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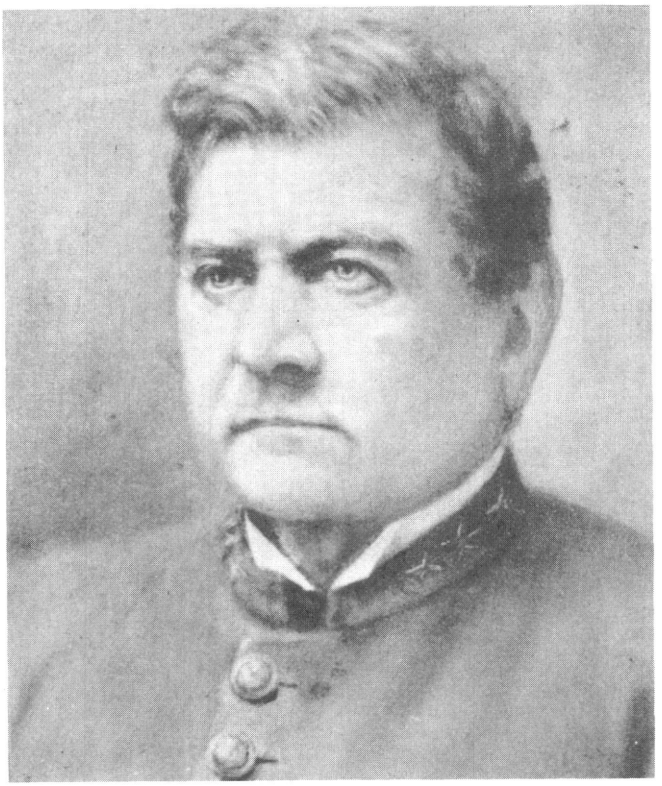


FORT RUCKER IS NAMED FOR COLONEL EDMUND WINCHESTER RUCKER

Edmund Winchester Rucker, an outstanding confederate officer during the Civil War, was born on 22 July 1835, in Rutherford County, Tennessee. He received his education in the public schools of Wilson and Dekalb Counties, Tennessee, and spent his early youth on a farm. At 18 he went to Memphis, where he learned civil engineering and by the outbreak of the Civil War was a city engineer in Memphis.

Colonel Rucker's military career began early in the Civil War. He entered the regular Army of the Confederacy in 1861 and was assigned to a company of sappers and miners building defenses at several points along the Mississippi River.

His first combat engagement occurred in the spring of 1862 when, as a captain, commanding a battery, he made a gallant and successful repulse of federal gunboats at Island No 10 in the Mississippi River.

The oft wounded Captain Rucker served in many campaigns, and commanded many famous military elements.

Just before the campaign in Kentucky, Rucker was commissioned a major. In the spring of 1863, he was promoted to colonel, and commanded the First Tennessee Legion, composed of the Twelfth and Sixteenth Battalions.

Colonel Rucker was captured in December 1864, at the battle of Nashville after suffering a severe wound that resulted in the loss of his left arm. By the time General Robert E. Lee surrendered, Colonel Rucker was on his way home as an exchange prisoner.

At the time of his capture Colonel Rucker was in command of a brigade and thus referred to as a "general." In fact, he stated many times that his commission as a brigadier general had been issued but that it never reached him.

He came to Alabama in 1869 and for two years, worked with railroad companies and subsequently was made president of the Salem, Marion, and Memphis Railroad.

In 1882, Rucker moved to Birmingham, where he held positions as president of the Birmingham Compress and Warehouse Company; president of the East Birmingham Iron Roofing and Corrugating Company; president and director of the Alabama National Bank; president of the American Coal Company; and director of the Alabama Loan Company.

UNITED STATES ARMY AVIATION CENTER PATCH

The design for the official United States Army Aviation Center patch was the result of a contest held in the fall of 1956. The winning design, submitted by Lieutenant Frederick Whiting, was approved in April 1957.

The emblem features a black winged torch inflamed and detailed in yellow on a black bordered shield of orange.

The training mission of the school and center is denoted by the wings and flaming torch. The wings symbolize flight, and aviation in all phases. The flaming torch, or the torch of learning, is symbolic of teaching, training, and learning.

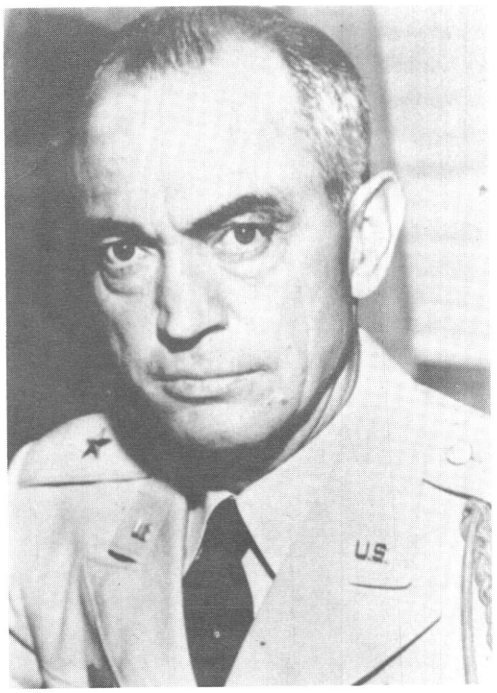
UNITED STATES ARMY AVIATION SCHOOL CREST AND MOTTO

The United States Army Aviation School Crest is made up of a falcon proudly perched on a mailed fist standing out before a blue and red shield. Below the shield is a scroll with the official school motto, "Above the Best."

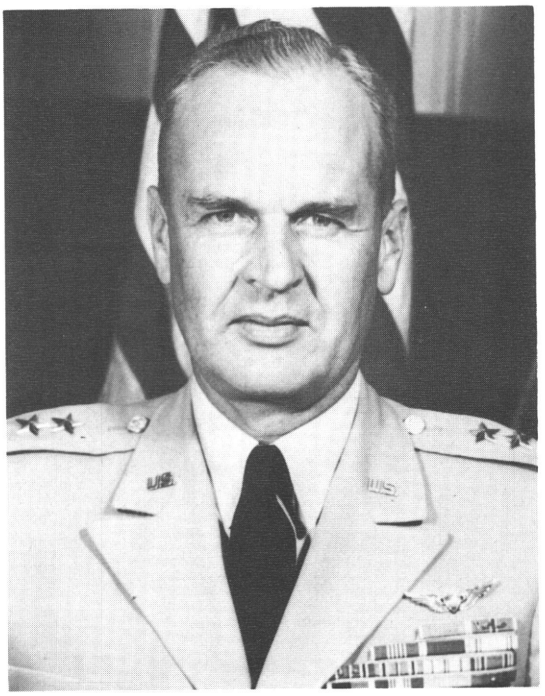
The swift, keen falcon symbolizes the school's training mission in that the art of falconry incorporates many hours of patience and thorough training.

The mailed fist depicts the military ground arm which exercises control, training, support, and direction of flight to Army air units.

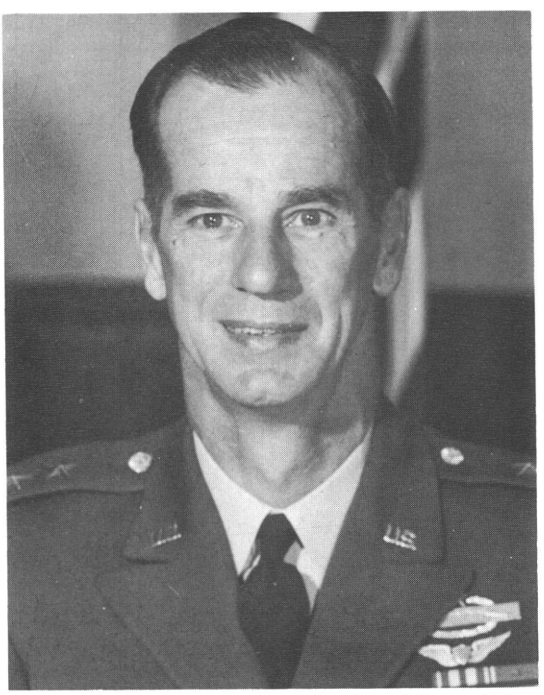
COMMANDANTS
1954-1964



BRIG GEN CARL I. HUTTON
June 1954-June 1957



MAJ GEN BOGARDUS S. CAIRNS
June 1957-Dec 1958



MAJ GEN ERNEST F. EASTERBROOK
Jan 1959-Mar 1962

BRIG GEN ROBERT R. WILLIAMS
Mar 1962-Aug 1963

MAJ GEN CLIFTON F. VON KANN
Aug 1963-28 Feb 65

PREFACE

The United States Army has its mission — and has always accomplished it by winning the land struggle. It has always had the equipment needed for success. But, in the words of former Secretary Cyrus R. Vance, "It is clear...that our mission requires a new order of mobility, and I assure you that we will seek what is required to achieve it...We cannot afford to be outmaneuvered by an enemy."

When Secretary Vance spoke these words at Fort Benning, Georgia, in late 1963, he was counting heavily on Army Aviation to help acquire this new mobility. In turn, Army Aviation counts just as heavily on the United States Army Aviation Center and School at Fort Rucker, Alabama. Personnel and activities at Fort Rucker today are deeply involved in helping establish and provide this new order of mobility. They—

Train aviators, maintenance personnel and other aviation specialists at the Army Aviation School,

Test new hardware at the Army Aviation Test Board,

Determine future hardware needs and develop doctrine and organization at the Army Combat Developments Command Aviation Agency,

Investigate, analyze, and disseminate aviation accident data at the Army Board for Aviation Accidnet Research,

Conduct human factors research at the Army Aviation Human Research Unit.

The Commanding General at Fort Rucker wears two "hats." As "commanding general" of the Army Aviation Center, he coordinates with and assists Class I and Class II activities no directly under his command and directs the activities of various support units of the post.

As "commandant" of the Army Aviation School, he is responsible for training all Army Aviators, organizational mechanics, and other aviation related personnel for the Army. He reports to Third US Army for matters pertaining to administration and logistics and to USCONARC for accomplishing the school's training mission.

The early history of the United States Army Aviation Center and School is completely divorced from the early history of Fort Rucker. The latter traces its history to the depression years of the 30's while the history of the Center and School is rooted in the rocky hills surrounding the Artillery School at Fort Sill, Oklahoma.

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CHAPTER 1

THE ORIGINS

ARTILLERY PILOTS

In accordance with a War Department directive issued at the request of Major General R. M. Danford, the Chief of Field Artillery, 15 officers, 21 enlisted men of the field artillery, and nine civilian instructor pilots, all holders of civilian pilot licenses were ordered on 15 January 1942 to report for temporary duty to the Field Artillery School at Fort Sill, Oklahoma to test the concept of making light aircraft organic to the Field Artillery.

The test, conducted under the direction of Lieutenant Colonel William W. Ford, proved successful and on 6 June 1942, the War Department approved organic aviation for the Field Artillery. By 1 August of that year the Department of Air Training was organized at Fort Sill with Colonel Ford as director.

From 1945-50, the Department of Air Training added refinements to the training program. The wide-spread use of aircraft in combat resulted in students from all arms and services entering Army Aviation.

The use of aircraft by all arms and services rapidly increased the volume of training at the Department of Air Training, and led to the establishment of the US Army Aviation School at Fort Sill.

The school was established effective 1 January 1953, as a Class I activity under the Commanding General, Fourth US Army.* The official birthdate was changed in 1960 to the 6th of June to coincide with the birthdate of Army Aviation.

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

By August 1954, the staff and faculty of the Army Aviation School at Fort Sill had grown to almost 300 members. Also, there were 800 students and about 500 aircraft.

Inadequate hangar space, dispersal of activities, and submarginal facilities for aviation at Fort Sill resulted in excessive costs and inefficient operations. Since Fort Sill did not have adequate facilities, plans were under study to move the Aviation School to a home of its own.

