterly utilization reports. Not only will this relieve the flight departments of the time-consuming task of submitting the daily user status report (USAAVNC Form 100-2) which was the source document, but will enable the Center to compile detailed historical data on aircraft utilization at the Center.

Initial Entry Rotary Wing Aviator Courses. A plan for utilizing programmed texts in WORWAC in conjunction with a series of synthetic trainer flights was developed. Training of a test group of students is scheduled to start on 27 Jan 69. One of the objectives of the test will be to provide the necessary training for the award of a standard rotary wing instrument rating upon completion.

Rotary Wing Instrument MOI Test. A test program was initiated on 3 Jan 68 to determine if instrument MOI training could be made more effective by formalized training. Four instructors and two classes of eight students each participated in the program. The test was completed on 21 Apr 68 with a considerable reduction of flight hours and training days from the current POI. The program was approved on 8 May 68 for implementation.

Vietnam Veteran Questionnaire Program. This program, which is a source of feedback information, was expanded to include the US Army Primary Helicopter School and USAAVNS Element. Data will be collected at each training base and maintained at USAAVNS.

Programed Instruction Workshop. Academic Instructor Training Branch personnel conducted a special Programed Instruction workshop for selected individuals of the USAAVNS Element, Hunter Army Airfield, to assist them in the initiation of programed instruction efforts at that installation. The interest, participation, and reaction of personnel who attended indicated that the workshop was well received and considered to be a valuable contribution to the USAAVNS Element's overall training operation.

USAAVNS Academic Grading System. The percent grading was fully implemented in all USAAVNS courses. This replaced the Army Standard Score grades previously used.

Project TASSE (Transmission of Advance Student Source Elements). TASSE is a personnel management inter-training base (Hunter/Stewart - Fort Wolters - Fort Rucker) Automatic Data Processing Application.

TASSE became fully operational in November 1968 and has greatly improved the transfer of initial entry student data between the aviation training bases. Punch card data records are maintained at the primary training bases, (Wolters/Stewart), on each student. This data base includes both personnel data; i.e., name, rank, SSAN, marital status and academic data; i.e., flight time, flight grades, academic examination grades. When the student

completes the primary training, this data is electrically transmitted in punch card format to the gaining installation, (Rucker or Hunter) and arrives 5 days prior to the student's arrival. At the gaining installation this data, thru ADP, is transferred into official class roster, flight orders and other required formats to satisfy the need of the agency desiring the information. This allows for the personnel administration requirements to be completed prior to the arrival of the student. TASSE is the first of many ADP applications that will eventually provide a completely integrated Management Information System for the inter-training base complex.

Programed Instruction Branch. The PI Branch was organized under the Curriculum Division on 3 Jun 68 to accomplish the missions outlined in CON Reg 350-54. As of 31 Dec 68, four military and three civilian positions or a total of eight recognized positions shown on the latest TDA are authorized.

Examination Record Card (USAAVNC Form 437). A computer printout replaced the Examination Record Card (USAAVNC Form 437) file on 2 Dec 68. The printout eliminated manual transfer of examination data from Daily Summary Listings to the cards. The printout is received biweekly and contains all data previously maintained on Examination Record Cards. It also provides a "flash symbol" to alert education specialists when examination grades are lower than normal. Automation of this file will result in an annual savings of approximately 200 man-hours.

Data Systems Division. Data Systems Division completed the Document Flow Survey and forwarded it to the Comptroller on 29 Feb 68. The survey provides a detailed description of current USAAVNS functions that are scheduled to be automated under the Continental Army Educational Data System (CONEDS); i.e., Programs of Instruction, Academic Grade Records, Scheduling - Operations, and Nonresident Instruction. The survey will be used to develop potential improvements in management and organization.

The test of the Automated DA Form 2408-12 and Automated Flight Grade Slip were completed. Data Automation Requirements (DAR) were submitted to Department of the Army for approval to implement these programs.

ADP Orientation Course. An ADP Orientation Course for supervisors was established with IBM performing most of the instruction at no direct cost of the government. To date 375 individuals have attended the orientation which is conducted once each two months.

Civil Service Employee of the Year. Mr. Clarence C. Newson, Evaluation Division, was selected as Ft Rucker's Civil Service Employee of the Year (FY 68). He was presented this award and a certificate of appreciation by MG Delk M. Oden during a meeting of the Association of the United States Army at Ozark, Alabama.

Governor of Alabama. On 3 Dec 68, a briefing on the multimedia classroom facilities was conducted for Governor Brewer and the Adjutant General of the State of Alabama. Response to the briefing was favorable.

Army Aviation Annual Examination. The 1969 Army Aviation Written Examination was completed and all materials are ready for dissemination to the field. The four versions of the examination were approved by the Assistant Commandant on 30 Dec 68.

Operator's Manual (-10 Conferences). Dash Ten Publication Review Conferences for most of the aircraft in the Army inventory were attended by personnel of the Evaluation Division, DOI.

Texts. Developmental work on the following texts was completed:

<u>Text No</u>	<u>Title</u>	<u>Date</u>
PT 108	Winds Aloft	October 1968
PT 38	Aircraft Daily Log	December 1968

PT 33
PT 34
PR 24

U-6 Oil System
U-6 Propeller System
UH-1 Loads

November 1968
November 1968
October 1968

DEPARTMENT OF ADVANCED FIXED WING TRAINING

On 13 Feb 68, the Assistant Commandant approved the organization of the ATC (Prov) Dept under the Dept of FW Tng. This constituted the first ATC eight-week familiarization course which started 1 Jul 68.

"C" Phase of WOFWAC/OFWAC initial entry phase was renamed Phase III and "D" Phase renamed Phase IV.

A recommendation was made to CONARC and accepted for the Fixed Wing Instrument Qualification Course to be administered by Ross Aviation under contract in the T-42 airplane. First class began 10 Jul 68.

IFEC was transferred to Standards Division on 1 Jul 68.

In late Nov 68, funds were allocated to the Naval Training Devices Center Orlando, Florida, in order to begin procurement actions on the radar simulators required for Advanced ATC Training Course.

On 3 Jan 68, tests started to provide a scheduled takeoff block time for each department. Only 0-1 aircraft were exempt from this departure schedule. This allowed the workload on operations to be lifted and allowed the various flight departments to compete for altitudes and flight routes with Navy, Air Force, and civilians. Results: Test proved positive. Block time for takeoff implemented in February 1968.

The DECCA training was deleted from the Aviator courses in October 1968 as directed by DOI. The DECCA simulator contract for training aids was cancelled concurrently.

Student input for U-21 AQC was reduced from 18 students per class to 12 students per class, FY 69.

The U-8 AQC student input was reduced from eight students per class to six students per class, FY 69.

Four civilian instructor pilots were previously authorized for the U-21 Branch during the first half of CY 68. A reduction to two civilian instructor pilots was implemented during the second half of CY 68 per TD authorization.

A significant reduction in accidents during CY 68 took place. There were seven accidents with an increase of 17,874 hours flown in CY 68. No injuries or fatalities occurred as a result of accidents CY 68. The accident rate for CY 68 was 7.4.

There was a total of 37 awards given out during CY 68 with 22 outstanding awards, 7 quality step increase awards, 7 suggestion awards and one sustained superior award.

A U-8 POI and syllabus was submitted to DOI for implementation in March 69 of a U-8D IP course. Six students per six weeks will complete the course when implemented.

The U-21 (HUMRRO) procedures trainer built by local Training Aids Division was received in April 68. Class 68-6 was the first class to utilize this trainer.

The U-21 syllabus was revised to reflect experience gained from the high altitude training which began with receipt of the oxygen adapters.

The GAT II program initiated in June 68 progressed as scheduled. Representatives from A&ST Division made a progress visit to the Link Company plant in Binghamton, New York, 29-31 Dec 68. The delivery date was extended from 15 Feb-15 Mar 69.

The career development program had two trainee instructor slots approved. By the end of CY 68 one slot was not filled. This program began 20 Aug 68.

ATC control familiarization course 69-2 started 23 Sep 68 with 20 students. Nineteen students completed the course.

ATC class 69-3 started 18 Nov 68 with 23 students. Class still in residence. Three students were phased out due to academic deficiency.

The FWQC test class was completed 12 Dec 68. A decision by the Assistant Commandant required a six week interim continuation. A total of thirty students had completed the course as of 31 Dec 68.

A test started 2 Dec 68 for new ADP grade slips for Phase III and IV WOFWAC/OFWAC Class 69-3 and 4.

All OV-1 students started receiving one hour minimum lighting procedures in Nov 68 (reference feedback from Vietnam).

During CY 68, the Flight Evaluation Department conducted a total of 1,594 checkrides, 1,403 satisfactory completion and 191 unsatisfactory.

Bainbridge Airport was leased 23 Feb 68 from Decatur County, Georgia, and became operational 4 Mar 68. This helped reduce congestion in local area.

DEPARTMENT OF ROTARY WING TRAINING

General. The mission of the Department of Rotary Wing Training continues to be to provide flight and simulated flight instruction for qualification/transition and instrument training in rotary wing aircraft.

To accomplish this mission, Department of Rotary Wing Training authorized strength was as follows:

Officers	414
Warrant Officers	304
Enlisted Men	211
Civilians	<u>182</u>
TOTAL	1,111

In 1968, a total of 4,593 basic entry students graduated and received the wings of an Army aviator, 1,199 advanced qualifications and transitions were given and 450 aviators graduated from methods of instruction training. This is a total of 6,152 students graduated from Department of Rotary Wing Training courses. In accomplishing this training, 450,881 flight hours were flown. In addition, synthetic trainers were utilized for a total of 119,804 hours.

On 1 Feb 68, Department of Rotary Wing Training formed a new division, the Advanced Qualification Flight Division. This new division was assigned responsibility for all rotary wing multiengine qualification/transition, rotary wing qualification course and military assistance program training. The headquarters section and Multiengine Branch of the division were located at Hanchey Army Heliport; other elements remained at Shell and Lowe Heliports, respectively.

Operations and Training. An advanced phase of instruction was introduced in the CH-47 Qualification Course on 1 Feb 68, which involved one week of intensified pinnacle, confined area and sling load training at Fort McClellan, Alabama.

Rotary Wing Contact Instructor Pilot Method of Instruction Courses were started on a weekly basis 4 March. This course was established as a result of a test conducted by the Evaluation Division, DOI. Before the new Rotary Wing Contact IP MOI Course was initiated, an average of 49:30 flight hours and 29 training days were required to produce a Rotary Wing Contact IP. After the new course was put into effect, the time was reduced to an average of 30:00 flight hours and 20 training days.

As a result of other tests conducted, a Rotary Wing Instrument Instructor Pilot Methods of Instruction Course was developed and put into effect on 10 June. This type training had previously required an average of 95:00 flight hours and 69 training days. With the advent of the new course, 50:00 flight hours and 45 training days were required to train an instrument instructor pilot with a Standard Instrument Certificate.

Based on a requirement from USCONARC, an Instructor Pilot Qualification Training Course for the OH-13 and the CH-34 was initiated on 11 July.

The CH-47 Pilot Transition Course was increased by 46%, from 48 to 70 students, on 13 July to meet the increased need for R/W cargo pilots in Vietnam.

A UH-1 Transition Course, 2C-F18, was initiated on 5 September. This course was formerly conducted at Fort Benning, Ga. The purpose of the course is to qualify commissioned officer and warrant officer aviators in the operation of the UH-1 helicopter. Selected Navy personnel have attended each class of this course.

Due to ever-increasing needs in Vietnam, the CH-47 Transition Course was again increased on 14 Sep from 70 to 82 students per class. This constituted a total CH-47 pilot increase for the year of 71%.

A test was initiated to determine the feasibility of issuing a Standard Instrument Certificate to accelerated students. Twenty-eight students were identified and started this test which was still in progress at the end of the year.

Two hundred twenty-three allied students graduated from rotary wing courses in 1968 representing the following countries:

Australia	1	Iran	13
Austria	1	Korea	39
Canada	2	Laos	5
Ceylon	1	Malaysia	6
Ethiopia	2	Norway	12
Germany	20	Spain	2
Greece	6	Thailand	46
Guatemala	3	Turkey	8
Indonesia	3	Vietnam	53

The following academic courses were initiated during the year, with an average input for all courses of 62 students per month:

Instrument MOI
OH-6, OH-13 MOI and IP Qualification Course
CH-34 MOI and IP Qualification Course
CH-47 MOI and IP Qualification Course
Rotary Wing Qualification Course for Allied Students and Navy Personnel

Plans and Projects: Troy Municipal Airport became a training facility on 15 July when the first CH-47 aircraft began transition training there. The GCA approach was established in September and work is in progress to install an ILS system and move the VOR to a more central location.

Department of Rotary Wing Training started using Highbluff Stagefield on a temporary basis 5 September for the UH-1 Transition Course and discontinued use 21 December so it could be renovated for Fixed Wing use.

In January, approval was received for a new multiengine stagefield to be constructed in the Louisville, Alabama (FL 280210) area. Site selection was made, procurement and leasing arrangements completed and contracting action for the construction is now in progress.

Due to the CH-47 increase, and to consolidate aircraft by type, all UH-1's used by Contact Flight Division were moved from Hanchey Army Helipport to Knox Field. All aircraft for Contact Flight Division are now based at Knox Field.

In late December, a study was made to consolidate like type aircraft at base field facilities, and eliminate as much cross flow of aircraft en route to and from training areas. As an outcome, all UH-1's were moved from Hanchey Army Helipport to Knox and Lowe Army Helipports and the CH-34's were moved from Lowe to Hanchey.

An FSTS (Flight Simulator Training System) project is in progress. The Department of Rotary Wing Training Project Officer has made several trips to manufacturers plants for coordination of requirements and development of specifications.