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

Camp Rucker was chosen over other sites mentioned primarily because Ozark Army Air Field had three 5,000-foot runways, a number of buildings had been renovated during the Korean War at a cost of $8 million, and huge motor parks on the reservation would serve as good heliports. Large buildings used for vehicle repair could serve as rotary wing maintenance hangars.

Fort Rucker is located in Southeast Alabama, midway between the towns of Ozark (p. 10,000), and Enterprise (p. 11,000), on Alabama State Highway No. 85. The towns are about nine miles from the Fort, Ozark to the northeast and Enterprise to the southwest. Dothan (p. 30,000) is located 26 miles to the southeast.

A Department of the Army letter dated 23 July 1954, informed the Commandant of the Army Aviation School that, "The Secretary of the Army has approved the transfer of the

* DA GO 9, 16 January 1953

Army Aviation School and the Aviation Test Section of (Army Field Forces) Board No. 1 to Camp Rucker, from Fort Sill, Oklahoma."

Brigadier General Carl I. Hutton, who had been commandant of the Army Aviation School at Fort Sill since July 1954, named Lieutenant Colonel Carlyle W. Arey as his Chief of Staff. On or about 20 August 1954, Colonel Arey departed Fort Sill for Camp Rucker with an advance party of 50.

On 28 August 1954, General Hutton departed Fort Sill and on 1 September, assumed command at Camp Rucker. The move was effected with minimum cancellation of classes, and the first course of study to get under way at Camp Rucker was a combined Army Aviation Tactics course.

The Army Aviation School was organized with five departments -- the Department of Fixed Wing Training, the Department of Rotary Wing Training, the Department of Aviation Maintenance, the Department of Tactics and General Subjects, and the Department of Publications and Non-Resident Instruction. Also included was the Army Aviation School Regiment, Combat Development Office, Office of the School Secretary, and Office of the Director of Instruction.

The first class to be graduated from the Army Aviation School after the move from Fort Sill, was a Helicopter Maintenance Class consisting of 28 enlisted students. The class had been programmed for completion on 8 January 1955, but was advanced for completion prior to the Christmas holidays.

CAMP RUCKER

Fort Rucker, which is now geared to train more than 14,000 Army aviators and aircraft mechanics each year, traces its beginnings back to a depression-born soil conservation project.

On 23 October 1935, the Federal Government created the Pea River Cooperative Land Use Area, purchasing 32,251 acres of land in Dale and Coffee Counties, and paying landowners an average of $7.46 per acre. This area was purchased by the Government as part of its resettlement and land utilization project, because farming acreage on it was sterile, eroded, and unproductive. It was subsequently leased to the State Government. The state thereafter let the poor land lie fallow and used the good land for timber and recreational purposes, such as hunting, fishing, and camping.

Due to the rapid mobilization in the summer of 1941, a planning survey was made of the area by Army Engineers and subsequently the Real Estate Branch of the War Department purchased 27,857.69 acres of land adjoining the Pea River area.

Later, the remaining land was purchased, and on 22 January 1942 the Army began construction of the Ozark Triangular Division Camp (unofficially known as Camp Rucker). A civilian army of approximately 12,000 workers began to work feverishly. They had 120 days in which to complete the camp.

On 1 May 1942, the base became officially known as the Ozark Triangular Division Camp. By this time, the civilian army of builders, timekeepers, and laborers had just about finished the camp and were disbanding when the first complement of soldiers arrived.

Upon arrival, the station complement (which was formed from existing station complements within the corps area) discovered there was not even a camp headquarters building. However, within 12 hours a battalion recreation hall was designated camp headquarters and a packing case became the first desk. None of the streets had been paved and after a rain, the camp was turned into a sea of mud.

The camp was dedicated on 1 May 1942 by Major General Gustav H. Franke of the 81st "Wildcat" Division, the first infantry unit stationed at the new post.

In June 1943, the camp was renamed in honor of Edmund Winchester Rucker, an Alabamian who served in the Confederate Army.

After the 81st Division had been transferred to the Pacific Theater, the 35th, 98th, and 66th Divisions were trained at the camp.

One of the most beautiful spots on post is the 60-acre Lake Tholocco. It was formed in 1938 by damming Claybank Creek. The lake, within the Pea River area and six miles from the cantonment site, was named with the Indian term for "great warrior" in honor of Samuel Dale, who was a famous Indian fighter and politician for whom Dale County is named.

In the latter days of the war, Camp Rucker became an infantry advanced replacement training center. At one time, a large number of German and Italian prisoners of war were quartered at Camp Rucker, and through arrangements with the government were utilized in harvesting various farm crops throughout the "wiregrass" area at the time when farm labor was critically short.

Due to demobilization after World War II, the camp was placed on a standby status on 28 February 1946. Only a handful of Army personnel remained at the installation.

Camp Rucker remained in this status until 9 August 1950, when it was reactivated following the outbreak of hostilities in Korea. On 16 January 1951, the 47th Infantry Division -- a Minnesota-North Dakota National Guard Division -- arrived at the camp for training. The division remained at Camp Rucker until May 1954, when it was transferred to Fort Benning, Georgia, and was redisignated the Third Infantry Division.

Following the Korean War, Camp Rucker was again placed on inactive status (on 30 June 1954*) but this order was rescinded in August, with the arrival of the US Army Aviation School.

* DA Go 56, 30 June 1954

CHAPTER 2

UNITED STATES ARMY AVIATION SCHOOL

DEPARTMENT OF FIXED WING TRAINING

The Department of Flight began moving aircraft from Fort Sill to Camp Rucker in October 1954. The L-19s were moved first. Most of them were flown by graduating students from Fort Sill, Oklahoma, when a class graduated.

The first class to get underway at Camp Rucker was a combined class--Army Aviation Tactics Course 54-K-L--which consisted of 120 students. The entire class had arrived by 12 October and began flight training on 18 October 1954. This class graduated on 29 January 1955.*

During the first few months of operations, flight training began to fall behind schedule, primarily due to lack of facilities. With only Ozark AAF, located on post, training was moved to municipal airports near the neighboring towns. Many valuable hours were lost traveling to and from training sites--one being located almost 100 miles away.

Soon tactical landing sites were selected on post and flying began from unimproved strips. But within a few weeks the dust created by the prop wash had forced training back to the improved airfields.

By mid 1955, the engineers had the dust problem under control with the completion of three fixed wing stagefield and 10 surfaced strips. For the first time training began to meet the programmed schedule.

Even though flight training was back on schedule, additional facilities were required to meet the continued expansion. During late 1955 and early 1956, 37 off-post tactical strips were constructed on leased property. By 1957 an additional stagefield had been constructed off-post, relieving some of the congestion on post.

On 6 September 1955, the first senior officer Army Flight Training Course began. This class consisted of 12 senior officers selected for flight training to fill the requirements for the Army Aviation Program. Unlike the normal flight training program, these officers received their primary, advanced fixed wing, and helicopter training all at Fort Rucker. This course was conducted again on 17 September 1956 with 12 more senior officers given flight training.**

In late 1955, the Air Force requested that part of the Army's input to primary fixed wing classes conducted at Gary AFB be directed to Spence Air Base, Moultrie, Georgia. The 27 students in Class 56-7 began training on 3 January 1956, and became the first Army students to receive training in the L-19 from a civilian contractor.

On 19 April 1956, the Department of Defense issued a memorandum directing the Army to assume responsibility for all Army Aviation training. It also directed the Army to assume command of Gary AFB on 14 December 1956 under the direction of Colonel Jules Gonseth, former Assistant Commandant of the Aviation School, Fort Rucker.

On 1 July 1956, Army training at Spence AFB was terminated and the two classes in residence (56-11 and 56-12) were transferred to Gary to complete their primary training. In the short time Spence AFB was operational, 128 Army students completed their primary training.

On 7 January 1957, the first class (57-9) began training at Gary with W. J. Graham and Sons, Inc., conducting primary flight instruction. Colonel Gonseth and his staff of 22 officers and 22 enlisted men were responsible for the military operations at Gary and provided quality control of the contractor's job performance. By 1 July 1959, a total of 2,151 student pilots had successfully completed primary training at Gary. At this time, primary training was moved to Fort Rucker.

* Army Aviation Story: Tierney & Montgomery

** Class Schedule FY57 (Ofc of DOI, USAAVNS)

In September 1957, Lowe AAF was completed. The new field featured a modern flight instructor building, maintenance hangars, fire stations, control tower, and four 2,000 foot runways. At this time all fixed wing flight training moved to Lowe AAF with the exception of the instrument flights which continued to utilize Ozark AAF.

In early 1959 the Department of Primary Fixed Wing Training was formed at Fort Rucker and located at Lowe AAF while advanced contact training moved to Cairns AAF, formerly known as Ozark AAF. The field was renamed on 10 January 1959 in memory of Major General Bogardus Cairns, commandant of the school who was killed in a helicopter crash.

On 6 July 1959, the first class (59-1) of rated warrant officers began a fixed wing qualification course. Previously warrant officers were limited to rotary wing training. A prerequisite for selection was that pilots have a minimum of 350 flying hours.

At the time of the move, the one class in residence at Gary (59-13) was moved to Fort Rucker where students received the remainder of their training from advanced fixed wing instructors. Most of the instructor pilots from Camp Gary moved to Fort Rucker along with approximately 190 L-19 aircraft. On 11 September 1959, the first primary fixed wing class (60-1) with 78 students began training at Lowe AAF with Hawthorne School of Aeronautics conducting the primary phase of training.

At this time the Department of Primary Fixed Wing Training was organized under the direction of Lt Col G. W. Jaubert, the former deputy director at Camp Gary.

With the expansion of Army aviation and the need for an all-weather flying capability, the Aviation School organized in early 1960 a new fixed wing aviator training program which consisted of three phases: "A" Phase, primary fixed wing flight training; "B" Phase, advanced fixed wing training; and "C" Phase, instrument training. Aviators trained under this program of instruction were rated upon completion of "B" Phase.

With the introduction of the OV-1 Mohawk aircraft into the Army inventory it was necessary to conduct a transition training. The first class (OV-1 60-1) began training on 4 May 1960,* with eight students. OV-1 transition courses have continued since that time with no appreciable change in size.

CV-2 Caribou transition training was started on 25 July 1960.** The first class (61-1) input was eight students. By July 1964, the CV-2 transition course had grown to an average input of 28 students per class.

On 12 December 1960, 36 students in Primary Fixed Wing Class 61-6 began a test using 16 Cessna 180 aircraft with side-by-side seating to determine the feasibility of integrating instrument and contact flight instruction. The test was conducted under supervision of the Human Research Unit (HUMRO).

Students selected for this test were given short periods of instrument instruction throughout the primary phase. At the end of the training student skills were compared, but the results did not dictate a change in the curriculum and the program was discontinued.