Safety. During the year, Department of Rotary Wing Training had a total of 22 accidents, which resulted in 12 fatalities, for a rate of 4.87 accidents per 100,000 flight hours.

Six instructors from Department of Rotary Wing Training were honored with Broken Wing Awards during the year. This award was presented to the following named instructor pilots:

Foulkes, Vincent R., CW2, Adv Instrument Div, 24 Jan
Parker, George C., CW3, Cont Flt Div, 6 Feb
Henry, Raymond L., CW3, Flt Stdz Div, 1 Mar
Boutwell, David E., DAC, Cont Flt Div, 8 Jun
Hillard, Rodney G., CW2, Cont Flt Div, 18 Jun
Miner, James G., DAC, Adv Inst Div, 23 Jul

Quality Control. A move to consolidate certain functions of the Quality Control Branch of the Basic Instrument Flight Division into the overall responsibilities of the Department Quality Control Branch was reorganized in February 1968. This move involved no personnel changes but placed the instructor performance records of all Ross Aviation flight instructors and the Basic Instrument Division check pilots under the Department Quality Control Branch and enhanced the evaluation of students, classes, and instructors and check pilots throughout the Department. Ross aviator instructors are evaluated in a manner similar to all other departmental instructors, and students can now be evaluated on data from Fort Wolters through graduation at Fort Rucker.

A test of the AFTES (Automated Flight Training Evaluation System) was developed and recommendations were made to the Director of Instruction for Department of Rotary Wing implementation at the earliest possible date. DA approval was received; however, implementation was delayed indefinitely due to lack of suitable ADP equipment and funds.

An FGS (Flight Grading System) test was commenced in November with two initial entry student classes. This test was designed to evaluate a "grading by exception" concept that can be automated in the currently available ADP equipment and would standardize the flight grading system at all Army aviation schools.

An autorotation test was conducted 21 Oct through 29 Nov to determine the feasibility of teaching only zero groundspeed autorotations in place of the basic and precision autorotations being taught. One hundred students were in the test group and 100 students in the control group. This test demonstrated that initial entry students benefit by receiving instruction in zero groundspeed autorotations.

At the close of the year, the Quality Control Branch was maintaining data and records on 1446 students and 1041 instructor/check pilots for the purpose of evaluating student/instructor performance.

Administration and Personnel. Colonel Lloyd O. Pruett, FA, assumed command of the Department of Rotary Wing Training, 22 Jun 68, upon the departure of Colonel Gerald H. Shea.

An automatic data processing system was partially implemented within the department's Administrative Branch. This system, employing manual-mechanical selection of personnel information, will eventually reduce data collection and/or reporting time in personnel administration with a subsequent monetary savings. This system will be complete upon the receipt of additional equipment.

Outstanding Instructor Awards were received by 42 Department of Rotary Wing Training instructors during the year. Twenty-seven military instructors and 15 civilian instructors were presented with this award which goes to instructors who are judged to have displayed exemplary performance while instructing students.

Civilian personnel gains totaled 47 for the year as opposed to 45 losses. Personnel awards during the year were as follows:

Outstanding Performance	31
Sustained Superior Performance	4
Quality Step Increase	5
Suggestions Adopted	3

Two Department of Rotary Wing personnel received Meritorious Civilian Service Award. This honorary award is granted by major commanders and consists of a bronze medal, lapel rosette, and citation certificate. This is the second highest Army award and all employees are eligible for consideration. Receiving this award were -

Garner, James E., GS-13, Adv Inst Div
Cunningham, Adrian D., GS-13, Headquarters

Department of Rotary Wing Training experienced a personnel turnover rate of 65% during the year. This presented a problem in continuity of operations.

Systems Engineering. The USAAVNS Rotary Wing Curriculum Development Group was activated on 12 September under the supervision of the USAAVNS DOI. Department of Rotary Wing Training provided 5 officers to support the project. All other departments that presently support the ORWAC/WORWAC Initial Entry Course provided personnel, including the USAPHS and USAAVNS Element. The initial mission of the R/W CDG was to redesign the Initial Entry Rotary Wing Course for MOS 1981 and 062B under the provisions of USCONARC Reg 350-200-1 (Systems Engineering of Training (Course Design)). All Rotary Wing MOS-producing Courses will be redesigned under this regulation in a 5-year period. The Department of Rotary Wing Training submitted a request for a TD authorization for 6 officers and 1 civilian to support this project.

DEPARTMENT OF TACTICS

The strength of the Department of Tactics as of 31 Dec 68 was -

	<u>Authorized</u>	<u>Assigned</u>
Officers	429	454
Enlisted Men	296	227
Civilians	33	31

The Department had a change-of-command on 1 Sep 68. Colonel Jonathan Burton, the Department Director for over 12 months, was reassigned to the Office of the Deputy Chief of Staff for Logistics, Department of the Army. He was replaced by Colonel A. T. Pumphrey. COL Pumphrey, former Director, Department of Fixed Wing Training, returned to Department of Tactics where he had previously been the Deputy and Acting Director.

During CY 68, Department of Tactics trained 5,909 aviators and 14,661 enlisted men. Throughout the year, the Department continually initiated new instruction and programs to correlate the training to the techniques, procedures, and missions of units in RVN.

To add realism to the training and provide additional training, two new operations orders have been included in the ORWAC/WORWAC instruction. These operations are designed to simulate combat conditions by including live combat troops, rapid refueling, and armed helicopter support. In one of the operations, the students fly to Eglin Air Force Base to airlift Fort Benning Ranger students during their swamp training. A similar operation is then conducted at Fort Benning airlifting the Infantry Officer Candidates. In both operations, the ground and flight students receive invaluable training in the techniques and problems of airmobile operations. The Fort Benning students receive sufficient aircraft to conduct platoon and company-size problems and the ORWAC/WORWAC students receive the experience of loading, carrying, and unloading combat troops. In addition, each operation has incorporated the practice of "rapid refueling" of helicopters. Rapid refueling is the method of refueling aircraft while the aircraft's engine is running. This practice is common in RVN, but until now has not been done anywhere in CONUS.

Revetment training, the practice of parking helicopters in sandbagged inclosures for protection, has also been added. Here again the training is designed to practice combat technique in school before experiencing them under actual combat conditions.

To combine student training with recent aviation developments, the Department has started flying the XM-52 smoke generator on airmobile operations. The XM-52, an aerial smoke generator mounted on a UH-1, is used to smoke one side of a landing zone to reduce the aggressors visibility on that side. Simulated armed helicopters are used in conjunction with the XM-52 to demonstrate the coordination and mutual support.

In addition to tangible combat techniques, the Department has strived to improve the atmosphere of instruction. The Department's training is designed to make the students feel that they are in a combat unit. To enhance this feeling, the Department has eliminated the procedure of giving daily flight grades to the students. Grading is now accomplished by exception only, when the student does not achieve the acceptable standards, and by a final evaluation by the instructor pilot. This procedure gives the student the sense of being an aviator, not a student, and allows him to concentrate on flying. This practice has not decreased the learning incentive of the students and both the students and instructor pilots are extremely satisfied with this practice.

The Department has also increased its enlisted personnel training with the addition of Aerial Gunner Training MOS67A1F. This program receives selected volunteers from graduates of the Mechanics Helpers Course MOS 67A10, and trains them as helicopter door gunners. The Program of Instruction for this course consists of one week of UH-1 Maintenance and two weeks of weapons firing. In the first week, the students receive maintenance instruction on the UH-1 by Department of Maintenance Training. This instruction will provide the

gunner with sufficient background to greatly assist the crew chief in performing normal organizational maintenance. During the second and third week, the students learn assembly, disassembly, functioning, care, cleaning, and firing of the M60 machinegun. The students fire first on a ground train fire range to become familiar with firing the machinegun. After the students are competent with the machinegun, they start firing from an airborne UH-1 with M-23 door mount. The aerial firing encompasses a week of both day and night firing from all normal operational UH-1 situations. Upon graduation, the students receive the designation of Aerial Gunner MOS 67A1F and receive their permanent Crewmembers Badge.

Major organizational and name changes were made during 1968. The Studies, Literature, and Analysis Division was reorganized and redesignated. The Internal Literature Branch was detached and combined with the new area of Systems Engineering to form the Curriculum and Systems Engineering Branch of Operation Division. The remainder of Studies, Literature, and Analysis was redesignated by Department of Army Order as Doctrine, Development, Literature, and Plans Division. This standard title is now used by all service schools to designate the organizations that accomplish these functions.

In addition, Employment Division was redesignated as Tactical Training Division. It was felt that this title would be more descriptive of the function and mission of this division.

DEPARTMENT OF SCHOOL SUPPORT

The yearend authorization for the Department of School Support (including the 3USA Tng Aids Center) was 15 officers, 2 warrant officers, 50 enlisted men and 86 civilians. The increase in the military authorization was in support of the increased FY 69 training program.

The FY 69 USCONARC Manpower Survey conducted from 30 Sep-22 Nov 68 recommended several major functional realignments affecting this department. Specifically it was recommended that 3USA Tng Aids Center be assigned under the Garrison; Film-TV Div become part of the Director of Instruction and that certain portions of Departments of P&NRI, Tactics, and Maintenance be assigned to Department of School Support. Total recommended staffing for DOSS: 10 Officers, 3 Warrant Officers, 110 EM, and 106 Civilians.

A total of 32 major television productions were completed in support of instructional department requirements, safety presentations, and Armed Forces Day. Additionally, Class IV Signal Project, USCONARC 3A-SIG-8850-68-DEV (involving local installation at an estimated savings of \$9,300.00) was completed and resulted in a total of 74 USAAVNS Classrooms being equipped with television. Approval was received and purchase made of seven VR 7100 video trainers. These are being used extensively by Methods of Instruction Classes. The USAAVNS also received DA approval for purchase of four additional VR1100 video tape machines.

The FY 69-70 Training Film Program was submitted to and approved by USCONARC for a total cost of \$1,348,200. The majority of USAAVNS film requirements are of the "Class 7" type production which is the most difficult to produce. The USAAVNS has the highest number of this type production of all service schools.

Throughout the year staffing action and impact planning was conducted on four new programs proposed for FY 70. These are: Skill Development Base Training, Warrant Officer Career Program, the Air Traffic Control Program, and the Foreign Military Training Program. Finalized site locations, logistic support requirements and cost estimates were submitted. Additionally, 369 major projects were accomplished requiring either local, contract, or Military Construction Army (MCA) planning. Of particular significance were the remote radio relay stations and construction of concrete parking pads at TAC-1 and TAC-X; the engine runup facility which will provide Department of Maintenance with the most modern and complete facility for this phase of training; expansion of the survival area to include a Viet Cong village and lighting to all stations thus enabling instruction to be conducted at night; conversion of Knox Stagefield to a base field to accommodate the initial entry rotary wing students, and a new multiengine stagefield at Louisville which will accept the

increase in CH-47 and CH-54 training. However, the major portion of time and effort was expended on streamlining support for existing programs of instruction which range from expedient use of available facilities and reassignments, as necessary; procuring through lease actions additional and more advantageous tactical and flight training sites; submission of supporting requirement for modular buildings at Knox AHP; and semipermanent control towers at Skelly Stagefield.

The 3USA Training Aids Center designed and fabricated training devices of a complexity that had not previously been attempted. The local production of these devices represented a new era for the Center and real money savings for the Government. These trainers include the U-21 Cockpit Procedures Trainer, Fixed Wing Flight Controls Trainers, Rotary Wing Flight Controls Trainers, and Electrical Training Boards. Many new contract devices were received to include: CH-47 Miniaturized Flight Controls Trainer, for use by the Dept of Maintenance Training; thirty-two Relative Airflow Display Devices; Del Mar Model DRAD-1, Device 2H98, for use by Dept of Tactics, USAAVNS, and by the USAAVNS Element; six additional Fixed Wing Instrument Trainers; one CH-54 Aircraft Fuel System Trainer, and one CH-54 Hydraulic System Trainer. Device 3H18B Aerial Range Gunnery System was purchased from Del Mar at a total cost of \$326,460.00. The system comprised seven units, four of which were installed at Fort Rucker and three at Fort Stewart. The four at Fort Rucker consisted of two pilot gunnery ranges installed at Matteson and Blacksmill Ranges, one door gunner familiarization range installed at Tower Range, and one door gunner qualification range installed at Range 6. Final acceptance testing was completed on 24 Nov 68.

Contracts were awarded by the U. S. Naval Training Device Center for repair and update of the Universal Engine Trainer, Device 2A27, and by USAVCOM to the Boeing Company, Vertol Division, for a CH-47 Hydraulic Systems Trainer. The 2A27 was completed and delivered in October 1968. Cost for the project was \$18,000 and funding was by USNTDC. The CH-47 Hydraulic System Trainer is being funded by USAAVNS with a cost of \$144,098 with delivery scheduled for December 1969. The P & C Division, G4, awarded a contract to Decca Navigation Systems, Inc., for three Decca simulators. The company failed to deliver the trainers within the specified time frame and termination procedures have been initiated. A contract was awarded to the Link Group, General Precision Systems, Inc., for two GAT 2 Flight and Navigation System Trainers. The trainers are being procured for test and evaluation for fixed wing training. Should they prove to be satisfactory devices, it is anticipated they will be adopted as an Army-wide trainer and quantities will be procured to replace the presently used 2B12A Fixed Wing Instrument Trainer. The Third Army Training Aids Center supported a total of 11 ROTC units located in Alabama, Florida, and Mississippi prior to 1968. As a result of a realignment by Third Army, this center now has instructions to support a total of 25 ROTC units.

The Secretariat for major training devices became an approved element within DOSS and became fully operational. Major device development and procurement requirements totaling more than 100 million dollars were monitored by the Secretariat. These included the Synthetic Flight Training System, the Cheyenne Combat Simulator System, the AH56A Operational Flight Trainer and the Gat II Fixed Wing Instrument Trainer.

Supply Support for the USAAVNS continued in a steady flow. Transactions prepared - 43,004, requests filled by station supply - 10,704, issues to hand receipt accounts - 19,798, turns accepted from hand receipt accounts - 9,578. The number of students processed through text issue points: Officers processed in - 10,346, processed out - 10,519; enlisted personnel processed in - 16,073, processed out - 16,179. Number of personnel processed through Student Equip Pool - 12,821. Number of publications issued by text issue points: Officers' text issue - 752,610, Enlisted text issue - 405,412. Items of organizational clothing equipment and flight equipment issued - 174,660. Total amount of supplies transported - 4,583,986. Aircraft transactions: turned in - 124, received - 130. Buildings assigned to USAAVNS - 232. Hand receipt holders - 76.

Funds in the amount of \$6,766,693 were expended in FY 68. This represented a 99.9% utilization of programmed funds. The FY 69 Command Operating Budget (COB) was reprogrammed at the end of the 2d quarter and totalled \$46,105,574. The increase over the FY 68 COB resulted from the assumption of programming for USAAVNS Military Pay (\$33,894,706) and requirements to support the Air Traffic Control School (2,364,068); Aviation Warrant Officer Career Development (167,486); and Skill Development Base Training (104,260). USAAVNS reported a cost savings of \$471,200 representing 65% of annual goal of \$725,000 for FY 68 under the Army Cost Reduction Program. The FY 69 reporting procedures for cost reduction were changed from one area monitor for USAAVNS to an area monitor and an assigned goal for each department of USAAVNS. As a result the goal assigned to DOSS was \$100,000. Two savings actions totaling \$12,309 were submitted for validation.

DEPARTMENT OF AEROMEDICAL EDUCATION & TRAINING

Training Completed.

During CY 68, training was completed for the following courses of instruction:

POI 6A3160 (Army Aviation Medical Officers (Basic) Course), 6 wks, 5 days. (Length of course has been increased from 5 wks, 3 days to 6 wks, 5 days.)

<u>CLASS NO.</u>	<u>NUMBER OF STUDENTS</u>
68-3A	16
68-4	13
69-1	29
69-2	32
69-3	17
69-4	18
69-5	<u>23</u>
TOTAL	148

POI 6A-F1 (Army Aviation Medical Officers Orientation Course) 2 wks, 3 days.

<u>CLASS NO.</u>	<u>NUMBER OF STUDENTS</u>
68-1	5
68-2	Cancelled

POI 6A-U2 (Army Aviation Orientation for Senior Ameds Officers) 1 week.

<u>CLASS NO.</u>	<u>NUMBER OF STUDENTS</u>
68-3	8
68-4	5
69-1	Cancelled
69-2	<u>7</u>
TOTAL	20

Training Developments.

During this year, preparation has been made to present the following courses of instruction for third and fourth quarter, FY 69.

POI 6A-3160 (Army Aviation Medical Officers (Basic) Course).

<u>CLASS NO.</u>	<u>PROGRAMMED INPUT</u>
69-6	24

POI 6A-F1 (Army Aviation Medical Officers Orientation Course) 2 wks, 3 days.

<u>CLASS NO.</u>	<u>PROGRAMMED INPUT</u>
69-1	13
69-2	<u>15</u>
TOTAL	28

POI, 6A-F2 (Army Aviation Orientation for Senior Ameds Officers) 1 week.

<u>CLASS NO.</u>	<u>PROGRAMMED INPUT</u>
69-3	Cancelled
69-4	Cancelled

Miscellaneous.

During CY 68, Major William G. Caput and Captain David L. Bechtold traveled TDY to Republic of Vietnam on a material-gathering mission for preparation of classes on medical problems in Southeast Asia.

DEPARTMENT OF PUBLICATIONS & NONRESIDENT INSTRUCTION

Effective 30 Jun 68, LTC Gordon L. Kinley left the position of Director of Publications and Nonresident Instruction. He was retiring from active duty. Mr. Thomas J. Sabiston, Deputy Director, assumed the duties as Acting Director, effective 3 Jun 68.

During the second quarter, CY 68, the Dept of P&NRI received 17 high school and college students to work under the summer program.

In July, the Dept of P&NRI was authorized an additional 21 enlisted spaces plus two civilian spaces, all of which were assigned to the Field Printing Plant. This brings the Departments authorized strength to 122: 95 civilians; 22 enlisted men; and 5 officers as of 31 Dec 68.

The following new publications were added during 1968:

(1) TC 1-34, Transition Training in Army Aircraft, printed 30 Aug 67.

(2) ATP 1-258, Aviation Medium Helicopter Company, printed 6 Jul 67.

(3) USAAVNS Pre-Vietnam Orientation Packet (with a monthly "Vietnam Newsletter"): This project was initiated by USCONARC letter to all schools requiring Branch-oriented Vietnam packets. The USAAVNS packet (types A, M, and O) is issued to Vietnam-bound Army aviators, NCO's maintenance personnel, and flight operations specialists. The monthly newsletter items are furnished by departments of USAAVNS to the Department of P&NRI, where they are finalized and reproduced. They are in the Packet and will later be consolidated by selective printing of the better news items, thereby eliminating back issues in the USAAVNS Pre-Vietnam Orientation Packet. Aside from the Newsletters, contents of the Packet include a 400-page reference booklet for Army aviation in the field army, a two-color map of South Vietnam showing corps zones and other aviation data, and an equipment records guide of TAERS forms.

(4) ATP 1-259, Aviation Heavy Helicopter Company, printed Jan 68.

(5) Common Subject Instructional Syllabi for Army Aviation in the Field Army, printed Mar 68.

(6) ASubjScd 1-13, Survival Following Crash Landing or Bailout, printed Mar 68.

(7) ST 57-210-1, Tactical Air Movement Guide, printed Apr 68.

- (8) ASubjScd 1-6, Tactical Employment of Army Aircraft, printed May 68.
- (9) TM 1-250, Fixed Wing Flight, printed 22 May 68.
- (10) TC 1-26, Training on the MK-J5 Martin-Baker Ejection Seat, printed 2 Aug 68.
- (11) TC 1-34, Transition Training in Army Aircraft, printed 7 Jun 68.
- (12) ASubjScd 1-3, Aircraft Maintenance (Aviators), printed 29 May 68.
- (13) ASubjScd 1-7, Flight Operations Activities, printed 3 Jul 68.
- (14) TC 1-16, Employment of Aircraft Flares From Army Aircraft, printed 24 Oct 68.
- (15) ATP 1-259, Aviation Heavy Helicopter Company (TOE 1-259), printed 15 Oct 68.
- (16) ASubjScd 1-2, Establishment and Security of Army Airfields and Heliports, printed 18 Oct 68.
- (17) ST 1-105-1, Helicopter Formation Flying, printed June 68.

Extension Division. The following subcourses were added during 1968:

- (1) Aviation Subcourse 7 - Emergency Procedures, Jan 68.
- (2) Aviation Subcourse 22 - Aviation Unit Training for Survival, Escape and Evasion, Feb 68.
- (3) Aviation Subcourse 23 - Army Aviation Special Operations, Jan 68.
- (4) Aviation Subcourse 26 - Aviation Field Exercises, Jan 68.
- (5) Aviation Subcourse 27 - Aircraft Accident Prevention, Mar 68.
- (6) Aviation Subcourse 76 - UH-1 General Familiarization, Mar 68.
- (7) Aviation Subcourse 4 - Weather Elements, Feb 68 (Revised).
- (8) Aviation Subcourse 19 - Aviation Maintenance and Supply, Forms and Publications, Apr 68.
- (9) Aviation Subcourse 21 - Communications, May 68.
- (10) Aviation Subcourse 52 - Technical Publications, Jun 68.
- (11) Aviation Subcourse 60 - Airfield Operations and Crash Rescue, Jun 68.
- (12) Aviation Subcourse 2 - Employment of Army Aviation, May 68.
- (13) Aviation Subcourse 5 - Aircraft Characteristics and Weight and Balance, Jun 68 (Revised).
- (14) Aviation Subcourse 15 - Army Aviation, May 68 (Revised).
- (15) Aviation Subcourse 9 - Administration and Logging of Flight Time.
- (16) Aviation Subcourse 54 - Basic Electricity and Electrical Components.

- (17) Aviation Subcourse 17 - Staff Organization and Procedures, Sep 68 (Revised).
- (18) Aviation Subcourse 75 - Map Reading, Jul 68, (Revised).
- (19) Aviation Subcourse 10 - Basic Navigation and Flight Information Publications, Nov 68.
- (20) Aviation Subcourse 57 - Ground Handling, Auxiliary Ground Handling Equipment, Mechanics Handtools, Nov 68.
- (21) Aviation Subcourse 19 - Aviation Maintenance and Supply, Forms and Publications, Dec 68 (Revised).
- (22) Aviation Subcourse 24 - Aeromedical Evacuation, Dec 68 (Revised).
- (23) Aviation Subcourse 51 - Introduction to Army Aviation and the Army Maintenance System, Dec 68 (Revised).

USAAVNS Library.

- (1) The USAAVNS Library received about 300 classified documents as a part of its new established Army Aviation (Historical) Archives CR345-2.
- (2) The unclassified papers of a historical nature; i.e., Speeches of General Bogardus Cairns; General Carl I. Hutton's letters; USAAVNS Instructors Conference Proceedings, etc., are in the process of being organized.
- (3) USAAVNS Library map collection was inventoried and completely cataloged. Over 3000 maps were recorded as Library map holdings.
- (4) The Library is in the process of acquiring a complete and current collection of Federal Aviation Administration publications. This will include regulations, Advisory Circulars, exam guides, handbooks, manuals, etc.
- (5) One microfiche reader and a 4-tray microfiche cabinet was received during the period 1 Oct-21 Dec 68.
- (6) The Library is receiving technical documents automatically on microfiche from the Defense Documentation Center (DDC).

U. S. Army Aviation Digest. During the first quarter, the U. S. Army Aviation Digest was authorized to reorganize. The position of editor-in-chief was replaced by chief who supervises and coordinates the activities of the Digest. The reorganization further included the division of the Digest into production and editorial branches.

- (1) The editorial branch performs all phases of research, analysis, writing, editing and preparation of layout format for the DIGEST. An editor (GS-12) supervises two GS-11 writers and one GS-9 writer editor. The editor is under the supervision of the chief of the Digest.
- (2) The production branch assembles completed editorial material in specified order and submits it to the designated contractor. It also provides internal administrative services. The branch is under the supervision of the chief of the Digest. An editorial clerk (GS-5) coordinates the work of the branch - to include the duties of a file clerk (GS-4) and a clerk typist (GS-3).
- (3) One stenographer (GS-4) is under the supervision of the chief of the Digest.

During the first quarter, the contract for printing the DIGEST changed from Foote & Davies of Atlanta, Georgia, to W. R. Bean & Son, Inc., also of Atlanta. The April 1968 issue was the first for W. R. Bean & Son under the new contract.

During the year, the number of copies of the U. S. Army Aviation Digest continued to increase to new highs. In June, circulation hit a new high of 59,166 copies. In August, circulation jumped to the year's high when GPO printed 61,245 copies of the September 1968 issue of the DIGEST.

U. S. Army Field Printing Plant.

a. One new piece of equipment, a Logetronic Film Processor, which will facilitate production, was received during the first quarter.

b. A new production high was established with the printing of 15,722,554 units (printed sheets of paper) in November.

DEPARTMENT OF MAINTENANCE TRAINING

During CY 68, the Department of Maintenance Training trained 3,148 enlisted repairmen in aircraft maintenance and 5,089 aviators in the operation of aircraft systems.

In March 1968, the Operations Division coordinated the revision of the enlisted MOS in the DOMT TDA. Two hundred and ninety-six of the Department of Maintenance Training enlisted MOS slots were converted in accordance with change 5, AR 611-201. The MOS's requiring reclassification were submitted to Manpower Control Division, Fort Rucker, on 18 Mar 68. The new TDA, published on 28 Mar 68, reflected the new MOS's.

To satisfy a critical Army shortage of certain deployable enlisted personnel in the grades E5 and E6, a program of additional formal and/or on-the-job training is being developed, called the Skill Development Base (SDB). The Department of Maintenance Training will teach 67B20, 67M20, 67N20, 51M40 and 71P20 students under this new training concept. The new TDA (Mar 68) authorized two new divisions for Skill Development Base Training (Leadership Training Division and Advanced Training Division).

A "Memorandum of Agreement" between USAAVNS and USATSCH concerning aircraft maintenance training of enlisted personnel was signed by the respective commandants in May 1968. The memorandum reiterated the items of proponency assigned to USATSCH, and established the agreement to coordinate the development of POI's, quality control, and standardization of instruction. Mutual exchange of surplus aircraft, equipment, and training aids, was also agreed upon. Essentially, the document established USATSCH as the intermediate reviewing Headquarters for all enlisted aviation maintenance planning data submitted by USAAVNS for CONARC approval. Under the agreement, the USATSCH also assumed proponency for enlisted aircraft maintenance training literature.

In May, the Department of Maintenance Training received the confirmed information from CONARC that all OH-58A training plans were submitted to DOI on 12 Sep 68. Included were draft POI's for an OH-58 IP Course and an OH-58A Helicopter Repair Course. Training for both courses is programmed to start in August 1969, with proposed inputs of 1,000 in the enlisted course and 90 in the IP Course for FY 70.

The POI and resource requirements package for 51M20 (Firefighter) training was submitted in June by the Department of Maintenance Training. This course is not taught anywhere in the US Army as a CONARC-approved school. Although oriented toward aircraft crash-rescue, the course will encompass all types of firefighting, including structural fires.