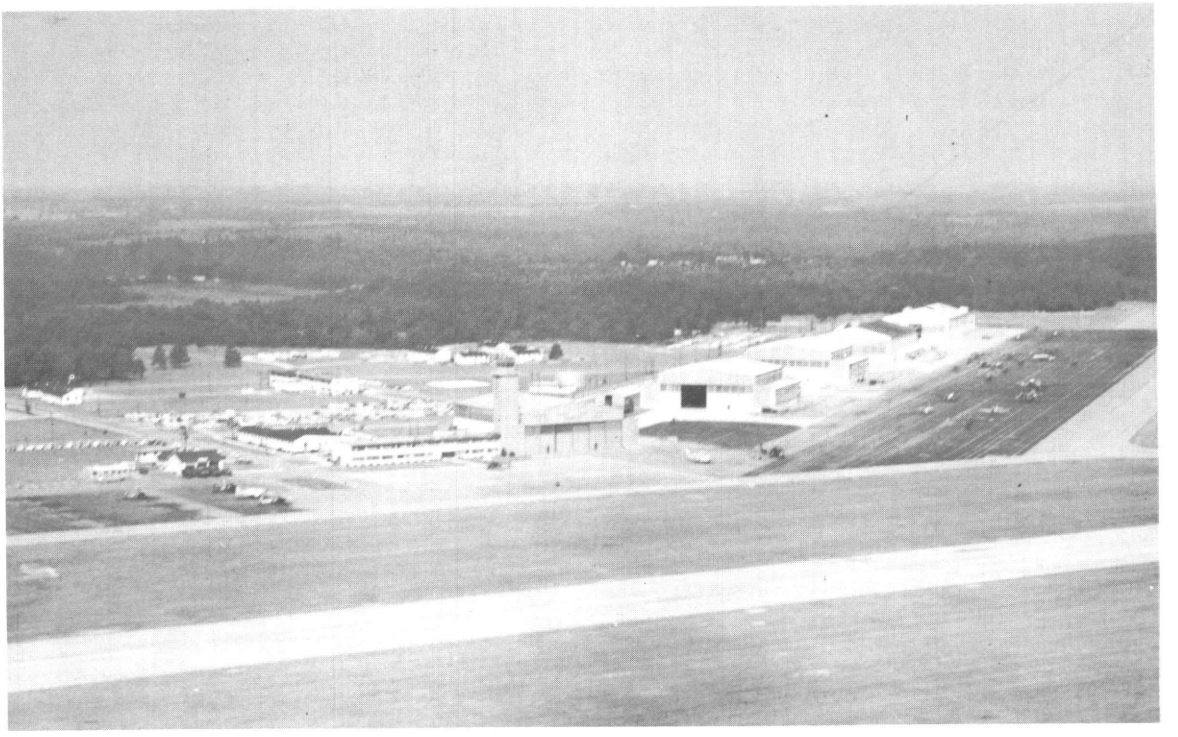
On 23 July 1962 primary fixed wing training was moved into its new home at Shell AAF. This move placed all primary fixed wing training on one field and reduced the aircraft density at Lowe and Cairns AAF. It also placed the students closer to the flight training areas of operation, saving many hours of flight time and thousands of dollars in operational expense. The new facility included flight instructor buildings, operation buildings, control towers, hangars, and a fire control building. On 1 July 1962, Ross Aviation Inc., Tulsa, Oklahoma, assumed responsibility for primary fixed wing training.

* Flow Chart FY60, Programs Branch, DOI
** Flow Chart FY61, Programs Branch, DOI

In September 1962, CONARC directed that a study be conducted by the Aviation School to determine the maximum plant capacity of aviation training. Based upon findings of this study, the input of all primary fixed wing classes was increased from 57 to 120 students. The first class with 120 students (63-7) began training on 21 February 1963. This increased student load was in conjunction with the Army's overall aviation expansion program.

In mid-1964, the inputs to primary fixed wing classes were reduced from 120 to 73 students beginning with class 65-1. This reduction coincides with the Army's long-range plans to replace many fixed wing aircraft with the new LOH (Light Observation Helicopter).

The first class of Warrant Officer Candidates to be trained in fixed wing aircraft began flight training on 4 April 1963. These students received four weeks of preflight training prior to beginning flight training. Upon successful completion of the course candidates are commissioned as Warrant Officers and rated as Instrument qualified Army Aviators.



"CAIRNS ARMY AIRFIELD" - September 1964

"OZARK ARMY AIRFIELD" - 1955

DEPARTMENT OF ROTARY WING TRAINING

On 1 October 1954, 16 of the 250 helicopters used for rotary wing training by the Army Aviation School arrived at Camp Rucker from Fort Sill, Oklahoma. The trip took three days with 12 fuel stops along the 855-mile course. It was late October when the first mass movement of helicopters came over the same route. Each helicopter carried an extra five gallon can of gasoline; accompanying each flight was one L-20 and one H-19 or H-25 which acted as control aircraft and carried extra fuel and maintenance personnel.

By mid October the newly formed Department of Rotary Wing Training became operational at Camp Rucker. To permit a smooth phase-in of training (one class)--Army Cargo Helicopter Pilot Course 55-E was cancelled. On 18 October 1954, ACHPC 55-F, with 25 officers and warrant officer candidates became the first rotary wing class to report to Camp Rucker. It was graduated on 30 April 1955.

The first Army Helicopter Aviation Tactics Course 55-H reported to Camp Rucker on 11 January 1955. These students had received primary helicopter training from the Air Force at Camp Gary. One class (AHATC 55-G) had been cancelled to permit a gradual phase-in at Camp Rucker.

As more aircraft arrived at Camp Rucker, heliports were established in abandoned motor parks. The H-13s were parked on the south side of the cantonment area in Southport. the H-23s were parked in Northport, an abandoned motor park in the old division artillery area, and the utility helicopters (H-25 and H-19) were parked in Eastport along 4th Avenue.

As flight training began, instructors searched for suitable areas in which to work. All of the cleared areas along Range Road plus various abandoned ranges were used as landing and hovering areas. Knox Field was the first stagefield opened and was soon followed by Hatch and Hooper stagefields. But problems quickly developed with dust causing excessive engine wear, and vibrations which plagued the department operations.

Post Engineer personnel experimented with several possible solutions but found only temporary relief. A more permanent asphalt surface was applied and by mid-1955, the dust problem was overcome.

Also, by mid-1955 the 351st Regimental Combat Team (RCT) had begun an extensive training program using the small arms ranges. With the infantry unit on the ranges, flight training was confined to the three stagefields. Consequently, the School selected various off-post tactical sites for use in rotary wing training and began negotiations with Mobile District Engineers to acquire additional training sites.

With a shortage of instructors and inadequate facilities, flight training fell behind schedule. Despite a six-day week, classes remained behind schedule until the fall of 1955.

Late in 1955, negotiations began to acquire real estate for off-post tactical sites and the first was made available to the Department of Rotary Wing Training in early 1956*.

On 19 April 1956, the Department of Defense directed the Army to assume the responsibility for training its own aviators. It became necessary to move primary helicopter training for rated pilots from Camp Gary to Fort Rucker while negotiations were completed for the Army to take over Wolters AFB, Texas, for use as its primary helicopter school. The first class (56-17) arrived at Fort Rucker on 13 July 1956.

With a shortage of rotary wing instructor pilots and the mission of conducting primary flight training, the Army began to look for qualified helicopter pilots. The US Marine Corps permitted the resignation of 24 pilots who were accepted in the Army as Chief Warrant Officers. These men reported to Fort Rucker in early August 1956 and were given an accelerated course as rotary wing instructor pilots. They relieved the instructor

* Post Engineers Real Property Record USAAC

shortage and made possible the smooth transfer of primary helicopter training from Gary.

Wolters was transferred to the Army on 1 July 1956, and on 13 July 1956, Secretary of the Army Wilber M. Brucker redesignated the post "Camp Wolters."*

On 26 September 1956, Camp Wolters became the official home of the US Army Primary Helicopter School under command of Colonel John Inskeep.

A contract was negotiated with Southern Airways Company to provide flight instruction, ground school instruction, and the maintenance of government owned aircraft and equipment at the school. During August and September, 27 civilian instructor pilots were sent to Fort Rucker for standardization training.

H-23 helicopters were moved from Rucker to Wolters and the first class (57-6), Army Aviation Transport Pilot Course, began training on 26 November 1956.

During the next two years, Wolters and Rucker each conducted primary helicopter training. The last primary class (58-10) to be trained at Fort Rucker was graduated on 6 September 1958.

On 5 October 1959, the Department of Rotary Wing Training moved into its new home, Hanchey Army Airfield. With ample parking space, maintenance facilities, and modern classrooms located on the field, the department was, for the first time, centralized. By this time the department had complete control of the eastern portion of the Fort Rucker reservation, and had expanded off-post with one stagefield and 65 tactical training sites. On 24 July 1961, another modern stagefield was acquired. On 23 April 1963 and 19 June 1964, two additional stagefields were completed. Today the department conducts training at six modern stagefields and over 130 tactical sites.

The department organized the H-37 transition course in 1957, with the first class (58-1) beginning on 8 July 1957. On 1 April 1959, it was necessary to organize a transition course for the HU-1A (Iroquois). This course experienced considerable buildup in 1963. In 1962, the CH-21 (Shawnee) transition course was organized with the first class beginning on 6 July 1962. The Army's acceptance of the Ch-47A (Chinook) necessitated a transition course which was established on 29 April 1962.

Based on a study conducted in November 1962 (maximum plant capacity), the input of students per rotary wing aviator class was increased from 44 to 72, beginning with class 64-1 on 20 November 1963. Plans were to increase the size of each class again in November 1964--from 72 to 108. This increase is in keeping with the Army's long-range plans for the increased proportion of rotary wing aircraft in the inventory.

Helicopter Instrument Training

In December 1954, the director of rotary wing training, Major Hubert Gaddis, appointed Captains Ellis C. Langford and Emil E. Kluever to conduct a test and evaluation program to determine the feasibility of helicopter instrument flight.*

In March and Arpil 1955, an evaluation of the H-19 and H-25 disclosed that the H-19 was more suitable as an instrument trainer.

The first helicopter instrument class began on 3 May 1955. The students were selected from the H-19 instructor pilots at the school and were scheduled to become instrument instructors.

Even though the instructor pilots were trained, authority to issue instrument tickets was not granted until 16 April 1956. The first helicopter instrument tickets were only valid while the holder was participating in the instrument program. On 19 January 1956

* Army Aviation Story, Tierney and Montgomery

the first helicopter flight to be flown under actual instrument conditions was conducted in an H-19.

On 25 February 1957, the CAA (now FAA) sent two representatives from its Air Carrier Division to Fort Rucker for the purpose of attending a special helicopter instrument training course.

As the experiment in helicopter instrument flying continued, a need for revision of Army Regulations became apparent. In early 1958, Mr. Don L. A. Whittaker (deceased), a civilian instructor, was assigned the task of drafting proposed changes of current Army Regulations to include helicopter instrument flight. The proposed changes were submitted to Department of the Army on 19 May 1958, and by late 1958 most of these changes has been approved.

By mid-1958, CONARC had approved a helicopter instrument flying course and on 14 July 1958 the first class began. Immediately following graduation of this class, a helicopter instrument examiners course was establihed and the graduates began training on 22 September 1958.

The H-19 helicopter had been initially selected as the instrument trainer, but by late 1958, H-34s and H-21s had replaced the H-19s. In late 1959 the HU-1A was adopted as an instrument trainer. During 1962 the CH-34 and CH-21 were phased out of the instrument program.

With all the helicopter instrument training conducted from Hanchey AAF, a Ground Control Approach (GCA) was installed in February 1960. Flight operations proved successful and in September 1960 the Ground Control Approach installation was certified by FAA.

"HANCHEY AAF"
Largest Heliport in the Free World - Dedicated
22 October 1959

Heliport Along 3rd Avenue - 1954

DEPARTMENT OF AVIATION MAINTENANCE

The Department of Aviation Maintenance began the move from Fort Sill to Camp Rucker on 20 November 1954* and six days later the first instruction on the site began. At this time the department conducted two courses: The Army Helicopter Maintenance Course (16 weeks), and the Twin-Engine Transition Maintenance Course (2 weeks).

The move to Camp Rucker was conducted in phases and completed on 17 December. During the move, one class from each course was cancelled and the first Helicopter Maintenance Class with 24 students was scheduled for graduation on 8 January 1955, but due to the enthusiasm of the instructors and students the class was accelerated and graduated before Christmas.

Like all segments of the Aviation School, the department suffered with inadequate facilities. An old vehicle shop building was used as a classroom; furniture was scarce; heating systems consisted of "pot belly" stoves; and the department's physical location in relation to classrooms presented transportation problems. Despite these obstacles, the department remained unchanged until September 1955, when the Department of Academics was formed in an effort to consolidate general subjects and maintenance training. The new department was under the direction of Lieutenant Colonel C. P. "Ted" Damon, who had directed the Department of Aviation Maintenance.

General subjects instructors were transferred from other departments and with all maintenance instructors were assigned to the Department of Academics.

In August 1957, the Department of Academics was discontinued and the Department of Maintenance, under the direction of Lieutenant Colonel David Cogswell, was formed. At this time general subjects instructors were transferred to the Department of Advanced Fixed Wing Training.

In August 1956, the fixed wing maintenance course conducted at Camp Gary began moving to Fort Rucker. By January 1957, the move was completed with many of the civilian instructors from Camp Gary moving to Fort Rucker.

On 12 November 1956, a labor dispute temporarily halted the maintenance school's aircraft fleet. With the contractor's personnel on strike, students and instructors moved from the classrooms to the flight line and performed necessary maintenance for seven days without loss of flight instruction.

On 2 July 1957** the Department of Maintenance organized the Army Aviation Organizational Maintenance Officer Course. This was a ten-week course designed to train officers in organizational maintenance. After three classes of approximately 20 officers each, the course was discontinued.

During July 1958, the Department of Maintenance organized a transition course for crew training on the H-37 (Mojave) helicopter. Due to the many complicated systems of the aircraft, the training was conducted for complete crews including the pilot, co-pilot, and crew chief. This course was continued until February 1959 when it was replaced by the H-37 helicopter maintenance course for mechanics only.

In 1958 and early 1959, the Department of Maintenance completed a study of the aircraft mechanics MOS structure. Major Arvil Quinn and Mr. James Burkett Howard made the study and developed an MOS structure that would provide aircraft qualification identification by numerical designation. This plan was submitted to the Department of the Army and approved in July 1959. Maintenance training was modified to include specialized and advanced training in accordance with the new MOS structure.

* Operation Plan 1, Army Aviation School, dtd 30 Jul 54
** Flow Chart, Programs Branch, DOI, USAAVNS

With the introduction of the UH-1 helicopter into the Army's inventory, a mechanics course was adopted on 1 April 1959. Student input was boosted considerably during 1963 with the building of forces in the Republic of Viet Nam.

In April 1960, the Department of Maintenance organized the first US Army Aviation School Organization Aircraft Maintenance Supervisors Mobile Instruction Team. The mission of these mobile training teams was to assist unit commanders in training maintenance personnel on station. Three teams were organized from military instructors within the Department of Maintenance and presented 40 hours of instruction at major installations throughout the continental Army areas.

On 5 April 1960 the first class of OV-1 (Mohawk) mechanics convened with 12 students. On 10 May a new maintenance course of instruction for the CV-2 (Caribou) mechanics was organized.

In the summer of 1961 the Department of Maintenance formed mobile teams to assist in reserve training. Each summer through 1963 these teams were dispatched to major reserve training center to conduct two weeks of instruction for aircraft maintenance personnel.

In July 1961, a course was organized by the Department of Maintenance to provide instruction on Automatic Stabilization Equipment, which is installed on some CH-34s and all CH-37 helicopters. This course was discontinued in July 1962, and the instruction integrated into the regular maintenance course for CH-37 mechanics.

Even though the Department of Maintenance was continually expanding its instructional program, facilities remained a problem. On 23 October 1959,* Southport was turned over to the department providing space for ground handling aircraft. Improvements were made to original classrooms, yet many classes were being conducted in temporary barracks and shop buildings. On 19 March 1964 the department received its first permanent type building consisting of six modern classrooms.

DEPARTMENT OF TACTICS

The Department of Tactics and General Subjects began moving from Fort Sill to Camp Rucker on 9 October 1954.** As classes graduated at Fort Sill, the remaining instructors moved to Camp Rucker. By Christmas 1954, the department was well settled in its new home with 30 officers, 12 enlisted men, and four civilians. Three former classroom buildings in the Tank Hill area provided instructional space. Even though these facilities were inadequate by normal standards, they were the finest the school could offer.

The first few months at Camp Rucker were spent selecting training areas for field problems and modifying facilities to meet existing needs. The 376th Field Artillery Battalion, on TDY status from Fort Campbell, Kentucky, provided artillery support until the arrival of the 337th Field Artillery Battalion in February 1955.

The first field exercises were conducted from make-shift field strips located on the post. In March 1955, two large tactical sites were opened and field exercises improved considerably.

Few organizational changes were made within the department during the next few years. However, the roles and missions being assigned to Army Aviation and new development of hardware and tactics pointed out the need for an Army Aviation Staff Officers Course. The first class started on an eight-week program of instruction on 23 October 1957 and was composed of 20 senior company grade and field grade officers. On 24 October 1960, the length of the course was changed to six weeks with an average input of 35 officers per class. Again on 12 January 1962, the course was revised and length was reduced to three weeks.

* Real Property Record, USAAVNC

** Letter: DA, Ofc of ACofS, G-3, 23 Jul 54

With the expansion of the armed helicopter program at the Aviation School, the first Sky Cavalry Platoon (Prov) was organized on 26 February 1957.* The platoon consisted of 11 officers and 16 enlisted men, with most of the personnel provided by the Department of Tactics. The platoon was placed under the director of the department for operation control. It continued to function primarily as a demonstration and tactical evaluation unit until 20 March 1958, when it was reorganized as the 7292d Aerial Combat Reconnaissance Company and placed under the 2d Battle Group, 31st Infantry Regiment.** On 24 March 1959, the company was redesignated as the 8305th Aerial Combat Reconnaissance Company.***

The Department of Tactics began a long, tedious battle in December 1958, for the implementation of an aerial gunnery or suppressive fire program.****

An initial staff study was completed and recommendations submitted to CONARC in May 1959, recommending that an aerial gunnery program be established at the Army Aviation School. In August 1959, CONARC indicated that the recommendations were premature; however, the Aviation School was to continue to study the problem.

The study continued throughout 1960, with the department reviewing troop test results and making liaison visits to nearby installations in an effort to locate adequate range facilities and training areas. In the fall of 1960, the picture began to brighten when the Rogers Board recommended that aerial gunnery training using machine guns, missiles, and rockets be incorporated into the 1981-B Rotary Wing course beginning in FY63.

Another staff study on "Aerial Suppressive Fire," was made and submitted (along with a proposed program of instruction) on 27 July 1961. The Aviation School received the mission to train 26 officers on the UH-1B/SS-11 missile system, with training to begin 1 February 1962. During the next few months, POIs and lesson plans were written; training areas located; and instructor pilots trained. On 12 September word was received from CONARC that the SS-11 project would be delayed, but since the wheels were turning, the preparation continued.

During the second week of October 1961, a commitment was received to train six officers in observation helicopter machine gun fire techniques. Another crash program was set in progress preparing for the class. Training was scheduled to be completed prior to Christmas 1961. The class was delayed until early 1962 and the first Rotary Wing Machine Gunners Instructors Course was not graduated until 20 April.

With one class graduated, the department turned its attention to SS-11 training and the first special course began on 28 May 1962 with eight students graduating on 8 June. Next on the agenda was the UH-1B/XM-6 system. The first class was graduated on 28 September 1962.

In December 1962, the Aviation Armament Division was formed within the Department of Tactics. The new division began receiving its first students in April 1963. On 28 August 1963, the School incorporated one week of formal armament training for all Warrant Officer Rotary Wing Aviator and Officer Rotary Wing Aviator classes.

During late 1963 and early 1964, numerous special classes were conducted by both the Rotary Wing and the Fixed Wing branch of the Armament Division. The division also prepared training literature on all current armament systems, and maintained close liaison with the Combat Developments Command, the Aviation Test Board, and the Armor School.

In March 1964, the first XM-3 2.75" rocket system was received by the department. Training circulars and lesson plans were prepared and instructors designated.

* Memo, USAAVNC, 5 Mar 57
** Third Army GO 5, 11 Feb 58
*** Third Army GO 55, 25 Mar 59
**** Memo for Record, Dept of Tactics

In mid-year the department was awaiting CONARC approval of plans for UH-1 Tactical Training Course (Viet Nam). This course, four weeks in duration, was designed to train the aviator in air mobile operations. Included were the use of armament systems, formation flying, sling loads, internal loads, and drop zone discipline.

DEPARTMENT OF PUBLICATIONS AND NON-RESIDENT INSTRUCTIONS

The Department of Publications and Non-Resident Instruction moved from Fort Sill to Camp Rucker with four officers and four enlisted men. Since the department faced the task of preparing the first publication for Army Aviation, a small multilith machine was procured and set up for local reproduction.

During the next few months, four civilian education specialists were hired by the department and work began revising the Air Force training manuals used in Army Aviation. The first training manual to be prepared by the department and to bear the new aviation designation of the "1" series was TM-1-215, 27 December 1955 (Altitude Instrument Flying) The Instrument Division, Department of Fixed Wing Training furnished technical advice, and writers from Publications and Non-Resident Instructions prepared the final manuscript.

The first Training Literature Publications Board was formed in early 1956, with Lieutenant Colonel David Cogswell, Director of Combat Developments, presiding as the board president. This board was to act as a steering committee to formulate the training literature program; assign projects to departments; check progress; and evaluate the capacity in accomplishing the program. The meeting date for the board was later changed to January of each year.

During 1956, the department engaged four illustrators to assist in the preparation of publications.

The first aviation subcourse appeared in January 1957. The subcourse Number 43 (Meteorology for Army Aviators) was prepared with assistance from the Department of Academics. After publication it was forwarded to the Artillery School at Fort Sill, where it was administered. It was followed by a subcourse Number 42 covering air navigation; another covering Army aviation tactics, subcourse Number 44; and a maintenance for supervisors, subcourse Number 45. Only the latter two are still current. The Artillery School has continued to administer all aviation subcourses.

During 1957, work continued on FM 1-100 (Army Aviation), but due to special emphasis on certain phases of aviation training, CONARC directed that a training text be published for interim use. In November 1957, TT 1-100-1 (Army Aviation Combat Operations) was published as a forerunner to FM 1-100 which was later published on 3 April 1959. This FM was followed by other doctrinal manuals (FM 1-5, 1-15, 1-60) which became, along with FM 1-100, the responsibility of the US Army Combat Developments Command Aviation Agency which the Combat Developments Command was formed. The School, however, continued to prepare aviation training literature publications supporting doctrine, e.g., FMs 1-10 and 1-80, and TMs 1-215, 1-225, 1-235, 1-250, 1-260, 1-300, and 1-320; plus several dozen others such as training circulars (TCs); Army training programs (ATPs); Army training tests (ATTs), and Army subject schedules supporting the training of aviation units. These and similar Department of the Army publications remain a dynamic portion of the School's workload requiring the skills and resources of every department.

All the effort of the department was not directed toward writing. During 1956, the department assumed responsibility for text issue to students and issue of all publications for the school.

With a rigid control on text issue, many texts were returned for re-issue resulting in considerable savings for the school.

The School technical library has grown from a beginning in 1955 with one crate of about 100 field manuals into a completely modern facility with over 25,000 items. Operational control of the library was transferred from the Office of the School Secretary to Publications and Non-Resident Instructions 1960 to improve coverage for and responsiveness to research writers and project officers producing Department of the Army training literature and the US Army Aviation Digest.

In 1958, the director of Publications and Non-Resident Instructions promoted a change in the preparation of master lesson plans to include a complete manuscript of each lesson plan. These were reproduced and filed within the department. Currently, over 10,000 documents are distributed monthly to units in the field from this file. This assists field units in preparation and standardization of all instruction for aviation personnel.

A long sought-after-facility--a US Army field printing plan--was approved for Fort Rucker on 1 January 1963. It became a major division of Publications and Non-Resident Instructions in keeping with Department of the Army philosophy that operational control of printing plants be assigned to the primary user at an installation. The plant has continued to grow since being established and in early 1965 was turning out an average of 4 million production units per month.