On 1 Jul 68, the Department of Maintenance Training implemented the "User/Support" concept of Army Aviation maintenance training into all enlisted maintenance MOS courses. The User/Support concept produces a graduate that is qualified for assignment to any one of

the three maintenance levels (organizational, direct support, or general support). Heretofore, the Department of Maintenance Training enlisted maintenance training was limited to organizational maintenance (except the 67N20 Course, which was changed over to "User/Support" earlier).

Headquarters and Operations Division representatives attended a DA White Book conference on 25 Sep 68 to discuss inputs for 2d half, FY 69. USAAVNS and USATSCH presented the problem of insufficient 67A10 inputs as given in the DA White Book. USAAVNS asked for 4,340 67A10 inputs during the 2d half, FY 69. This figure could enable USAAVNS to produce 67A10 students for the field, feed advanced MOS courses, and provide programmed inputs for the 67A1F course. 2d half requirements were stated as:

67A10	4,340
67B20	450
67H20	173
67M20	600
67N20	998
67A1F	875

An on-site CONARC Manpower Survey of the Department of Maintenance Training was completed on 9 Dec 68. The survey recommended the Department of Maintenance Training be reduced in TDA from 1,120 personnel slots to 882. A reclama was submitted by the Department of Maintenance Training to establish the TDA at 1,003 slots. The majority of reclama slots were due to manpower administrative oversights. The reduction of TDA from 1,120 to 1,003 was due to reduced student input in some courses and the CONARC Manpower recommendation of transferring the ISD Maintenance Branch to DOSS with the stipulation that this function will be controlled administratively by DOSS and under the operational control of the Department of Maintenance Training. Other recommended changes are the conversions of ISD Material Support Branch to a Supply Division, the Administrative Branch to an Administrative Division and the Curriculum Branch to a Curriculum Division.

Instructional Support Division

The Instructional Support Division completed a total of 113 inter-shop work orders, expending 4,354 man-hours for the 2d quarter, FY 69. Significant work appears below:

(1) Three O-470 test cells were modified with an improved electrical harness and necessary accessories to permit starting by battery and complete operation of the electrical system identical to operation of an operational aircraft.

(2) A total of six aircraft received calendar inspections, which included a complete technical inspection for discrepancies, repair and replace parts as necessary, paint and return to the instructional division as a better instructional training aid.

(3) One foreign helicopter was completely repainted, less the markings, for the USAAVNC Museum. Three maintenance training aircraft received a complete painting, thus improving the appearance of the training aid.

(4) Forty-four maintenance training aids were preserved or represerved during the holiday break. This preservation is good for 90 days and will assure the division that good and serviceable engines will be available to meet future requirements.

(5) One OV-1A flyable and three OV-1A category "A" aircraft were approved as category "B" aircraft. Ten single engine airplanes and six observation helicopters were changed from category "B" to "C".

DAC's Jessie C. Miles, Lowell Outlaw and Tilden R. Kirkland received cash awards for their contribution to the rebuilding of seven observation helicopters.

ISD designed and set up DOMT Headquarters Christmas display, which won 1st place in the original category.

During the 2d qtr, FY 69, the Materiel Branch repaired or operationally checked 153 pieces of audio visual equipment.

The following personnel changes have occurred during the 2d qtr, FY 69:

- (1) CW2 Snyder assigned as Chief A/C Maintenance Section.
- (2) MSG Cole assigned as A/C Maintenance Supervisor.

Multiengine Branch, Fixed Wing Division

During the period 1 Oct-31 Dec 68, the Multiengine Branch, Fixed Wing Division, DOMT, had 8 POI in residence. The U-8D (Seminole) Aviator Qualification Course with an FY 69 input of 150, OV-1 (Mohawk) Aviator Transition Course with an FY 69 input of 406, Fixed Wing Instrument Flight Examiner Course with an FY 69 input of 50, Army Aviation Medicine (Basic) Course with an FY 69 input of 140, U-21 Instructor Pilot Qualification Course with an FY 69 input of 44, and the Fixed Wing Instrument Qualification Course with an FY 69 input of 20.

During the 2d qtr, FY 69, the Multiengine Branch gained 10 new personnel and lost 27. Incoming personnel included Captain Rodney J. Charlton, who was assigned as Chief Instructor of the OV-1 Section. Major Robert N. Mallardi was transferred to Systems Engineering Branch, and Captain William H. Parcels terminated service.

An eight-hour VIP POI concerning the U-8D Aircraft was presented to BG Casey in Nov 1968.

A twelve-hour VIP POI concerning the U-21 airplane was presented to COL Tillery, COL Edler and COL Fleming 14-17 Oct 68.

The U-21 Propeller/Engine training aid was completed and used during two classes in December 1968 with excellent results and numerous favorable comments from the students.

The updated model of the Trayco Jet Trainer for the OV-1 Mohawk was delivered and implemented within the OV-1 POI in October 1968.

Many improvements in training aids and instructional facilities were accomplished during the holiday period.

Continued improvement was made with regard to the User/Support POI for the OV-1 Mohawk. The development of new examinations marked the single most significant achievement and the course is being conducted smoothly and effectively.

Single Engine Branch, Fixed Wing Division

The Single Engine Branch, Fixed Wing Division, had five POI courses in residence. As of June 1968, the 67C20 course (SELTAMC) was transferred to Fort Eustis, Virginia, with all training aids. The 2B-F3 course (FWIQC) was temporarily placed inactive in June of 1968. At this time the Single Engine Branch has three active POI courses in residence.

The Single Engine Branch, with five POI courses in residence, had a total input of 2292 students. The total input for each respective POI course in residence was as follows:

67B20 (SEUAMC) - - - - -	832
67C20 (SELTAMC)- - - - -	33
2B-1980-A/2B-061B, 061C (OFWAC)- - - - -	557
2B-F3 (FWIQC)- - - - -	23
T-41 Maintenance (Aviator Qualification Course)- - - - -	290

The lesson plans for the new POI-OFWAC and 67B20 course, were completed, approved, and implemented in the 1st qtr, FY 69.

Special classes on the T-41 Maintenance (Aviator Qualification Course) were conducted for General Becker, General Casey, Colonel Burton, and Colonel Lukain.

A special two-hour class of Instruction on O-1 Maintenance and Maintenance Difficulties in Vietnam was presented to each Fixed Wing Aviator course during the O-1 Phase of Tactics instruction, with approximately 557 students in attendance.

The Program Instruction Text for the U-6 Instrument Qualification Course, National Guard, was completed and forwarded for final review and printing.

With the greater input of students and new POI of the 67B20 course, the Single Engine Branch transitioned into the new approved TD in July of 1968.

Leadership Training Division

During the 2d qtr, the Leadership Training Division continued a program of preparing its personnel and POI for presentation to SDB Students scheduled to start 2 June 1969. Newly assigned personnel were scheduled into the Dept of Instruction MOI Courses. As of 31 Dec 68, 23 officers and EM had graduated. Two Master Sergeants from this Division graduated at the top of their respective classes during this period.

A change in programmed input of students occurred. Student personnel in MOS 93B20 were deleted. Funding requirements for the leadership training portion were identified but as yet the program for rehabilitation of classrooms has not started nor have funds been made available for construction of training aids.

Utility Attack Division

Enlisted Training Branch. There were approximately 360 students in residence in the 67N20 Course, and approximately 60 students in residence in the 67A1F Door Gunner Course at the close of the year.

Aviator Training Branch. This branch has continued to train warrant officer candidates and officers in the maintenance subjects of their respective programs of instruction. Approximately 190 candidates and officers have passed through the branch biweekly.

Approximately 15 officers per month have attended the RWQC. Approximately 40 officers per month have attended the IPQT Course.

Cargo/Observation Division

Observation Branch. The Observation Branch received and trained approximately 140 enlisted students. Of these, several were foreign students from the Republic of Vietnam, Thailand, and Korea. 2LT Khamvougsa from Laos graduated with class 69-14.

Officer courses in residence during this quarter were: 5 Rotary Wing Qualification courses, 3 Active Army and 2 National Guard/Allied students, 12 Rotary Wing IP MOI classes and 3 OH/TG Courses. The OH-6 class was increased to 2 sections and moved from Bldg 6022 to 7621.

Preparation for the OH-58 (Bell Ranger) Mechanics course is continuing in anticipation of starting in early FY 70.

Cargo Branch. The first class of the CH-47 (Chinook) Instructor Pilot Qualification Course started on 16 December.

During the past year, our assigned strength has decreased from 99 on 1 Jan 68 to 36 on 31 Dec 68. This was brought about by a change in the TD caused by the elimination of all enlisted courses.

Advanced Training Division

On 6 Aug 68, the Advanced Training Division was formally activated by the Department of Maintenance Training as a part of the Skill Development Program. A Division Chief (LTC Steinke) was designated on orders and given the mission to form the division in accordance with existing guidelines.

Steps were taken to identify requirements, and coordination for their fulfillment was started. The general progress within these areas is shown below:

- (1) Personnel. By 31 Dec 68, five officers and 32 EM had been assigned.
- (2) Materials & Equipment. The equipment needed has been received or is on requisition, except for the aircraft and special tools used in the Technical Subjects Branch. The Technical Subjects Branch will conduct classes at night using already established A/C and special tools.
- (3) Facilities. It was determined that nine buildings (6 two-story barracks type) were required and the request was approved.
- (4) Development of the Program of Instruction.
 - (a) Work began in the third week of September on extracting subject material from the draft POI. These subjects were assigned to specific branches for preparation and presentation. Classes are scheduled to start in July 1969.
 - (b) As of 31 Dec 68, all performance objectives had been written. The Firefighting Branch had completed 30% of their assigned lesson plans. The Technical Subjects Branch had completed 15% of their lesson plans. The General Subjects Branch had completed 12% of their lesson plans.
 - (c) Personnel of the Division are being utilized to their capacity in developing the program. This work includes flow charts, task lists, performance objectives, lesson plans, training aids, examinations, student handouts, and the many other problem areas.

DEPARTMENT OF AVIATION WARRANT OFFICER CAREER DEVELOPMENT (PROV)

The Department of Aviation Warrant Officer Career Development (Provisional) was organized by USAAVNC General Order 100, dated 19 Nov 68, with an effective date of 1 Nov 68. The department has an authorized strength of 45 officers and warrant officers and 4 enlisted personnel. The department mission is to provide a career development program to selected aviation warrant officers in order to maintain a base of highly skilled, professional aviators capable of assuming aviation related positions of greater responsibility.

The department is presently assigning incoming personnel to administrative and instructor positions, preparing master course schedules, lesson plans, and allied course material for two intermediate and two advanced courses, and requesting new while improving existing facilities in preparation for the first warrant officer class which is scheduled to receive instruction starting 7 Jul 69.

CHAPTER 4
CLASS I AND II ACTIVITIES

US ARMY AEROMEDICAL RESEARCH UNIT

The US Army Aeromedical Research Unit conducted timely studies on current and anticipated research problems of fundamental and/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 has been 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.

At the beginning of 1968, the organization was authorized a total of 44 personnel: 14 officers, 15 enlisted, and 15 civilians. Throughout the year the Unit gained two more authorizations, bringing the total personnel authorization as of 31 Dec 68 to 46. This included one enlisted space and one civilian space. However, during the year, the actual strength of permanent assigned personnel increased to 49 with the addition of three Aviation Medical Officers. Not included in the above totals is the attachment of two Naval officers, of which one departed in June 1968. A significant improvement in the research direction was accomplished with the assignment of 21 research subject spaces to the Unit. The primary purpose of these subjects is to facilitate an acceleration research project being jointly conducted with the Naval Aerospace Medical Institute. Five subjects were recruited and assigned against these spaces in October 1968. An additional five were assigned in November 1968. The addition of these personnel has enhanced other research programs which were hampered in acquiring such personnel for testing, particularly in the field of audiology.

Acceptance of Building 8712 with reservations was accomplished in July 1968, and provided space to house the entire Technical and Logistical Services Division. Even though renovation was not complete, the division moved into their new quarters without interruption in their operations of supporting the technical and administrative staff of USAARU. This move provided additional needed space for the Basic Sciences Division in Building 8705 by providing individual researchers laboratory space to conduct their investigations. Of major significance is the addition of an anechoic chamber in November. This provided additional capabilities for conducting research and tests in the Biophysics Branch of the Basic Sciences Division. The chamber is housed in a temporary building attached to Building 8705. Addition of three dog kennels, a portable laboratory, and a "Ubiquitous" analyser is an indication of the increased research effort being conducted by USAARU within appropriate guidance. One of the most significant contributions to Army aviation was the development and request for type classification of an aircrewman's protective helmet, which is now under consideration for type classification, type Standard A. It is felt that this helmet will have far-reaching effects in the field in reducing hearing loss and increasing survivability with an improved retention system. User evaluations of a prototype of this helmet were completed in August 1968. The helmet was readily accepted with only two minor discrepancies as a result of this test on a random sample of Army aviation personnel at Fort Rucker. These discrepancies were incorporated into the final design features that have been submitted through channels for type classification.

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 on 17 and 18 Dec 68. 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 68, the following USAARU reports were published:

- (1) USAARU Report No. 68-4, Analogy Nystagmus Analyzer
- (2) USAARU Report No. 68-5, Ganglion Cell Response Characteristics from the Area Centralis in the Intact Eye of the Cat
- (3) USAARU Report No. 68-6, Sound Attenuation of the Navy BPH-2 Helmet
- (4) USAARU Report No. 68-7, Tinted Windscreens in US Army Aircraft
- (5) USAARU Report No. 68-8, Environmental Factors Affecting the Performance of Infrared CO₂ Analyzer and the Estimation of Alveolar CO₂ Tension
- (6) USAARU Report No. 68-9, A Triaxial Accelerometer Module for Vestibular Application
- (7) USAARU Report No. 68-10, Instrumentation for Measurement of Vestibular Significant Forces in Helicopters
- (8) USAARU Report No. 68-11, Painted Helicopter Main Rotor Blades and Flicker-Induced Vertigo
- (9) USAARU Report No. 68-12, Overall and Octave Band Noise Attenuation Characteristics of a Soundproofing Assembly in an Army OH-6A Helicopter
- (10) USAARU Report No. 69-1, User Evaluations of Two Aircrew Protective Helmets

UNITED STATES ARMY AVIATION HUMAN RESEARCH UNIT

LTC R. V. Gonzales replaced LTC E. B. Covington as Chief of the Human Research Unit on 3 Oct 68.