Another important function of the department is the publication of the "US Army Aviation Digest." Groundwork for the Digest was laid at Fort Sill in February 1965, when the Department of Air Training began production of a mimeographed bulletin called the "The Army Aviator." In a few short months this small newsletter, devoted to Army Aviation, became known far beyond Fort Sill.

Because of the growth of Army aviation, there was a need for an Army-wide publication. In June 1953, a request was submitted through channels for an official magazine, also to be called "The Army Aviator."

In November 1953, the Army Publications Board announced that one comprehensive safety periodical on Army aviation was desirable, but added that the scope should be broad enought to encompass the composite interests of all agencies having an interest in Army Aviation. It recommended that the Army Aviation School be assigned the responsibility for the publication.

Official approval for a one year trial run was received in August 1954, with the first issue being published in February 1955 (a six-month delay was allowed to prepare for magazine production). The publication was established as a separate section under the school, directly responsible to the commandant.

The mission of the Digest is to provide information of an operational or functional nature concerning safety and aircraft prevention, training, maintenance, operations, research and development, aviation medicine, and other related data.

Mountains of paperwork and months of effort preceded the first issue. Problems were many and workers few. One problem was a name for the magazine. The suggested title "Army Aviation" could not be used because of prior trademark protection. For a time "Aviation Digest of the Army" was the title used in referring to this new publication. But by the time the first issue went to press, the "US Army Aviation Digest" was the name chosen.

With the April 1955 issue, General Hutton began writing the first regular monthly feature for the magazine: "The Commandant's Column."

In the latter part of 1956, the Digest was placed under the Director of Instruction; and in 1957 operational control was transferred to the Department of Publications and Non-Resident Instruction where it has remained to date.

In February 1957, a new two-column format and change in type face was introduced. This resulted in a more attractive and interesting magazine; it also increased the amount of material content by 25 per cent within the same space.

In keeping pace with aviation growth, the Digest again changed in 1959. In April, the magazine's pages were increased to 36, and it was first published in an 8x10½" format. This three-column format and larger size again increased material coverage by 25 per cent. It also made available new methods of layout for more effective presentation.

The budgetary limit on number of issues printed each month was removed in July 1959, and for the first time aviation units could obtain all the copies of the magazine needed. Over 10,000 copies were printed and distributed each month.

In 1962, 12 additional pages were added and for the first time color was used to serve the functional purpose of improving illustrations and layout of the magazine. February 1962 saw the first 48-page issue.

In May 1963, the pinpoint distribution system was implemented. Under this system, units all over the world, of company size or larger, could receive their copies directly from the printer. Until adoption of this system, units received their magazines from various AG publications distribution centers. Once units in the field were able to request the quantities they needed, Digest circulation expanded to 27,000 copies by April 1965.

Except for the initial two issues, February and March 1955, the magazine has been printed under commercial contract. The first two issues were printed by the Government Printing Office.

DEPARTMENT OF AEROMEDICAL EDUCATION AND TRAINING

From 1951 until 1956 all Army Aviation Medical Officers were trained at the United States Air Force School of Aviation Medicine, Randolph Air Force Base, Texas. Late in 1956, Army Medical Officers were also sent to United States Navy School of Aviation Medicine, Pensacola, Florida, and in that same year a short Army Aviation Medical Officer's Orientation Course was established and was mandatorily attended by all Army graduates of the Air Force and Navy schools. This orientation course is still conducted as an integral part of the Army's Aviation Medicine Training Program at the United States Army Aviation School, Fort Rucker, Alabama.

In July 1962, the US Army Aviation Center was officially recognized as an affiliated training site for the third year (Phase III) of the formal three-year specialty training program in aviation medicine. An average of three residents per year are in this capacity.

With the qualitative and quantitave revolutionary expansion in the general Army Aviation Program, it soon became apparent that in terms of pipeline training time and the number of students trained that the increasing number of aviation medicine personnel needed to meet these expansions could not be furnished by the Air Force and Navy training programs. In July 1963, a basic course in Army Aviation Medicine was established at this installation and an Aeromedical Education Office was organized within the United States Army Hospital to provide administrative support, coordination and control for the training program. The basic course was conducted under this supervision until May 1964, at which time the Department of Aeromedical Education and Training was established within the US Army Aviation School. At this time the department assumed responsibility for advising the commandant on all matters pertaining to Aeromedical Education and Training and the supervision, planning, and coordination of the following courses of instruction:

Basic Army Aviation Medicine Course (BAAMC)--CONARC Course 1-A-3160. Duration four weeks. Qualified for MOS D-3160. Provides Medical Corps Officers with a working knowledge of Army Aviation Medicine including aeromedical administration, medical standards for flying, and aeromedical problems associated with military aviation. Technical aviation medicine comprises 101 hours of the course, with the remaining 47 hours devoted to general Army aviation subjects and flying. This program is designed for junior, short-tour medical officers, who will practice aviation medicine at unit level, under supervision.

Army Aviation Medical Officer's Orientation Course (AAMOOC)--CONARC Course 1-A-F8. Duration three weeks. Qualified for no MOS. Provides Army graduates of either the USAF or USN Schools of Aviation Medicine with training in medical aspects of Army Aviation, the Army Aviation Medical program, aeromedical evacuation; and application, under supervision, of the formal instruction previously received. Only 16 hours of instruction is in technical aviation medicine; remaining 93 hours is devoted to Army aviation orientation and related subjects. This program is designed primarily for career medical officers, for field grade medical officers, and for those who will support Army aviation medicine in clinical, consultative, teaching, research and staff roles.

Army Aviation Residency Program--Phase III--Supervised Practice--Phase III, the third year of the residency, is spent here at Fort Rucker and is the least-structured of the residency years. During this year, the resident is assigned to responsible positions as Chief, Aviation Medicine Division, US Army Hospital; Chief, Preventive Medicine Division, US Army Hospital; the US Army Aeromedical Research Unit; and the Department of Aeromedical Education and Training of the US Army Aviation School for equal amounts of time. This program is designed to provide the resident with experience in the clinical, research, and training aspects of aviation medicine. During this year, residents are given a considerable amount of responsibility in all these areas and are encouraged to pursue further specific interests through applied research and writing. Other units located at Fort Rucker with which the resident may gain experience through association during this phase of training are the US Army Board of Aviation Accident Research, US Army Combat Developments Agency, and the US Army Test Board. By arrangement, residents may attend special courses not conducted at Fort Rucker. These include the Aviation Crash Injury Investigator Course at Phoenix, Arizona (two weeks) and the Global Medicine Course (three weeks) given at Walter Reed Army Institute of Research. In addition, arrangements have been made for training in industrial and missile medicine with the Surgeon of Redstone Arsenal at Huntsville, Alabama; and for civilian public health training at Dothan, Alabama. Residents attend annual meets of the Aerospace Medical Association. Residents are given the opportunity to become air-borne qualified on a voluntary basis.

Student Aviation Instruction Program--Students attending the flying training programs of the US Army Aviation School are given periodic instruction designed to familiarize them with the problems which exist within the Aviation environment and represent potential hazards to aviation health and safety. Approximately 40 hours of instruction per month are given in this area.

The following courses of instruction are under consideration for implementation in the future:

Medical Service Corps Aviator Medical Qualification Course--This course will be of approximately three weeks duration and is designed to provide medical service corps aviators with intensive training in critical areas such as recessitation, emergency medical care, management of shock and trauma, patient selection for aeromedical evacuation, and in-flight patient care procedures.

Army Aeromedical Specialist Course--This course will be of approximately four weeks duration and is designed to train the aeromedical specialist to assist the flight surgeon in the areas of aeromedical administration, aviation physical examinations, aeromedical evacuation and personal aeromedical equipment.

DIRECTOR OF INSTRUCTION

Upon movement of the Aviation School from Fort Sill, Oklahoma, to Camp Rucker, Alabama, the Office of Director of Instruction (DOI) was established as the principal assistant to the assistant commandant. In that capacity, the Director of Instruction was directly responsible for academic operational matters and instructors training. He also exercised direct control of the Department of Academics.

One of the Director of Instruction's major functions was the training of instructors which was accomplished by the Methods of Instruction (MOI) Division. Within this division was the academic branch that trained all academic instructors, both fixed and rotary wing. This branch existed until late 1956 when the current Standards Division was formed and all flight instructor training was moved to the two major flight departments--the Department of Fixed Wing Training and the Department of Rotary Wing Training. Training of academic instructors and the instrument examining board remained with the new division.

Prior to the formation of the new Standards Division, two education advisors were assigned, one as the academic education advisor and one for flight. The activities of the two education advisors were coordinated by the senior education advisor who was a special assistant to the Director of Instruction and the assistant commandant.

In 1957, the position of education advisor for flight was redesignated and the position placed within a new operations division. This new division assumed the responsibility for class programming, facilities, requirements, operations, scheduling, and maintenance of current programs of instruction.

Also in 1957, the mission of the Director of Instruction was modified and he was assigned a functional role as a staff member for the assistant commandant.

In July 1961, a training aids board was established with representation from each instructional department and an adivsor from the Office of the Director of Instruction. This board has been responsible for some notable accomplishments, such as furnishing the design critique for the first classroom constructed on post. This project has resulted in one of the Army's most modern educational facilities. The board has developed plans for educational television and for programmed learning. Both programs are expected to be initiated at the Aviation School within the next three years.

UNITED STATES ARMY AVIATION SCHOOL REGIMENT

The Aviation School Regiment was established at Fort Sill, Oklahoma, on 28 October 1948, as the Army Aviation Command. Its mission was to command and coordinate all activities of Army aviation, including administration, logistical support, training, and security for individuals assigned or attached to the unit.

The Regiment was organized with four companies: Headquarters and Service, Enlisted Student, Cargo Helicopter Student, and Officer Student.

Headquarters and Service Company began operations at Fort Rucker with the move from Fort Sill. By renovating buildings and equipment, its personnel were instrumental in setting up the sections in the school and permitting operations to commence efficiently and with as little delay as possible.

The Enlisted Student Company (Aviation Enlisted Company at Fort Sill) was established at Camp Rucker on 13 November 1954, to provide housekeeping activities for maintenance students.

An additional student company was activated on 6 July 1956*, due to the increased student load. The original enlisted student company was redesignated the 1st Enlisted Student Company, and the newly activated company became the 2nd Enlisted Student Company. A third enlisted student company was activated on 15 August 1956, as part of the regiment, and a fourth was planned for activation in early 1957, but was never authorized.

In September 1961, the three enlisted student companies were consolidated into one enlisted student company. This realized an annual monetary savings of $300,000, and played a large part in helping the Army Aviation Center to win the Third Army Management Improvement Award that year.

The officer student company got its start at Fort Sill. This unit has incurred no major organizational changes since inception.

The Cargo Helicopter Student Company was an integral part of the Student Officer Company at Fort Sill. Upon activation of the School Regiment at Camp Rucker, the company was organized on 4 October 1954** as the Warrant Officer Candidate Company (permanent party), and Warrant Officer Candidate Company (student).

The company was redesignated redesignated the Cargo Helicopter Student Company on 19 January 1955,*** and on 7 February 1963 was deactivated.

On 8 February 1963, the Warrant Officer Candidate Company was organized**** The The first class of 135 warrant officer candidates reported 28 February 1963. This program was started in conjunction with the Army's overall expansion of Army Aviation.

In addition to these units, the School Regiment has housed numerous small units and detachments from 1955-1956:

The Aviation Medical Detachment was organized and designated as the Aviation Medical Detachment, Aviation Center, SU 3461, and was attached to the US Army Hospital for rations on 26 July 1955. On 17 February 1956, the detachment was discontinued.

The Gary Air Force Base Unit, School Regiment, was attached to Headquarters, Fourth US Army, less operational control, for logistical support, and was attached to Gary Air Force Base for rations and quarters on 6 July 1955.

On 1 November 1955, this unit was redesignated Edward Gary Air Force Base Unit, School Regiment, and was an integral part of the regiment. It was deactivated soon after Fort Rucker operations ceased at Gary AFB.

The Spence Air Force Base unit was organized 3 January 1956, and assigned to the School Regiment for the purpose of conducting administrative activities for students at that station. The unit was deactivated when Fort Rucker operations closed at Spence.

* GO 31, Ft Rucker, 6 Jul 56
** GO 70, Ft Rucker, 4 Oct 54
*** GO 57, Ft Rucker, 19 Jan 55
**** GO 13, Ft Rucker, 8 Feb 63

CHAPTER 3

UNITED STATES ARMY AVIATION CENTER

UNITED STATES ARMY AVIATION CENTER

Soon after the arrival of the US Army Aviation School at Camp Rucker most activities were geared to aviation training. On 1 February 1955 the Army Aviation Center was established with the general mission of providing command for the post; furnishing administration, services and logistical support for all units except those specifically designated by CONARC.

COMMUNITY RELATIONS

The training of four divisions at Camp Rucker during World War II, had a significant economic impact on the surrounding communities. The camp was placed on stand-by status in February 1946 and in 1950 was reopened. These communities again experienced the sudden impact of a large number of people thrust upon the local market. By June 1954, the communities had geared their economies to the presence of the military post and when Camp Rucker was again placed on inactive status, it appeared that economic advances would be dealt a staggering blow. The arrival of the Army Aviation School in 1954 averted any major setbacks.

A Military Advisory Council was soon established to work with local city officials and assisted in locating family housing for military personnel.*

With a shortage of flight facilities at Camp Rucker, city officials from nearby towns offered the use of their municipal airports until suitable facilities could be constructed. By 1956, over 200 different training sites had been selected and leased in the nearby communities.

In April 1955, the Aviation Center participated in one of its first mercy missions, when its aviators delivered Salk anti-polio vaccines to a number of small towns and cities in the Wiregrass area. On numerous occasions, the Aero-Medical Evacuation Unit assisted local hospital officials in transporting critically ill patients to distant medical facilities. The Red Cross and fire department have assisted neighboring communities in times of emergency.

Two fire trucks from Fort Rucker were rushed to Midland City (approximately 20 miles) in April 1962 to assist in fighting the most destructive fire ever recorded by that community. The mayor cited the Fort Rucker fire department by stating "Fort Rucker's Fire Department saved our town."

Fort Rucker units also participate in various community festivities. In 1955, the 351st RCT participated in the Dothan Peanut Festival and won the championship float award. Each year since that time the Center has provided entries for this event.

In return, the nearby public is always invited to attend activities at Fort Rucker. Perhaps the biggest of these occurs on Armed Forces Day when thousands of local citizens invade Fort Rucker to enjoy a demonstration of Army Aviation.

Care of the needy is also an important part of Fort Rucker's community relations. The best example is Operation SANTA CLAUS which was conducted initially in December 1961. Under this program, gifts and toys were donated to local charitable organizations for distribution to underprivileged children. The program netted about 5,000 toys which were repaired or rebuilt before distribution. "Santa's helpers," (volunteer soldiers) did the repair work. This has become an annual program.

In order to keep local citizens informed of activities at Fort Rucker, and to promote an understanding of Army affairs, the Aviation Center conducts a daily radio program. The first broadcast of "Fort Rucker Reports" was beamed to the Wiregrass over WIRB in Enterprise on 28 July 1959. Also, station WOZK in Ozark began braodcasting a Fort Rucker news program on 1 January 1964.

* Without Trumpets and Drums: p. 171, Hutton

These are but a few of the many reasons why Fort Rucker has always enjoyed outstanding relations with the communities nearby. As an illustration of this, the following statement was made by Mayor Douglas Brown of Ozark at a public address:

"During the ten years that Fort Rucker has been open, I have had an opportunity to know many of the finest people in the United States Army, and for this opportunity I am deeply grateful and will always cherish these memories."

"Likewise the relation between Fort Rucker and the city of Ozark has been on a high level of cooperation and mutual understanding which has led to a most pleasant relationship."

"The personnel of Fort Rucker that have lived in our city have contributed greatly to its welfare and civic activity. We deeply appreciate what each has done to make Ozark a better place to live."

CIVILIAN PERSONNEL

The civilian personnel office at Fort Rucker was opened on 2 August 1954. Soon after, there were 644 civil service personnel employed on post. Of these, 172 were employed by the school (approximately 25 came from Fort Sill). There were 75 different job examinations for these 644 persons. At one time, there were as many as 600 people standing in front of the office waiting for job applications. Currently, Fort Rucker has about 1650 civilian employees.

There has never been a shortage of labor with the exception of helicopter instructor pilots and that ended in 1960.

The Personnel and Personnel Management Branch of Civilian Personnel has made several notable contributions to the present Department of Army civilian personnel program. On 15 September 1959, Fort Rucker was selected by Third US Army to conduct a test on Position and Pay Management. Procedures were developed for beginning the test, and the first survey began on 26 October 1959. The test period ran through 30 June 1960. After the test was completed and the report of experience was finished, this procedure became mandatory Army wide.

In July 1959, Fort Rucker was selected by the Department of the Army to conduct a pilot test of major revisions in the wage administration system. This project included conversion to the consolidated non-supervisory grade structure, the new leader pay plan, and the revised step rate plan. New job descriptions were written and resulting changes under the system were determined. Employees were converted to the new system on 21 September 1958, and after the test, the new wage system was made mandatory Army wide.

ARMY EDUCATION CENTER

On 13 September 1954, the Army Education Center was activated as an agency of the Army Aviation School. Its early functions were restricted due to a total lack of equipment and resources and first efforts were expended toward acquiring items such as desks, student chairs, blackboards, books, and general office fixtures.

Immediate application was made to the US Armed Forces Institute (USAFI) for authority to operate an official USAFI Registration Section and official USAFI Testing Section. Text books, testing material, and other items were received from USAFI and duty-time classes were started. Great emphasis was being placed on the education of enlisted men with less than an 8th grade education level. More than 300 individuals at Fort Rucker participated in an 18-month program of elementary education.

During this early period, off-duty classes were restricted to high school level courses and some foreign language instruction. (In 1958 the use of duty time for high school level courses was authorized.)

It soon became apparent that there was also a need for college level study for officers and enlisted men at Fort Rucker. Early in 1955 negotiations were opened with Troy State College, Troy, Alabama to establish a branch on post at Fort Rucker.

Negotiations with Troy State continued until the spring of 1955, when the college established an extension center at Fort Rucker. Three-hour classes were scheduled on Monday and Thursday evenings and each term ran five weeks. These first courses had an enrollment of 55. The extension reached a peak of 14 courses and 211 students in the fall of 1960.

While Troy State College's extension center provided a real service at Fort Rucker, the very nature of "extension" credits imposed a hardship on students. This resulted from many institutions' rules regarding the number of "extension" credits acceptable toward a degree. Consequently, Troy State was approached in 1959 with a proposal to reorganize its Fort Rucker operation into a "Resident Center." This proposal lay dormant until 1961. Dr. Frank M. Steward, President of Troy State Teachers College, and other Troy State dignitaries were luncheon guests of Major General Ernest F. Easterbrook, Commanding General of the Army Aviation Center in July 1961, when Dr. Steward announced plans to proceed with the change to a Resident Center. In late November 1961, the first Troy State Resident classes were underway at Fort Rucker.

General Easterbrook maintained his interest in Education Center facilities and was responsible for the installation of a modern electronic language laboratory plus a comfortable study hall within the education center proper. He also authorized the acquisition and installation of a modern science laboratory (rare in Army Education Centers) in the classroom building.

Since the change from an extension to a resident center, Troy State College Resident Center has consistently shown an enrollment of around 275-300 persons. This growth is attributed solely to the change from extension to resident organization and to the wide variety of course offerings resulting from that change.

ARMY AVIATION MUSEUM

When the Aviation School moved from Fort Sill, Oklahoma, to Fort Rucker, a request was forwarded to Third US Army requesting that an Army Aviation Museum be established. In December 1954* approval was received.

Three major problems were encountered immediately--the largest, being selection of a site for the museum. This entailed requirements to house small exhibits as well as outdoor space to tie down aircraft exhibits. The museum was originally assigned a company type mess building with adjacent outdoor space to display aircraft. Before the museum was opened it was decided to change its location to a site nearer the Aviation School troop concentrations. It was moved to a World War II type regimental classroom building. Though this provided more space for indoor exhibits, outdoor space was limited. In early 1958, the museum was again relocated into a more desirable area. Prior to this move, a building was renovated to accommodate indoor exhibits and adequate outdoor space was made available to tie down aircraft.

Another major problem was finding a suitable curator for the museum. Finding an enlisted man with any kind of curator experience as well as aircraft experience was very difficult.

The last major problem was to obtain a collection of exhibits for the museum. It was resolved that any exhibit in the Army Aviation Museum should be very closely related to Army Aviation. The first two aircraft procured as exhibits were the YH-13 that was being utilized by the maintenance department and a H-23A which was to be salvaged from Fort Sill.

* Implemented by VOCG, Camp Rucker, 1 January 55, confirmed by GO 20, 17 April 56.

The Army's first "Bird Dog," L-19 No. 1327 was soon added to the aircraft collection. It served as the personal observation plane of General James W. Van Fleet, General Matthew B. Ridgeway, General Maxwell D. Taylor, and other military dignitaries in Korea during the war.

By January 1962, the aircraft inventory of the museum included 11 obsolete and 8 experimental aircraft.

LOGISTICS

With the inactivation of Camp Rucker in June 1954, all quartermaster items were shipped to Fort Benning -- the only exceptions being items of installed property. But when the Aviation School arrived at Fort Rucker in August, an accelerated program was initiated to procure necessary equipment and supplies. One of the first problems encountered was a shortage of station property throughout the Third US Army area. The only equipment available was a limited amount of surplus and salvaged office equipment at Fort Benning and at Camp Polk, Louisiana.

The Quartermaster Field Maintenance Shop was set up and began repairing equipment as it arrived, and since the shortage was so critical, the G4 established priority of issue.

Not until after the beginning of fiscal year 1956 did an ample supply become available at Fort Rucker.

With over 500 aircraft moved to Fort Rucker, POL supply and storage presented many problems. Storage was limited to two small underground tanks at Ozark AAF and with constant use the pumps soon became worn and metal filings contaminated the fuel. All aircraft were grounded and each fuel system cleaned.

Soon another fuel problem hit the School. A new driver filled his truck from a fertilizer railroad tanker that was parked along side the POL tanker and contaminated the fuel systems on may aircraft. Again, the aircraft were grounded and fuel systems cleaned.

With the reactivation of the post, came the opening of the commissary on 1 September 1954. Though very small, it provided military personnel a service that was not available in the local community, the closest supermarket being located 28 miles away in Dothan.

On 1 November 1956, a large warehouse type building was renovated for use by the commissary. It housed approximately 1,300 items with monthly sales of $26,000. With the completion of the first on-post housing, an annex was opened on 21 December 1959, adjacent to the housing area. The growth continued and by December 1963, the store was carrying over 2800 items with monthly sales exceeding $298,000.*

In 1959, the Center installed the first self-service center for expendable supply issue. It began with less than 50 line items, but by 1963 had grown to over 2,200 items.

In 1963, the Center supply activities were consolidated with all technical services combining their processing of requests.** This move proved so successful that a central issue point was established to issue all items of individual clothing.

CENTER ORDNANCE

The Post Ordnance Section was formed in August 1954 under the operational control of the G4. It consisted of two officers, six enlisted men, and 25 civilians. By 20 August, Ordnance supplies and equipment were arriving to meet the demand of the Aviation School. The Aircraft Maintenance Contractor was supplied with tools. POL trucks were furnished the school and ammunition was brought in to support training.