Dr. W. W. Prophet, the Director of Research, Division No. 6, Human Resources Research Office (HumRRO), was voted President-elect of the Alabama Psychological Association in May 1968; also accorded Fellow Status by the American Psychological Association and its Military Psychology.

Human Factors research and technical advisory service for Army aviation in the areas of training, training devices, motivation and leadership were continued by HumRRO Division No. 6 during the year. Activities are summarized below:

Work Unit ECHO.

(1) Objectives: To survey and evaluate current synthetic flight training in Army aviation; to determine experimentally the value of selected flight training devices; and to establish guidance for the development and effective utilization of flight training devices in present and future aviation training curricula.

(2) Activities during year: This work unit was terminated 4th quarter, FY 68. Technical Report 68-9, The Captive Helicopter as a Training Device: Experimental Evaluation of a Concept; and Technical Report 68-14, Evaluation of Synthetic Instrument Flight Training in the Officer/Warrant Officer Rotary Wing Aviator Course, were published and distributed. Preparation and revision of a draft technical report covering a cost analyses of in-flight and synthetic training continued on a time-available basis, as did preparation of a technical report describing the results of a stimulus-response analysis of the 1-CA-1 instrument trainer.

Work Unit SYNTRAIN.

(1) Objectives: To expedite the application of advances in training technology to the design of Army aviation synthetic training equipment, through surveys of training device design requirements and technology and the conduct of human factors and training research.

(2) Activities during year: Assistance in the review and evaluation of three Synthetic Flight Training Systems (SFTS) concept formulation studies was provided to U. S. Naval Training Device Center. A U-21 "paper trainer" was developed and delivered to the USAAVNS, and a U-21 procedures trainer, and its associated instructional program was designed by the research staff. Additionally, technical assistance was provided the U. S. Naval Training Device Center in the development of performance specifications for SFTS, and to the USAAVNS during preparation and review of a draft QMR for AH-56A tactics training devices. Training of research staff was begun in preparation for evaluation of the GAT-2 Instrument Trainer as requested by USAAVNS. Evaluation will begin in January 1969 and is scheduled for completion in June 1969. Copies of the Consulting Report, Fixed Wing Training Device Requirements of the U. S. Army Aviation School, were provided to USAAVNS. Development of procedures trainers for OV-1 and T-42 aircraft, as requested by USAAVNS, was begun.

The Naval Training Device Center, the procurement agency for the SFTS, received proposals from four training device manufacturers for the development of the first SFTS system. These proposals were reviewed by our staff (Dr. Caro), and human factors and training technology considerations relative to them were provided to LTC Miller, and SFTS Project Manager, Naval Training Device Center, U. S. Army Participation Group.

Work Unit UPGRADE.

(1) Objectives. To construct a model instructional development system for aviation maintenance training: specifically, to develop techniques for gathering task data and procedures for translating the data into effective training programs, and to develop techniques to assist in the definition of school and unit training responsibility; and to make specimen application of the system to UH-1 (Iroquois) helicopter maintenance training.

(2) Activities during year: On-site survey of MOS 67N20 job activities was completed at Fort Rucker, Fort Bragg, Fort Eustis, Fort Hood, Hunter-Stewart complex, and RVN; mail survey encompassing those areas not included in the on-site survey of selected CONUS and RVN locations was also completed. Preparation of the survey data for computer analysis was begun, as was the preparation of a how-to-do-it manual describing the techniques for acquiring and using job description data. A report covering the conduct of the on-site survey of MOS 67N20 job activities in Vietnam was submitted to USARPAC and USARV. Briefings were conducted at USCONARC, USAAVNS, USATSCH, and OPO, MOI Data Bank.

Exploratory Study 50, Aviator Performance Under Stress.

(1) Objectives: To compile information currently available on human performance capabilities and limitations under the stress conditions characteristic of combat aviation situations, and to identify significant areas for experimental research on effects of stress in aviation training and performance.

(2) Activities during year: Collection of data on background and situational confidence of potential army aviators was continued at Fort Polk, Louisiana, and Fort Wolters, Texas. Administration of the primary survey vehicle, The Background Activities Inventory (BAI), was expanded to include all aviator trainees who begin their training at Fort Wolters, Texas. A joint questionnaire for Army aviator Vietnam returnees was developed by the research staff and representatives from the U. S. Army Aeromedical Research Unit, CDC Aviation Agency, the U. S. Army Board for Aviation Accident Research, and USAAVNS. Purpose of the questionnaire is to satisfy the information needs of these agencies, and possible future needs of other Army research organizations. Questionnaires will be administered to

all Vietnam returnee aviators in-processing at Fort Rucker. Investigation of relationship between previous exposure to danger and birth order was continued. A draft annotated bibliography pertinent to accelerative, gravitational, and related stresses encountered in low altitude flight was compiled for the CDC Aviation Agency.

Exploratory Study 61, Reconnaissance and Surveillance.

(1) Objectives: To develop a conceptual framework involving the primary roles served by individual crew members in aerial reconnaissance and surveillance (R&S) systems, and the conditions that influence crew behavior in the collection of battle area information in order to provide a means to evaluate effective crew performance in the collection of battle area information.

(2) Activities during year: A conceptual framework was developed which encompassed the roles, functions, and environmental conditions in aerial reconnaissance and surveillance (R&S) tasks. In addition, a synthesized model of man's perceptual-cognitive functions was constructed from theoretical literature. Work continued on draft technical report of the conceptual framework which encompasses the roles, functions, and environmental conditions in aerial R&S tasks. Data derived from interviews of Vietnam returnees who had been associated with R&S mission planning were compiled and analyzed. From these data, 90 mission profiles representing six types of aircraft used in Vietnam will be developed.

Exploratory Study 70, Longitudinal Analysis.

(1) Objectives: To investigate the feasibility of applying computerized multiple correlation techniques to the prediction of performance of Army aviators during a period beginning with their identification as potential flight trainees and continuing throughout their Army careers.

(2) Activities during year: Investigation continued as to the feasibility of applying computerized multiple correlation techniques to the prediction of performance of Army aviators during a period beginning with their identification as potential flight trainees and continuing throughout their Army careers. Data on the probability of retention of aviation warrant officers was furnished to Classification and Standards Division, Deputy Chief of Staff, Personnel, Department of the Army (DCSPER, DA). A complete list of performance data describing aviator trainee performance during their training was compiled. Flight Aptitude Section Test (FAST) scores (on a sample of 945 aviators) obtained from BESRL were compared with confidence/despair scores, and with measures of flight performance at Fort Wolters, Texas, in an effort to determine which variables should be subjected to correlational analysis for possible use in the prediction of performance. Drafting of three technical reports on ES-38 continued. Several new analyses of ES-38 data were completed and furnished USACDAVNA, MCRD, DA and USAAVNS.

Technical Advisory Service.

(1) A total of 138 professional man-days were expended on Technical Advisory Service. Principal TAS was provided the USAAVNS in a study of fixed-wing training device requirements and in the development of rotary-wing Small Device Requirements (SDR); the CDC Aviation Agency (as part of the Aviation Center Team) in an evaluation of several motion compensators which resulted in a DA contract to Dynalens Corporation; and to the Aviation School, and the Naval Training Device Center in the development of the Synthetic Flight Training System (SFTS) and in the preparation of documentation of training devices for the AH-56A Cheyenne aircraft.

(2) A professional paper, "Adaptive Training--An Application of Flight Simulation," was presented by Dr. Caro to the New England Psychological Association. Additionally, five professional papers were presented at the Alabama Psychological Association Annual Meeting in May 1968, as shown.

- (a) Statements of Career Intentions: Their Relationship to Military Retention Problems, by H. Alton Boyd, Jr.
- (b) Background and Situational Confidence: Their Relation to Performance Effectiveness, by Wiley R. Boyles.
- (c) In-flight Performance After Zero, Ten, or Twenty Hours of Synthetic Instrument Flight Training, by Robert N. Isley.
- (d) A Preliminary Application of the Critical Incident Technique to Combat Performance of Army Aviators, by Peter R. Prunkl.
- (e) A View of Man's Role and Function in a Complex System, by Francis H. Thomas.

US ARMY BOARD FOR AVIATION ACCIDENT RESEARCH

Personnel.

Twenty-three officers, 10 enlisted men, and 49 civilians are currently employed in pursuit of USABAAR's assigned mission.

Accident Rate.

The FY 68 Army aircraft accident rate was 19.1. The average cost per accident steadily increased as new and far more costly aircraft have been added to the inventory.

Results of Prevention Efforts.

The repair and replacement cost of Army aircraft damaged or destroyed by accident during FY 68 was \$107,455,548 at an accident rate of 19.1.

Applying the FY 58 rate of 54.3 to this cost, the FY 68 cost would have been \$313,962,000 without the rate reduction. This represents savings of \$206,506,452 in hardware. The additional savings in personnel losses and injuries cannot be determined by a monetary value because of variances in training costs and experience levels. However, the combat readiness lost during the time required to train replacement crewmembers for those lost due to accidents cannot be purchased at any price.

USABAAR achievements in support of the Army aviation safety program during 1968 included:

Investigations. USABAAR teams participated in 26 aircraft accident investigations during 1968.

Aviation Safety Presentations. One of the most effective means of furthering the Army aviation safety program is through personal contact with aviation safety personnel. USABAAR personnel made 55 aviation safety presentations during 1968 in all Army command areas.

Aircraft Development Cycle. USABAAR personnel participated in evaluations regarding operational safety, maintenance safety, and crashworthiness of the following aircraft and systems:

- (1) Safety review, CH-47.
- (2) Evaluation of shoulder harness and seat belt installation for T-42 and U-21 aircraft.
- (3) Safety review, AH-1G.

- (4) Evaluation of the ATTAS.
- (5) Product improvement, UH-1/AH-1G.
- (6) AH-1G deficiency review meeting.
- (7) Evaluation of the AH-56A.
- (8) Mockup and lighting review of TH-57A.
- (9) Presentation on the AH-56A.
- (10) OH-58A staff planners conference.
- (11) Review of AH-56A lighting mockup.
- (12) Armor and armament of the OH-58A.

Conferences. USABAAR personnel participated in 150 conferences relating to aviation safety subjects during 1968. These included, but were not limited to, airspace use and control, midair collision avoidance, crashworthiness of aircrew armor, human factors problems, proximity warning devices, survival kits, aircraft lighting systems, aircrewmen helmets, aviation electronics, firefighting techniques, marking of wires, postcrash fires, etc.

Accident Prevention Surveys. Five aircraft accident prevention surveys were conducted by USABAAR personnel during 1968. In addition, more than 6,000 copies of the 1968 Aircraft Accident Prevention Survey were distributed to aviation units worldwide.

Safety Education Program. Based on analyses of accident reports, investigations, special studies, accident experience of the other services, and civil aviation, data obtained from aircraft manufacturers, and other sources, USABAAR produced accident prevention information in the following media during 1968:

- (1) U. S. Army Aviation Digest.
- (2) Weekly Summary of Army Aircraft Accidents, Incidents, Forced Landings, and Precautionary Landings, and Share Its.
- (3) Monthly Summary of Army Aircraft Accidents, Incidents, Forced Landings, and Precautionary Landings With Confirmed or Suspected Maintenance Causes.
- (4) National Guard Monthly Summary of Aircraft Accidents, Incidents, Forced Landings, and Precautionary Landings.
- (5) Flight Safety Foundation Bulletins.
- (6) Posters.
- (7) Flight Surgeon Letters.
- (8) Emergency Landing and Ditching Techniques in Helicopters.
- (9) Aircraft Accident Prevention Survey.
- (10) FY 1967 UH-1 Accident Summary.
- (11) FY 1967 CH-47 Accident Summary.

(12) OH-6 Accident Summary.

(13) FY 1967 OV-1 Accident Summary.

(14) Joint Service Publication - What to do and How to Report Military Aircraft Accidents.

Formal Army Aviation Safety Education. These programs are designed as formal instruction, giving commanders and aviation personnel training in aircraft accident prevention:

(1) Army Aviation Commander and Staff Officer Course. This is a one-week course designed to give the nonrated commander and staff officer an insight into aircraft accident prevention. The instruction is presented at the University of Southern California (USC), Los Angeles. During 1968, more than 100 students attended the course.

(2) Army Aviation Safety Course. USABAAR provided liaison with the students and faculty of the Army Aviation Safety Course at USC and monitored the course to insure accurate and adequate course content. More than 150 students attended this program in 1968.

(3) Aviation Safety Orientation Course. This one-week course is designed to indoctrinate students with the techniques of organizing aviation safety programs and conducting aircraft accident investigations. During 1968, USABAAR personnel presented the ASO Course to more than 400 students.

(4) Army Aviation Medical Officers Orientation Course. Professional personnel of the USABAAR Human Factors Branch conducted five 8-hour courses on aircraft accident prevention.

Aircraft Accident Repository. During 1968, 953 aircraft accident reports were analyzed, coded to IBM cards, and filed. Approximately 163,986 IBM cards were punched, verified, and recorded. The Statistical Division received and coded 5,286 TWX crash facts messages, and furnished aircraft manufacturers with quarterly automatic data printout reports of accidents, incidents, and forced landings for the type aircraft produced by each manufacturer.

Recurring Reports. The following recurring reports were furnished DA staff agencies:

(1) Quarterly aircraft accident statistical report to OACSFOR. This report contains major and minor accident rates per 100,000 flying hours and per 100,000 landings for fixed wing and rotary wing aircraft, kill rate of aviators per 1,000, and average dollar losses.

(2) Quarterly printout of major and minor accidents to ODCSPER.

(3) Quarterly major and minor aircraft accidents by command, monthly flying time, and type aircraft to ODCSPER.

(4) 759 program (Aviator Flight Record) is an annual report to OPO. During 1968, USABAAR received and processed the individual flight records of all rated Army aviators. Information obtained from these records was converted to punch card data. This operation involved the punching, verifying, and filing of approximately 51,632 IBM cards.

Analysis. Incoming accident reports are reviewed by professional USABAAR personnel who are experienced in the type aircraft involved. Constructive comments on the adequacy of the investigation board and reviewing authorities are forwarded to originating units through command channels in the form of closeout letters. There were approximately 1,021 closeout letters dispatched in 1968. Analyses of individual accidents are correlated to Army-wide accident experience and from this come recommendations for improvements to all areas of Army aviation, plus the material for the aviation safety education program.

Special Projects. Projects dealing with numerous aspects of Army aviation safety, research, and development were conducted by USABAAR during 1968. These projects included -

- (1) Spatial Disorientation.
- (2) Helicopter Bailout Feasibility.
- (3) Organization, Doctrine and Equipment for Crash Firefighting and Rescue.
- (4) Fire Study.
- (5) Proximity Warning Indicator.
- (6) Evaluation of the UH-1 Noise Level.
- (7) Pilot Fatigue.
- (8) Role of Command in Noncombat accidents.
- (9) Medical Officers Report.
- (10) Wire Marking.
- (11) Crash Rescue Vehicle With Fire Suppression Kit.
- (12) Broken Wing Safety Awards.
- (13) Crew Training for Helicopter Pilots.
- (14) Structural Integrity of Aircraft Seats and Cushions.
- (15) Standardization of GCA Procedures.

Liaison Officer Activities. USABAAR Liaison Officers are stationed with the U. S. Air Force Directorate of Aerospace Safety, Norton Air Force Base, California; the U. S. Naval Safety Center, Norfolk, Virginia; and U. S. Army Aviation Systems Command (USAAVSCOM), St. Louis, Missouri. These representatives maintain a flow of accident data and prevention information between the three services concerning aircraft and flight operations common to the services. The three liaison officers provide command liaison for their geographical areas, participate and assist in aircraft accident investigations, make aviation safety surveys and presentations, monitor the Army Aviation Safety Course at USC, and provide liaison with aircraft manufacturers and civil aviation agencies. Their activities during 1968 included -

- (1) Aviation safety presentations to requesting Army units and students of the Army Aviation Safety Course.
- (2) Filling requests for information related to aviation safety.
- (3) Visiting Army units and assisting with airfield surveys.
- (4) Accelerating USABAAR projects through coordination with other agencies.

UNITED STATES ARMY AVIATION SCHOOL ELEMENT
FORT STEWART, GEORGIA

Department of Tactics

The first quarter of 1968 was particularly noteworthy, being an era of growth and expansion for the Department of Tactics. The beginning of the year marked the first time that two initial-entry WORWAC/ORWAC classes were in residence simultaneously. Construction of the Rotary Wing Basefield - later to be dedicated as "Evans Army Heliport" - neared completion by the close of January 1968. By 15 January, the Employment Division moved from Building 608, Fort Stewart, to Evans Army Heliport. Thus, by mid-January 1968, Evans AHP had become the focal point for initial-entry academic training and for tactical flight training launches and recoveries. During the same period, unusually bad weather created considerable problems for WORWAC/ORWAC 67-23/24, but the class was able to complete training on schedule.

February and March 1968 saw considerable facilities improvements in support of AH-1G "Cobra" training. On 2 February, construction of the permanent Cobra Transition Stagefield #1 (Duc Hoa) was completed, and the stagefield was placed in service supporting the Aviation Armament Division of this department. "Cobra" operations were further enhanced on 5 February when "Cobra" maintenance support moved to a location near Cobra Hall, subsequently easing coordination and flight line transportation problems. Further facilities improvement occurred on 25 March when the Cobra Hall Air Traffic Control Tower was opened.

The Department of Tactics closed the first quarter, CY 68, with continuing growth and increased student output. The facilities completed, coordination established and instructors trained during the quarter moved the Department of Tactics, USAAVNS Element, on schedule toward its peak capability.

In April 1968, the Department of Tactics Armament Division personnel participated in a briefing and demonstration on the AH-1G "Cobra" for the Civilian Aides to the Secretary of the Army at Fort McNair. Departmental participating personnel received the highest praise from both the Secretary of the Army and the Army Chief of Staff. Later, in support of Armed Forces Day activities, the Department of Tactics extended participation locally and at Fort Rucker. The Employment Division provided static UH-1 displays locally; while the Armament Division participated in a simulated air assault exercise at Cairns AAF, allowing our friends at Fort Rucker a rare observation of the AH-1G "Cobra" in action.

At an appropriate dedication ceremony on 29 May, the Department of Tactics redesignated Aerial Gunnery Range #7 as "Patterson Aerial Gunnery Range." Later, the Department hosted several senior officer visits and briefings.

By the close of the first six months of 1968, initial-entry training conducted by this department increased to 100% programmed student input level. This level of operation was reflected by the department graduating aviators at a monthly rate of 200 Initial-Entry Aviators, 55 AH-1G "Cobra" Transition Gunnery Aviators, and about 15 AH-1G "Cobra" or UH-1 "Tactics" Instructor Pilots.

The second quarter of 1968 closed on a note of close coordination and preparation between command and staff elements at Fort Gordon and the Department of Tactics. This coordination would soon culminate in the third quarter, CY 68, by incorporating realistic live troop lift training with Fort Gordon AIT troops, into the Employment Division's tactical flight training program for initial-entry student aviators.

The 3d quarter, CY 68, saw the Armament Division Transition Stagefield #1 (Duc Hoa) placed on a 50% operational status for the conduct of repairs.

Later, weeks of planning, coordination and reconnaissance were rewarded on the morning of 3 September, as advanced individual trainees from Fort Gordon were heli-lifted from vicinity of Statesboro to a combat assault landing zone on the Fort Stewart reservation. This airmobile operation training incorporates as much tactical realism as possible for the student aviators and the advanced individual trainees. Integration of helicopter rapid refueling and aggressor play in support of the tactical scenario has made this problem the highlight of initial-entry aviator training. The training cycle at Fort Gordon was modified to prepare two companies for the airmobile exercise bimonthly to coincide with the 16th week of residence for ORWAC/WORWAC students at the USAFTC.

During the 3d quarter, CY 68, the Department of Tactics graduated 999 aviators and flew 26,965 hours while experiencing only one aircraft accident. This accident, unfortunately, resulted in the death of the instructor pilot and two student aviators.

During the last quarter, CY 68, the USAAVNS directed installation of the Delmar automatic aerial gunnery range scoring gunnery ranges, with the third installation scheduled for completion in January 1969. Repair and resurfacing of Cobra Stagefield #1 (Duc Hoa) was completed in December 1968, providing a more adequate and efficient training situation.

Near the close of 1968, several projects affecting the Department of Tactics had gained impetus in the initial planning and coordination stages. In December 1968, Operations Division, DOT, became heavily involved in researching and providing detailed planning data to support the draft training plan for the AH-56(A) "Cheyenne" training organization. Other projects gathering momentum were the "Cobra Transition Training Test Program" and "Cobra Transition Training Marine Add On."

From its modest level of operations in January 1968 to the close of the year, the department flew over 83,000 hours to provide an output of over 3,100 aviators from all programs.

Director of Instruction

Administrative Division. Effective 1 Aug 68, the Training Aids Branch was transferred to Third United States Army Training Aids Center. Third United States Army assumed responsibilities for all training aids requirements at the United States Army Flight Training Center, Fort Stewart, Georgia.

The Director of Instruction, USAAVNS Element, reorganized, effective 14 Oct 68, to coincide with the organization of the Director of Instruction, United States Army Aviation School.

Evaluation Division. The Academic Instructor Training Branch conducted 13, three-week Methods of Instruction Courses and graduated 148 academic instructors to the academic sections within the Flight Training Center during the reporting period. Three hours of academic MOI subjects were taught on 14 different dates to DAHT flight MOI students, with a total of 72 students attending. A one-hour class on Organizing Instruction was taught two times to 58 students from USAG Battalion, HAAF. Two one-hour presentations on Methods of Instruction were presented to 36 members of the 267th Aviation Bn, Ft Stewart. Weeklong workshops on Training Aids, Systems Engineering, and Programmed Texts were conducted with 28 students attending. Three hundred seventy-five academic evaluations were conducted by the evaluators in the Branch. One Programmed Text, written by a DPFWT instructor, was processed through USAAVNS. The Outstanding Instructor Award Board, headed by a Branch member, selected 12 flight instructors and 15 academic instructors for the year. Two coordination visits were accomplished with the AITB, Evaluation Division, DOI, Fort Rucker. One officer attended a one-week Systems Engineering Workshop presented at Fort Rucker and a one-week conference on Audio-Visual Aids given at Washington, D. C.

The Academic Training Analysis Branch conducted 107 end-of-course critiques. Thirty-one incoming classes were briefed on examinations and grading. Eighty academic examinations were reviewed, edited, and published. Commander evaluation questionnaires were prepared and inserted into the records of members of 21 graduating Rotary Wing classes during this period.

One hundred seventy-seven flight evaluations were conducted by the Flight Training Analysis Branch at DPFWT, DAHT, and DOT during the reporting period. Twenty-four analyses or special evaluations were completed on Rotary Wing flight line procedures, mandatory ground classes taught by Rotary Wing flight time personnel, and aircraft maintenance and its effects on student training. Liaison visits with FTAB personnel were made to Fort Wolters and Fort Rucker.

Operations Division.

(1) Programs Branch. During 1st quarter, CY 68, the Programs Branch was tasked with the mission of developing the requirements necessary to support the DA-established FY 69 Flight Training Program for the USAAVNS Element. The requirements were developed by USAAVNSE and incorporated in a single submission from the USAAVNS to USCONARC.

A USCONARC-directed study was conducted in the 1st quarter, CY 68, in conjunction with USAAVNS, to establish the maximum additional number of students that could be trained under emergency conditions. The study was submitted to USAAVNS and a single plan forwarded to USCONARC. Subsequent action required developing and submitting the DD Form 1391 to substantiate the EM billet requirements identified in the original submission. This study, Aviation Training Base Capacity (U), is classified CONFIDENTIAL and is on file at DOI, USAAVNSE.

USAAVNSE started training USMC initial-entry rotary wing students in Jun 68, and reached a peak of 9 USMC students per class in Oct 68. A total of 265 USMC students were trained by USAAVNS in CY 68.

A USAF officer was trained as an instructor pilot in the UH-1H at USAAVNSE, per USCONARC instructions. Training started 23 Sep 68, and was completed 5 weeks and 50 hours later.

The Programs Branch made recommendations and assisted the Management-Programming and Budget Division in reviewing and making appropriate cuts in the USAAVNS Element FY 69 budget. No reduction was made in flight hours or in any area that would adversely affect student training.

On 2 Dec 68, the TH-13T aircraft phase-in was completed and a revision was made in the aircraft support plan for rotary wing initial-entry instrument training. Under the revised program one-fourth of the instrument students will fly the UH-1 and three-fourths of the students will fly the TH-13T.

(2) Aircraft Management Branch. School fleet changes have been as follows:

<u>Type a/c</u>	<u>Gains</u>	<u>Losses</u>	<u>Net Change</u>
UH-1	+239	-65	+174
TH-13	+165	-25	+140
AH-1	+17	-2	+15
O-1	+18	-0	+18

The Student Automated Flight Training System was replaced by a more efficient, more accurate, automated system based on daily input from flight commanders. Daily, weekly, and monthly data summaries are prepared as output for this system which replaces several manual reports.

Aircraft Management Branch activated its Sub EOC three times during 1968: Hurricane Abby, CPX Exercise Big Blow, and Hurricane Gladys.

(3) Scheduling Branch. During 1968, scheduling requirements were consolidated where possible. The branch continued to operate out of both Fort Stewart and Hunter AAF.

The revised version of USAFTC Regulation 95-10 was published in May. Emergency equipment and crews required at stagefields and ranges closely follow guidelines established by USAAVNC Regulation 95-10 which was also revised during this period.

The United States Agriculture Department, "Operation Fire Ant," completed the fall application on 26 Nov 68. As a reminder, this operation consisted of airdropping poisoned bait in an effort to eradicate Fire Ants in the USAFTC area.

The installation of Delmar Scoring devices on Aerial Gunnery Ranges 4, 5, and 6 was completed. These devices are installed on specific targets on each of the subject ranges and determine target hits.

Because of the bus maintenance problems and driver shortages, a study was conducted to determine the feasibility of officer students driving POV's to all classes during weeks 1-12. The study determined this to be practical and feasible and to this date there have been no student complaints. The establishment of a flight line shuttle at HAAF with a 15-minute turnaround time has also reduced the bus requirement considerably.