* Commissary Records-- Fort Rucker
** GO #62, Fort Rucker, 4 November 1957

Initially, numerous problems were encountered. Vehicle shop areas were being converted for aircraft maintenance, and limited space was left for vehicle maintenance. Often supply requests were filled with the wrong type tools and equipment, and all POL trucks required some modification in order to service aircraft fuel.

By mid-1955, most problems had been overcome, and the 351st RCT was outfitted with new equipment. During the early stages of the armed helicopter, many of the experimental gun kits were fabricated in the ordnance shop and several weapons were modified for testing on armed helicopters.

In July 1962, the 333rd Engineer Group and the 801st Signal Base Depot Company were called to active duty at Fort Rucker and the ordnance officer set up an on-the-job training program for their supply and ordnance personnel. Within six months these personnel were thoroughly proficient and returned to their units.

No changes in the organization occurred until February 1963, when the combined maintenance and supply divisions were placed under the Director of Logistics. All ordnance functions were included in the new organization.

CENTER SIGNAL

With the reactivation of Camp Rucker in August 1954, the Post Signal Section was formed with two officers and 65 civilian employees. The signal Officer, under operational control of the post G4, assumed responsibility for all signal matters except avionics.

Initially, telephone communications presented a major problem, since there were only 300 lines to a common battery system. Communication was often subjected to extended delays. As the numerous activities within the school moved into barracks, motor pools, and various buildings, telephone lines had to be rerouted and phones installed to meet existing needs. Another problem was presented by communication lines which were installed in the overhead position and presented flight safety hazards.* It became necessary to remove or relocate as many as possible.

In February 1955, a new automatic dial system was installed with 800 additional lines. This was adequate for a time, but by late 1956, the new aviation center had outgrown this system. In January 1957, 500 additional lines were installed.

With the completion of the first phase of Capehart housing, the telephone system again became inadequate. Consequently in March 1959, an additional 800 lines were installed with approximately 600 of these placed in the dependent housing area. During August 1960, the expansion was repeated with an additional 800 lines being installed to accommodate normal growth.

In addition to the telephone system, other Signal activities at Fort Rucker were expanding. The activation of the 801st Signal Base Depot and the 803rd Signal Base Maintenance Company in October 1961 made it necessary for the Signal section to begin an on-the-job training program for personnel of these units. Switchboard operators, lineman, maintenance, and supply personnel were trained and, in return, these units accomplished several projects. The 803rd installed intercom units at the post hospital; planned and installed sound equipment at service clubs; and supported the Aviation School in tactical training.

The last expansion of telephone communications came in December 1963, with the installation of 1200 more lines. This completed the present automatic system of 4100 lines of Stronberg-Carlson "XY" dial equipment. Plans now call for another expansion of 800 lines in FY 1966.

The only major changes in organizational structure occurred in February 1963, when the signal supply and maintenance was changed to consolidated supply and the present maintenance complex. Currently, about 130 personnel are involved in Center Signal activities.

* Historical File TAAC, 6 October 1955

AIRCRAFT MAINTENANCE

In January 1953, the Spartan Aircraft Company and other prospective contractors were invited to a conference on contract maintenance for the Army Aviation School at Fort Sill. The Korean War had placed heavy demands on officers and skilled enlisted aviation personnel and the supply of trained technicians had diminished to a critical level. The quality of maintenance was poor, and lack of sufficient flyable aircraft caused delays in training and cancellation of flight classes.

Spartan was asked to present a proposal for performing organizational and field maintenance on both fixed and rotary wing aircraft. The proposal was accepted and the company was awarded the contract. Maintenance work was begun at Fort Sill in March 1953.

When the Department of the Army announced that the Aviation School would be moved to Camp Rucker, it was also announced that Spartan would continue to maintain aircraft at Camp Rucker as well as at Fort Sill.

The plan was to split the maintenance operation into two divisions, and continue under the same terms and conditions negotiated for FY 1955. Part of Spartan's aviation maintenance team would remain at Fort Sill, while the rest moved to Camp Rucker.

Spartan's original estimate submitted to the contracting officer considered the movement of approximately 500 employees from Fort Sill to Camp Rucker, but it was decided that only 300 would be moved. Upon arrival at Camp Rucker approximately 700 new employees were hired and trained.

One of the major problems encountered by Spartan after the move was insufficient and inadequate facilities. Drinking fountains, latrine facilities, electrical power, and other utilities were inadequate or absent. Telephones were not made available for several months. A shortage of vehicles forced the contractor to use inefficient hand methods to move aircraft which hindered maintenance operations.

During the move, inclement weather played an important role, causing numerous delays in maintenance. Foul weather gear for employees was difficult to acquire.

The first month of effective production occurred in March 1955 when maintenance performance assisted the School in establishing an all-time flying record. This record was accomplished in spite of a serious delay in the fixed-wing training section.

In July 1955 Spartan was replaced by the Aeronca Aircraft Corporation. The changeover occurred on 1 July 1955 and went quite smoothly. Only the top personnel from Spartan departed and the School continued operations with minimum impact.

Brigadier General W. W. Ford (Retired), former Director of the Department of Air Training at Fort Sill, was Vice-President of Aeronca Corporation in charge of the Fort Rucker operation.

As Aeronca worked into the various problems that existed when Spartan departed, the maintenance costs took a downward trend.* Part of this trend was due to the fact that the move from Fort Sill had been completed, and mechanic training was not as great a problem.

During Aeronca's time at Fort Rucker several aircraft modifications were made. One involved the fan belt cases on the H-13 helicopter. The H-13s suddenly started throwing fan belts in flight. Automotive fan belts were tried since they were ten years later in design. This venture proved successful and alleviated the problem. There were several other changes such as the oil coolers on the LC-126 and the bearing system on the tail rotor drive shaft on the H-13. During this year maintenance steadily improved. The school flew more at less cost than ever before.

* Without Trumpets and Drums: Hutton

Another significant event, was the fact that labor was organized in August 1955, by the International Association of Machinists (IAM). The first labor dispute at Fort Rucker came in July 1956. Negotiations continued until November when maintenance employees staged a walk-out which lasted eight days. Instructors and students from the Department of Maintenance were moved from the classroom to the flight line to perform necessary maintenance. Their services proved successful and flying continued uninterrupted.

On 1 July 1956, Aeronca Aircraft Corporation was replaced by Hayes Aircraft Corporation of Birmingham, Alabama. The switch was accomplished with minimum difficulty with only top management personnel being changed.

In late 1956, most of the H-23 helicopters were moved to Camp Wolters, Texas, but the maintenance load was not reduced since H-34s and H-21s were added to the Center fleet. The larger machines required more maintenance than the smaller H-23s and with the new machines relatively new to Army's inventory, parts supply was slow and extended delays in resupply was not unusual for awhile.

The maintenance contract was modified in October 1957, to include IRAN (inspect and repair as necessary) for all H-13s, L-19s, and L-20s on post. Previously, the Air Force had negotiated all IRAN contracts often at a considerable distance from the school and consequently, resulted in a loss of the aircraft for extended periods. IRAN proved very successful by improving quality control, increasing the availability of aircraft, and lowering the cost of maintenance. When this contract expired in June 1958, IRAN maintenance was discontinued since it did not fit with the echelons of maintenance as established by the Air Force.

In September 1958, the Air Force discontinued the logistical support of Army Aviation supply. Since aviation supply was new to the Army's logistical chain, extended delays in parts supply soon plagued the maintenance program. During the next nine months the contractor often was forced to fabricate or locally procure parts that were in short supply.

On 16 Februry 1959, * the contractor changed his supply system to machine accounting with the installation of an automatic data processing machine. Aircraft parts were requested directly from the US Army Aviation Materiel Command, St. Louis, Missouri, through a transceiver. This new system not only saved numerous man hours, but expedited the flow of parts. Earlier in July, the contractor was given a Transportation Corps Air Item account that established his supply.

Even though approximately 190 aircraft were moved from Camp Gary to Fort Rucker in August 1959, the overall maintenance load did not increase significantly until the major buildup of Army Aviation began in late 1961.

With the introduction of new aircraft into the system it became necessary for the contractor to send personnel to the factory for training; these people, in turn, would set up a training program for employees at Fort Rucker.

During the buildup of the school, the working fleet of aircraft increased from approximately 525 to over 600, with many new types being added.

PURCHASING AND CONTRACTING

The Purchasing and Contracting Office was established under control of the G4 in August 1954, for the purpose of obtaining necessary supplies and services required for the proper maintenance and operation of the aviation School and Camp Rucker. It was initially staffed with one officer and four civilians that negotiated all contracts and made all purchases except for major construction. These transactions ranged from one dollar purchases to $4 million contracts.

* USAAVNC Diary Report, 5 March 1959

By 1957, the office was completing over 37,000 transactions each year with a total expenditure in excess of $6.5 million.

In 1963, the Purchasing and Contracting Office had grown until a staff of 21 people were required, with five persons handling local purchases. During 1963, over 37,000 transactions were made with an expenditure of $20 million.

CONSTRUCTION AND FACILITIES

The first preliminary plans for relocating the aviation school at Camp Rucker began on 3 June 1954, when a committee from the Department of the Army made a visit to Camp Rucker. The visit was made for the specific purpose of locating a home for the school. Based upon the findings of this visit, the Department of the Army announced the move on 20 July 1954. At this time the small maintenance force at Camp Rucker swung into action. Within a short time this small force had grown from 54 personnel to 215 construction workers.

The plans section began to grind out plans and blueprints; carpenters renovated the post Headquarters; auto shop building was modified to accommodate aircraft; the hangar at Ozark Army Airfield was repaired; and the sewer treatment plant was reopened. Also, tie downs were installed for aircraft; overhead wires were removed or rerouted around new heliports; the Officers' and NCO Clubs were opened; and 15 buildings were moved to Ozark AAF for use as student and instructor briefing rooms; an operations building; and an administration building for the maintenance contractor. When the first flight class arrived in October, the renovation program had accomplished enough to accommodate this group.

With Ozark AAF operating as a home base and training site for all fixed wing aircraft, and Southport, Northport, and Eastport as the base for helicopters, attention was turned to construction of training sites. Initially six sites were selected on post for stagefields, three east of Lake Tholocco would be for rotary wing training and three west of the Lake for fixed wing training. Priority was given to construction of the rotary wing fields since dust had become a problem. The dust was detrimental to both fixed and rotary wing aircraft, however, the helicopter, having many moving parts exposed, soon showed signs of excessive wear. With only limited funds available, the post engineer's small force completed the six fields by mid 1955, doing only necessary earth work and applying four inches of emulsified asphalt mixed in place. Even though this type construction was of a temporary nature, it solved the dust problem and satisfied the facilities requirement until 1959 when more permanent surfaces were installed.

In late 1955, real estate had been leased for construction of off-post tactical strips. Work was begun by the 157th Engineer Company (C) and by mid 1956, 37 strips were ready for use by the Department of Fixed Wing Training.

Plans were made for the expansion program which had grown beyond the capabilities of engineer personnel at Fort Rucker. An Engineer firm was engaged to develop plans for proposed projects in excess of $25 million.

During 1956, minor renovation continued on necessary facilities and plans were developed for many of the permanent structures to be constructed in later years.

By late 1956, the picture began to brighten with construction plans formulated and a resident Engineer's Office established on post. Contracts were negotiated and construction started.