(4) Facilities Support Branch. The following construction projects were completed during CY 68:

- (a) Stagefields 1 and 4, and 4 Pinnacles (contract). BOD 19 Jan 68.
- (b) Landing pads, hover lanes, and pavements marking at HAAF (contract). BOD 23 Nov 67.
- (c) Aerial Gunnery Range #6 (575th Engr). BOD 16 Feb 67.
- (d) Stagefields 2 and 3, and 4 Pinnacles (contract). BOD 18 Oct 67.
- (e) Survival area (contract). BOD Jan 68.
- (f) TAC X (contract). BOD 5 Jan 68.
- (g) Evans Army Heliport with buildings (contract). BOD 26 Jan 68.
- (h) Flight Control Tower, Wright Army Airfield (contract). BOD 15 Feb 68.
- (i) Aerial Gunnery Range #1 (575th Engr Bn). BOD 12 May 68.
- (j) Relocatable residences. BOD 6 Dec 68.
- (k) Enlisted barracks. BOD 6 Dec 68.
- (l) NDB/GCA Complex: Excluding Ridgeland GCA power procurement. BOD 6 Dec 68.

Curriculum Division.

(1) Training Branch. Fixed Wing Qualification Course:

(a) Past student critiques have indicated that there was a lack of weather instruction being taught in the FWQC. The addition of seven hours of supplementary weather instruction to the POI increased emphasis on weather theory and fundamentals.

(b) Beginning with class 69-1, six weeks of instrument qualification were added to the course. The instrument phases will qualify the student in multiengine aircraft (T-42) and issue standard fixed wing instrument card.

AH-1G (Hueycobra) Pilot Transition/Gunnery Course: Department of the Army approval has been obtained to revise the AH-1G (Hueycobra) Pilot Transition/Gunnery Course to 25 flight hours in 4½ weeks. Implementation was with class 68-501, 5 Apr 68.

Officer/Warrant Officer Rotary Wing Aviator Course:

(a) Approval was granted to conduct gunnery qualification and familiarization training in ORWAC/WORWAC. Students now receive one period of familiarization firing while in residence with the USAAVNS Element. All qualification firing is conducted at Fort Rucker.

(b) The ORWAC/WORWAC Syllabus of Instruction was revised to more closely align the helicopter instrument instruction to the type conditions experienced in RVN. Less emphasis has been put on the tactical instrument procedures and more instruction added to accentuate standard instrument procedures.

(c) A minor revision was studied and submitted to USAAVNS DOI for consideration. The proposal reduces the present 50 flight hours in the instrument phase to 45 hours and increases the UH-1 transition phase to 30 flight hours. This transfer of flight hours is deemed extremely important due to the TH-13T phasing into the instrument program replacing the UH-1.

(d) USAAVNS Element implemented zero groundspeed autorotations with ORWAC/WORWAC Class 68-513/514, effective 19 August 1968.

(e) A revision of AR 95-63 required the elimination of all Tac ADF instruction and familiarization. Flight training was amended immediately following notification of the revision.

(f) VOR Training: Plans to include VOR training in ORWAC/WORWAC were developed for implementation as funds for facilities were made available.

Officer/Warrant Officer Fixed Wing Aviator Course:

(a) The use of programed texts increased somewhat with the introduction of a program ("Aircraft Daily Log") into OFWAC/WOFWAC. The Element position is to develop or utilize available program texts for a specified experience level of student; e.g., programs developed for FWQC would not be suitable primary instructional devices for initial-entry students unless validation trials proved otherwise.

(b) Feasibility of Eliminating Strip Work: USAAVNS Element indicated that fixed wing road and strip training was essential in developing Army aviators and should not be eliminated from current POI's.

(c) In order to provide more O-1 experience to OFWAC/WOFWAC graduates, a plan to transfer two weeks of "B Phase" to USAAVNS was suggested. Implementation, if directed, will begin in FY 70.

O-1 Instructor Pilots Course: An O-1 Instructor Pilots Course was begun on 14 Dec 68. The course length is five weeks and fifty flight hours. Programmed input for FY 69 is six classes of four students per class.

USAFTC Hurricane Alert and Evacuation Plan OPLAN HUREVAC: The Training Branch studied the USAAVNS Element's Annex to the USAFTC OPLAN HUREVAC, encompassing all of the Element's responsibilities. The mission of the USAAVNS Element is to support the USAFTC Hurricane Alert and Evacuation of military aircraft refuge base when deemed necessary by the Deputy Commandant.

Skill Development Base (SDB) Training: The USAAVNS Element in coordination with the USA Southeastern Signal School provides SDB candidates (35K Avionics Mechanic) two weeks of maintenance/supervision training with the Aircraft Maintenance Brigade (Prov). Training commenced on 9 Sep 68.

Support of AIT: A training agreement between the USASTC, Fort Gordon, and the USAAVNS Element was reached on 21 Aug 68, and training commenced on 3 Sep 68. This training provides realistic airmobile training to both the student pilots and AIT trainees.

Flight Status for 5th Aircraft Maintenance Battalion Crewchiefs: Request for 100 TDA crewchief/aircraft mechanics from 5th Aircraft Maintenance Bn of the Aircraft Maintenance Brigade (Prov) be placed on crewmember flight status. Request was approved effective 3 Sep 68.

Systems Engineering: Representatives from USAAVNS Element instructional departments were placed on TDY to Fort Rucker to join the Curriculum Development Groups (CDG) for the Systems Engineering of OFWAC/WOFWAC and ORWAC/WORWAC POI's.

Joint Weather Manual: USAAVNS Element nonconcurred on a proposal to establish a new weather manual jointly with the other services. It was felt that the current manual is well-suited for Army needs and is oriented towards the Army aviator and those aircraft he may be called upon to operate.

R/W Instrument Qualifications: A study of the status of R/W instrument qualifications for permanent party aviators showed that increased emphasis and supervision was required in accordance with current directives. As a result, coordination between DOI, DAS, and the Office of the School Secretary was effected to develop a new computer program that readily shows the units or organizations requiring a high degree of command emphasis.

Advanced Flight Training: In late December, notification was received of the implementation of a test program "Early Identification of Personnel for Advanced Flight Training." The test entails training a limited number of initial-entry students in advanced aircraft, such as AH-1G and OV-1. Further development of the test is scheduled for early CY 69.

(2) Film-Educational TV Branch. The Educational Television Project for Hunter Army Airfield and Fort Stewart was approved by Department of the Army. A contract was awarded to Ampex Corporation for purchase and installation of the two playback facilities.

A change to the TDA was approved by revision of the "White Book" authorization which increases the strength of the Film-Ed TV Br from 14 to 22.

(3) Plans Branch. Plans Branch participated in the following areas in supporting student training:

(a) Studies, Oplans, etc.

1. Hunter/Stewart Base Capacity Study.
2. Oplan Hurevac.
3. Oplan Cobra.
4. Range Capacity Study.

(b) Technical Assistance. This branch coordinated all requirements for technical assistance for new equipment supporting USAAVNS Element's training mission (e.g., XM-28, XM-18, TAT 102-A Armament Systems).

(c) AH-56A (Cheyenne Program). The initial planning and coordination, to include the development of a draft maintenance and logistical support plan, in anticipation of receiving the AH-56A at Hunter/Stewart was accomplished by this branch. The initial planning included consideration for necessary training aids, Program of Instruction revisions and aerial gunnery range requirements.

(d) AH-1G Aerial Gunnery Ranges. Three AH-1G aerial gunnery ranges have been instrumented by Del Mar Engineering Laboratories. This instrumentation will permit the instructor to determine the degree of accuracy achieved by the student.

(e) Intensified Confirmatory Test of the AH-1G Hueycobra. During the period 1 Jan 68-31 Dec 68, a total of 5,571 flight hours have been accumulated in supporting the Intensified Confirmatory Test. A maintenance man-hour to flight hour ratio was established at 7.4 inclusive of organizational, direct support and general support maintenance. USAAVNS Element convened four Quarterly In-Process Reviews in support of the Intensified Confirmatory Test. These conferences were attended by all agencies supporting the AH-1G Hueycobra (i.e., USAWECOM, USAECOM, USACDC, USCONARC, DA, etc.).

Data Systems Division. Data Systems Division was established in a reorganization of DOI, effective 14 Oct 68.

The most significant activities during the period were -

- (1) Development of Transceiver Student Data System (TASSE).
- (2) Development and submission of Aviation Training Management System.
- (3) Development and Test of Student Flight Grading System.
- (4) Participation in series of ADP Conferences on Aviation Management with Fort Rucker, Fort Wolters, TUSA, and USCONARC.

Educational Advisor. Based on a recognized need for academic improvement within the military establishment, the Office of the Director of Instruction was instrumental in planning, developing and implementing a program of college level courses for instructor pilots who were interested in furthering their undergraduate or graduate education. The program, dubbed "Operation Flip Flop," provides for daytime classes on post, each class meeting two days a week with morning and afternoon sessions each day. The pilots attend either the morning or afternoon periods according to their flight schedule and miss no classroom instruction because of scheduled flight training. The identical material is taught in both daily sessions so that the pilot can sit in on either the morning or afternoon class - "flip flop" - at their convenience, without interrupting the continuity of the instruction.

Through the cooperative efforts of Armstrong State College, Savannah State College, and Georgia Southern College, graduate and undergraduate courses in English Composition, History, Psychology, Business and Math are being offered, with classes beginning on post on 30 Sep 68, with an enrollment of 111 instructor pilots. A similar system has been inaugurated at Fort Stewart, with Georgia Southern College providing classes in graduate Business Administration, the program to be expanded according to interest generated. The number and type of courses and the scope of the entire program will be continuously tailored to meet the needs of the instructor pilots at these two installations.

AH-56A (Cheyenne) Project Officer. AH-56A Cheyenne training planning continued under the progency of USAAVNS, Fort Rucker, Alabama. Several requirements were levied on the USAAVNS Element to furnish input data for the AH-56A training plan. Personnel, equipment, facilities and funding data were submitted, based on a training concept envisioning a twelve-week program involving 75 flight hours which includes the transition and basic unit training (weapons training). All planning has thus far been based on a Rucker-developed program of instruction and Department of the Army personnel requirements.

Department of Advanced Helicopter Instruction

On 1 Jan 68, approximately one-third of the maximum student load (206 initial-entry students) for the Department of Advanced Helicopter Training were in residence. This amount steadily increased over the next 7 months and reached the maximum in-residence load of 645 students on 26 Aug 68.

The newly organized Instrument Division B. began instructing its first class (ORWAC 68-4) on 3 Jan 68.

On 25 Mar 68, Lieutenant Colonel Julian A. Anderson assumed duties as Director, DAHT, replacing Colonel DeRosey C. Cabell. Colonel James D. Kidder assumed the duties of Director, DAHT, 5 Aug 68.

The TH-13T Bell Helicopter was introduced as the primary instrument training vehicle for initial-entry students, on 12 Aug 68. The phase-in of the TH-13T was completed 18 Nov 68.

Department of Primary Fixed Wing Training

Introduction. During CY 68, the Department conducted and supervised normal student aviator training. A total of 517 officer students and 145 warrant officer candidates were graduated from "B" Phase and sent to Fort Rucker, Alabama. One hundred thirty-nine rotary wing aviators have been fixed wing qualified in the O-1 Birdog.

Personnel Strength. Officer strength during the year has climbed steadily. This increase in military strength reflects increasing student load. The present strength is still short of the ideal student instructor ratio. Personnel strength as of 31 Dec 68 was as follows:

<u>Officers</u>	<u>Warrant Officers</u>	<u>Enlisted</u>	<u>DAC's</u>
73	15	7	42

Operations. The Department flew a total of 81,673 flying hours during the year.

Safety. The aircraft accident rate for the year was 4.9 per 100,000 flying hours. This figure represents four accidents which did a total of \$10,029.00 damage to the aircraft involved. These figures are quite low when compared with the expectancy rate of 10.05 accidents per 100,000 flying hours.

Inspections. The Department underwent a USCONARC AGI on 5-6 Feb 68. All aspects of Department operations were satisfactory with no deficiencies reported. The USAAVNS Materiel Readiness Officer conducted a Pre-CMMA inspection on 28-29 March. No deficiencies were found and all minor discrepancies were corrected.

Milestones. 27 Mar 68: A T-41B aircraft flew the 100,000th flying hour for the T-41 fleet on this date.

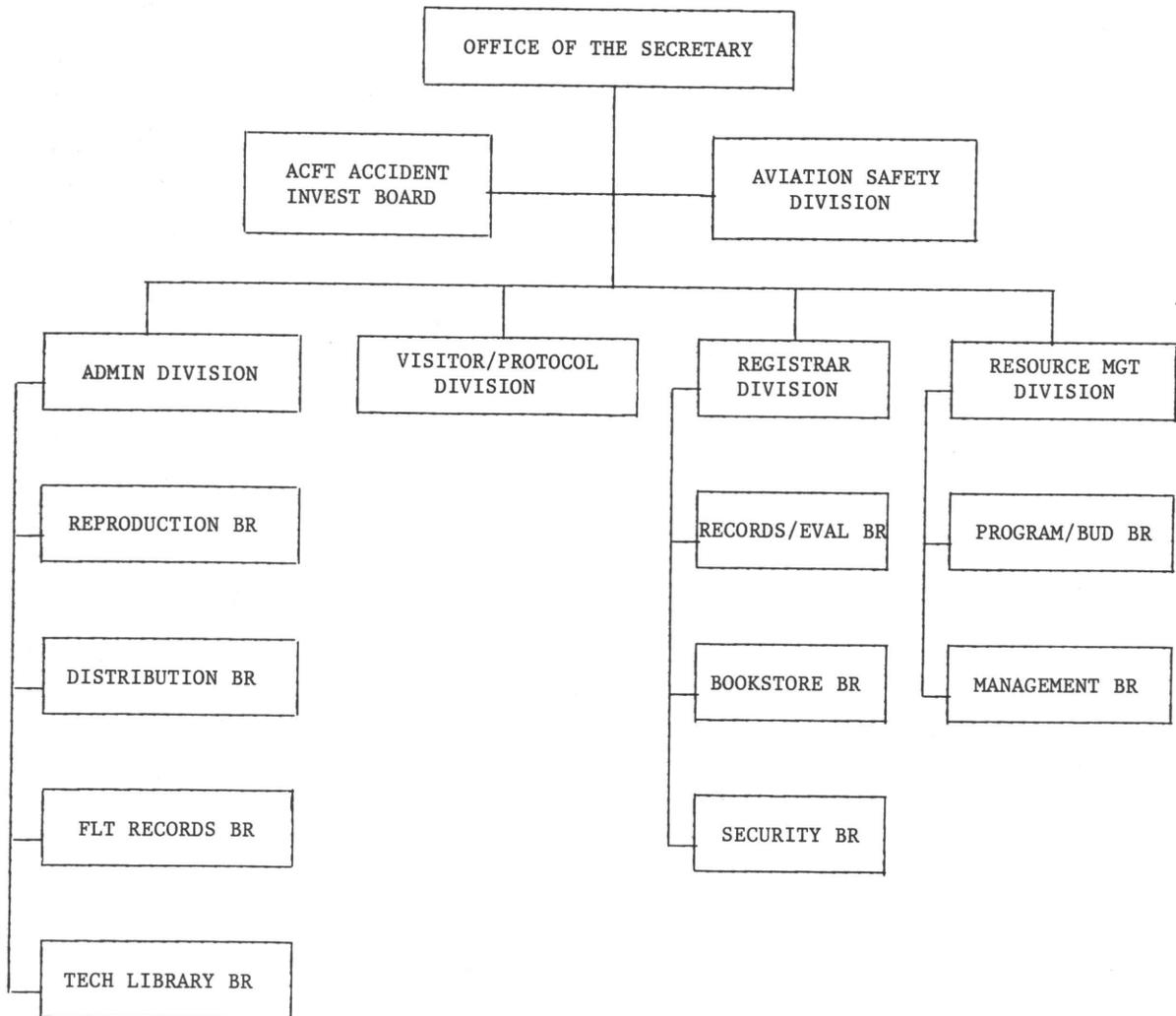
15 May 68: Dept Director, Colonel E. B. Blackman, departed the Dept to assume duties as Assistant Chief of Staff, G-3, at the US Army Flight Training Center.

17 May 68: Colonel Robert R. Dobson assumed the duties of Department Director.

16 Dec 68: The Dept started a new course of instruction called the O-1 Instructor Pilot Course. The first class consisted of four personnel with orders to the Republic of Vietnam where they will become unit instructor pilots in reconnaissance airplane companies.

Office of The Secretary

Introduction. A general reorganization was effected 1 Oct 68. On 31 Dec 68, the organization was as follows:



The year began with an authorized personnel strength of 202 (14 officers, 70 enlisted men, 118 civilians). This authorization was revised to 182 (16 officers, 67 enlisted men, 99 civilians).

A total of 26 allied officers were students during 1968, representing the countries of Argentina, Ethiopia, Indonesia, Thailand, and Venezuela.

It was during the year 1968 that the Registrar Division saw its student in-residence load increase from 649 to its present student load of 1244. It was also during this year that a new course was added to the curriculum, identified as 01 IP course. Training for this course is conducted at Fort Stewart, Georgia.

Resource Management Division. With the October reorganization, the Management and Program/Budget Division became the Resource Management Division.

During 1968, a firm decision was reached concerning the construction of a Command Management Center to be utilized for the centralized housing of all statistical and graphic data concerning the operations of the USAAVNSE.

Army Cost Reduction Program: This program was established during February 68, and to date has submitted tangible recurring savings realized from various intensified management actions, in the amount of \$83,000 annually. This exceeds the goals assigned by TUSA and USCONARC by approximately 600%.

Work Simplification Program: This program is designed to instruct both military and civilian supervisory personnel in the techniques of better management. During 1968, 92 USAAVNSE personnel received this course of instruction.

Management Improvement Program: This program was initiated in the Installations and Logistics activities to measure and improve certain logistic functions on the basis of performance rather than dollars saved. This did not preclude the placing of a dollar value on any type savings. Accordingly, a savings of \$1,535,857.20, not otherwise reportable under the CRP, was submitted to higher headquarters for 1968. Due to a recent revision of applicable regulations, this program has been combined with the Army Cost Reduction Program.

Zero Defects Program: This program is designed to instill in every individual a sense of justifiable pride in the accomplishment of all assignments to the best of his ability. This objective has a very definite bearing on quality and costs by the prevention or elimination of errors and their causes as opposed to the costly process of detection and correction. To date a program monitor has been designated within all USAAVNSE departments and plans are being made for complete implementation in the very near future.

Performance Evaluation Review Technique Program: This program is designed as a Command Management tool by depicting the sequence action and time elements involved in a complete cycle of operations. Although this program is monitored by the ACofS, Comptroller, the Management Branch of the Resource Management Division has constructed sequence charts for the credit purchase of aviation fuel, preaccident phase of the A/C crash control plan and crash rescue plans.

Division Personnel Training: In order that personnel assigned within the Resource Management Division may further develop their skills, knowledges and abilities in the performance of assigned duties, a comprehensive training program has been established in accordance with the Government Employees Training Act, Public Law 85-507. To date nine personnel have received courses of instruction ranging from Effective Writing to Budget Management.

Budget Branch: Adequate funds were received in the amount of 18 million dollars which enabled the continued buildup and operation of the Aviation School Element through CY 68.

Aviation Safety Division. Fiscal Year 68 ended with a Cumulative Accident Rate of 7.73. The first half of FY 69 showed a Cumulative Accident Rate of 7.57. Thirty accidents occurred in 1968, the month of May being accident free.

Aircraft Accident Investigation Board. The Board investigated 30 accidents during 1968. Rotary wing aircraft were involved in 26 accidents, and fixed wing aircraft in 4 accidents.

Department of Airfield Support

General Equipment Test Agency, Fort Lee, Virginia, conducted a test of the "Forward Area Helicopter Refueling System" at TAC-X and Evans AHP. This equipment is providing support in refueling and the agency is receiving the test benefit.

On 27 Feb 68, two Warrant Officers and one enlisted man were dispatched to Charleston Army Dept, Charleston, South Carolina, to pick up a landing craft, mechanized design 6 (LCM-6). After checking the vessel's operational condition and supplies, these men sailed the Mike boat down the Intercoastal Waterway to Hunter AAF (moored at Hank's Marina, Thunderbolt). The vessel arrived in good operating condition.

The Heliport Operations Division became fully operational in permanent facilities with the activation of the tower on 11 Mar 68. Installation of the tower radios was completed permitting air traffic to be controlled from the permanent tower.

Coordination was made with Lt McHigh, USMC on the training of USMC personnel on the GCA site. At present, there are two men in training during the morning and afternoon shifts at Bong Son, and will be expanded to the An Khe site within the near future. It is expected that a total of 60 USMC personnel will be trained within the next three to four months.

Contract refueling began 5 Mar 68, at Hilton Head Island. Bulk fuel was received directly from vendor for dispensing instead of being provided from stocks at Hunter Army Airfield.

The Command Aviation Office distributed the Annual Written Examination to all departments on 15 Mar 68. This office administered the Annual Written Examination to 23 persons during March and continued to administer the examination through the months of April, May, and June 1968. An aircraft transition program has been established within the Command Aviation Office and will deal with local transition and currency rides in fixed wing aircraft.

In memory of the late Colonel Lyle H. Wright, Liberty Army Airfield was redesignated Wright Army Airfield on 4 Jun 68. A plaque was unveiled by Mrs. Wright to be permanently installed near the corner of Building 7704, Wright Army Airfield, Fort Stewart, Georgia.

On 22 Jun 68, the new 10-story, 105-foot, quarter million dollar Wright Army Airfield control tower became operational. This superstructure will be the model for all future Army control towers.

A 12-point helicopter refueling system and test team from Fort Lee, Virginia, arrived 31 July and installed the system at TAC-X as a field test to determine the value of the system. A second 12-point helicopter refueling system was installed at TAC-X and became operational 9 Oct 68. These systems can refuel twelve UH-1 helicopters in three and one-half minutes.

Colonel Dale W. Taylor assumed duties of Department Director in July.

Aerial Gunnery Range No. 1 became operational 1 Aug 68.

Automatic Traffic Information Service was received and delivered to Hunter AAF and Wright AAF. ATIS became operational 10 Oct 68.

School Brigade (Provisional)

During the first quarter, CY 68, numerous steps forward were taken by the School Brigade. A 10-man POR Training Committee was formed to qualify student and permanent party personnel. A riot control company consisting of 130 personnel was organized and trained. A junior officer and NCO training program consisting of monthly classes on such subjects as Military Justice, Unit Administration, Efficiency Reports, Security and Maintenance was formed. Established and coordinated the overall system for all student scheduling concerning welcome orientation, in-processing, transportation, student dependent briefings and transportation, graduation exercise and related transportation, publishing of all related schedules and changes, scheduling and conduct of all student training not included in the POI (POR Training).

During the second quarter, CY 68, the Consolidated Personnel Section was placed directly under the control of the Deputy Adjutant General, Hunter Army Airfield, Georgia, and the Deputy AG assumed all responsibilities for the Casual Detachment. The initial orientation given to newly-assigned USAAVNS Element personnel was suspended and verbal orders issued to responsible personnel to expedite inprocessing. The 267th Aviation Battalion organized and trained a 500-man provisional battalion for possible deployment to areas of civil strife. The School Brigade units and activities were visited by the USCONARC Manpower Survey Team during the month of May.

The Student Battalion wrote to company commanders of several aviation units in Vietnam and requested copies of additional duty lists and supporting documents such as SOP's and regulations. With the information we receive, a program will be developed by the Student Battalion for the Warrant Officer Candidates. The candidates will receive instruction on all major additional duties they may expect to encounter once they become Warrant Officers. Emphasis will be placed on the importance of these additional duties and their effect on the unit.

Company E, 54th Infantry, conducted a three-day FEX beginning with a 12-mile march to the Command Post, which was attached with repeated assaults and raids. Classes and practical exercises were conducted in the techniques of patrolling and ambush. The problem ended with the entire company acting as aggressor forces for the Escape and Evasion problem used in conjunction for the Aviator Students of the United States Army Flight Training Center, Fort Stewart.

267th Aviation Battalion conducted an airmobile exercise which included classes on rigging equipment for list, exiting a CH-47 using a ladder, and a combined arms assault. The exercise terminated with a lift of infantry and artillery to an area which served as a fire base. The problem received wide publication in the Flight Trainer and local civilian newspapers.

The 267th Aviation Battalion observed the first Organizational Day, 25 Jul 68. The week of the 22d of July was filled with activities directed to the observance of this significant date in the history of the 267th Aviation Battalion. During the week the battalion hosted the new commander, LTC Edmund B. Bookman, Jr., at the morning parade and Open House, featuring exhibits from each unit. An Activities Day was held at the Rod and Gun Club where games and Bar-B-Que were the highlights of the day. The Officers attended the first formal Officers Dinner, with BG Frank Meszar the guest of honor. The NCO Ball was conducted under the guidance of First Sergeant Charles S. Sanford, Battalion Sergeant Major.

The 1st School Support Battalion Consolidated Mess, operated by Headquarters and Service, was presented the United States Army Flight Training Center Best Mess Award for November and December 1968. This mess was also chosen as one of the Top Ten Messes in the United States Army during an inspection by Third United States Army in November 1968.

A Company, 267th Aviation Battalion Mess, received the Commanding General's Small Unit Mess Award December 1968.

Reenlistment rates in the First School Support Battalion, stationed at Fort Stewart, Georgia, were the highest in the Flight Training Center during the months of November and December 1968. The Battalion therefore received the Commanding General's trophy for two consecutive months.

Headquarters and Service Company, School Brigade, Hunter Army Airfield, won the Post Level paddle ball championship in December 1968.

Aircraft Maintenance Brigade (Provisional)

The Aircraft Maintenance Brigade became operational at Hunter Army Airfield and Evans Army Heliport, Fort Stewart. The Brigade was formed from the USAAVNS Element's Department of Aircraft Maintenance and Supply and the Aircraft Maintenance Battalion. The Brigade is made up of five battalions; three separate companies - the Headquarters Company, Attack Helicopter Company, and the Fixed Wing Maintenance Company; the Quality Assurance Branch, and the Contracting Officer Representative Branch.

The Aircraft Maintenance Brigade TH-13T Helicopter AAMTAP School began training assigned personnel on 22 Jul 68, with initial class space for 25 students. AAMTAP classes were increased on 3 Sep 68, to 50 spaces for students.

The Aircraft Maintenance Brigade's Defensive Driving Course began on 4 Sep 68. DDC Instructors are qualified military personnel from the Brigade. Through yearend, 352 officers and enlisted men had completed instruction.

The Oil Analysis Laboratory began operating at the beginning of October. Previously, the samples were being sent to Fort Rucker, Alabama. The Oil Analysis Lab comes under the control of the Quality Assurance Branch of the Aircraft Maintenance Brigade.

DISTRIBUTION HISTORY

3 - SGS	2 - P&NRI
10 - G1/G2	2 - Dept of WO Car Dev
6 - G3	2 - Dept of ATC Tng
10 - G4	20 - 53d Avn Bn (Cbt)
2 - Maint	20 - USAAVNC Sp Trps
2 - Cen/Sch Engr	35 - USAAVNS Regt
2 - C-E	2 - USAAVNTBD
2 - Compt	2 - USACDCAVNA
2 - JA	2 - USABAAR
2 - IG	2 - HUMRRO
2 - PAO	50 - School Element, Stewart
2 - DOI	5 - USAAVNS Library
2 - DOSS	5 - Center Library
2 - Dept of RW Tng	5 - Army Aviation Museum
2 - Dept of Adv FW Tng	5 - CG, CONARC, ATTN: DCSOPS Historical Branch
2 - DOT	5 - TUSA
2 - DOMT	150 - AG ASD
2 - DAET	