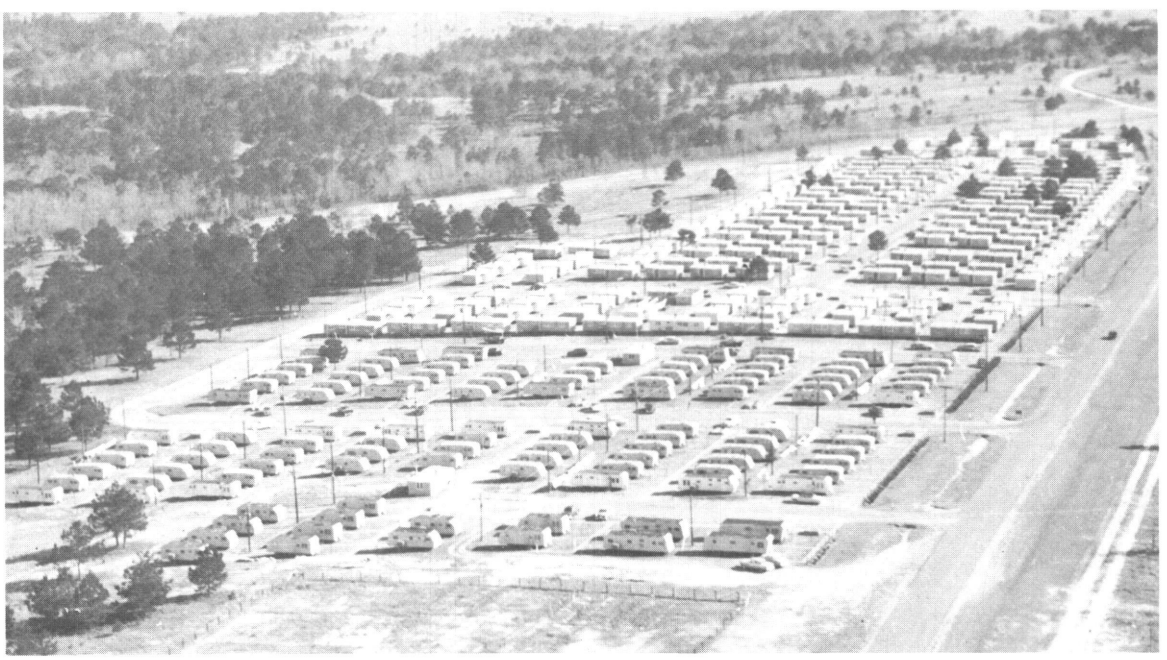
The first of many modern facilities was occupied in late 1957 at Lowe AAF and the first permanent housing was finished in late 1957 with 120 units, followed by a new hangar and operations building at Cairns AAF. On 22 October 1959, the world's largest heliport (Hanchey AAF) was completed and the Department of Rotary Wing Training moved into its new home.

By mid 1960, new and modern facilities were replacing old temporary barracks. The first new troop housing was completed in early 1960 with six modern barracks that could house 326 men each. Flight facilities also were expanded. Hanchey AAF received a new parking ramp and Hunt Field was expanded. An additional 300 units of family housing was opened in mid 1960, relieving some of the housing shortage in the surrounding communities.

During September 1962, the next large group of family houses was constructed, bringing the total to 1546 units. Shell AAF also was completed and became the home of Primary Fixed Wing Training on 20 August 1962. Goldberg Field also was added as a rotary wing stagefield later that same year.

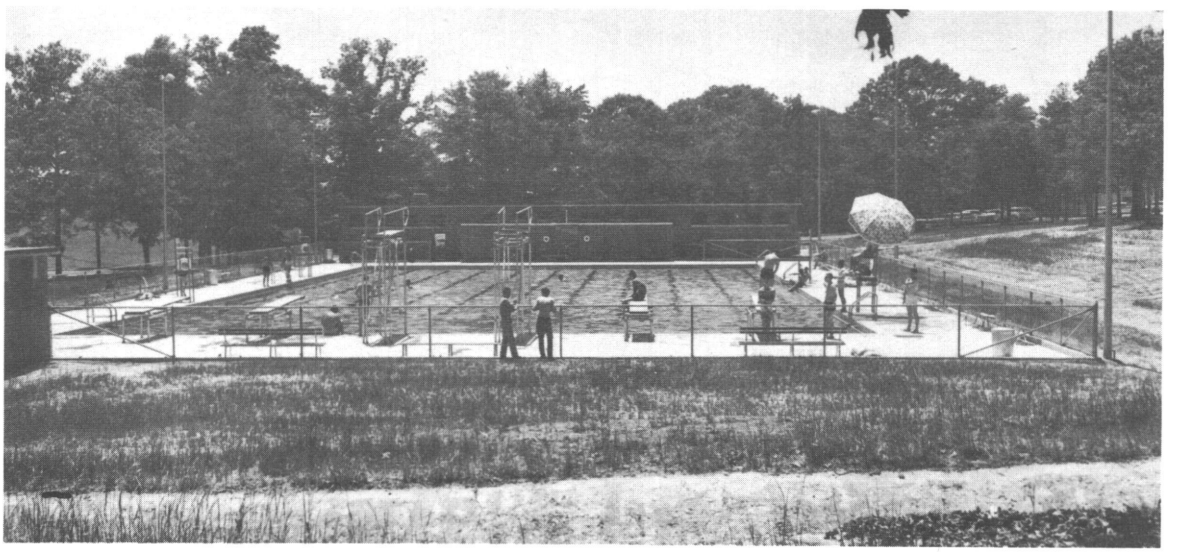
With the continuing expansion of the center, the next two years brought the first modern class rooms and another rotary wing stagefield "Toth Field". Also, two 40-man BOQ buildings were begun in 1963, and completed in late 1964 providing the first modern air conditioned housing for bachelor officers on post. A new hospital was started in July 1964, and is programmed for completion in 1965.

CAPEHART HOUSING - 1958



PUBLIC HOUSING ADMINISTRATION HOUSING AREA
1954

"TROOP BARRACKS"
326-Men Billet Constructed in 1960



"CENTER SWIMMING POOL" - April 1958

SPECIAL SERVICES

When the Aviation School arrived at Camp Rucker, recreational facilities were very limited and those in existence were stripped of furnishings. The NCO Club, and Special Service Club were mere shells, containing no furniture or equipment. Lights had been removed from the athletic fields as were equipment from the field houses. The only facilities that were usable without major renovation were a nine-hole golf course and a small swimming pool at the Officers' Club.

Work began to renovate the Service Club. A library was established in the new service club, and a swimming area opened on the east side of Lake Tholocco. A limited number of fishing boats were purchased and a small fishing pier renovated for the sportsmen. The nine-hole golf course near the post headquarters was opened and was one of the finest facilities on post.

Renovation of the Service Club was completed in early 1955, but it was short lived. On 9 September, it was destroyed by the worst fire the post had experienced. Within six days, another club had been temporarily opened. It was not until November 1957, that funds became available and work began on a major renovation of the present club.

The competitive sports program came to life in 1957-58 when Fort Rucker was represented by PFC Bill Quillain in the Third Army Tennis Tournament. In 1957 after winning the Third Army Singles and Doubles Championships, PFC Quillain went on to win the all-Army and interservice singles titles. Again in 1958, he won the singles championships of all three divisions.

During the summer of 1956,* a swimming area was established on the west side of Lake Tholocco for enlisted men. This area remained as the only swimming area for enlisted men until 18 April 1958, when the center swimming pool was opened. The new pool was constructed to meet Olympic standards and since that time, numerous swimming meets have been held at Fort Rucker.

By the end of 1959, facilities had been completed and equipment provided for a woodworking shop; ceramics shop; four lighted tennis courts; two softball fields; and another nine-hole golf course.

The new golf course was opened on 4 July 1959, featuring an air conditioned club house with a snack bar, pro shop, and drinking fountains located throughout the course. The following December, a driving range was added to the course.

During the next two years, several facilities were added that included a new 12 lane bowling alley, opened in June 1960; an archery range; three more lighted softball fields; a boat shop; and a recreation area near Panama City, Florida, featuring 20 house trailers for Fort Rucker personnel.

Since 1961, a skeet range has been opened and construction started on an additional nine holes at the new golf course. Plans called for the opening of the new nine holes in the spring of 1965.

Also the trailer court was moved from Panama City to a new site near Eglin Field (Eglin AFB, Florida). The new court is a modern rest camp near the beach. In May 1964, a new handball and squash court was opened adjacent to the gym. Today the Special Services Section offers one of the finest recreational programs in Third Army.

CHAPLAIN

Prior to 1954 religious activities were widely dispersed and consisted of a modest program. This was largely because very few families lived on post. But with the reactivation of the post in 1954 and construction of on-post housing, chapel attendance increased.

* Historical Report DF, G1, 19 October 1956

In September 1961, the Division Road Chapel was opened and remodeled and a fifth chaplain was added to the staff. By November 1961, the chaplain was operating a religious education center in a single building, but increased attendance necessitated five additional buildings. A fellowship building was acquired at the same time and has been renovated and air conditioned. This building is used by numerous groups and for various activities such as Boy Scouts, Girl Scouts, etc.

Protestant Sunday School and Vacation Bible School have increased in average attendance to over 700, and Catholic Catechism classes have averaged above 400.

AMERICAN RED CROSS

The Fort Rucker Office of the Field Director, American Red Cross (ARC) began operations in 1942, with the opening of the Ozark Triangular Division Camp, and ceased operations each time the post has been inactivated.

In 1943, the Red Cross obtained land from the Post Engineer and built its own building on the reservation.

Because of the growth of the Army Aviation Center, the ARC staff has been increased from one field director and an assistant, to a field director, two assistants, and a clerk.

The Fort Rucker ARC office has achieved several notable accomplishments. On 23 May 1963, it set a world's record in the semi-annual blood donation drive by obtaining 1,991 pints of blood in a single day and 3,093 pints in the two day operation. This feat has not been equaled by any other chapter or military installation in the world.

The Fort Rucker ARC office initiated its first "Volunteer" program in the spring of 1964. Under the supervision of trained ARC professionals, dependents between the ages of 15 and 18 are trained, then work in the summer months at the hospital. There is a similar program for adult volunteers who work during the remaining months.

The ARC, in accordance with its mission, offers many programs of an instructional nature. Among these are various swimming and life saving courses; mother and baby care; and first aid.

An important ARC service is its financial assistance program. Whenever a personal emergency arises with the family of a serviceman, the ARC will make loans and/or grants to help alleviate financial burdens. During the calendar year 1963, the ARC rendered loans and grants to Fort Rucker personnel in the amount of $54,933.17 in 3,250 cases handled.

OFFICERS' OPEN MESS

The Officers' Club was established on 1 September 1954, as the Aviation Center Officers' Mess, but did not become official until November 1954.*

Originally, the Club did not have funds and it was necessary to borrow $10.00 from each officer on post to establish an operating fund.

The Officers' Club has experienced considerable growth since inception. In December 1954, the club's net worth was $1,961. In contrast to this, the net worth in July 1964, was $479,510. From a membership in January 1955 of 751, it has reached a peak of 1,960 members in 1964.

Over the years, the club's facilities have undergone numerous renovations. A few of the improvements, such as a new ceiling in the main club was accomplished by the 517th Engineer Company in 1955. In June 1957, the main bar was completely remodedled, and in July 1960, the Lake Lodge (a temporary shell) on Lake Tholocco was renovated.

* Fort Rucker GO #81, 12 November 1954

The Lake Lodge was short lived as it burned completely in January 1961. Plans were made to rebuild it, and work was completed in August 1962. The new Lake Lodge is a modern facility operating the year around.

The Officers' Wives Club organized a nursery in early 1955. Later that year, this activity was taken over by the Officers' Club which operated the program until 1959, when it was shifted to Youth Activites.

When the 351st Regimental Combat Team (RCT) arrived from Trieste, Italy, in early 1955, it brought its own club which operated independently of the Fort Rucker Officers' Club. In mid 1955 this club was absorbed by the Officers' Club and was made Annex I. It continued to operate until the Lake Lodge was opened in 1962.

Annex II was established to serve the Student Officers billeted in the southen part of the post in 1955. In March 1957, Annex III was established at the hospital as a nurses' lounge. In 1959, the nurses' lounge was closed and with the opening of the Lake Lodge, Annex II was closed. Currently, only the Main Club, behind Post Headquarters, and Lake Lodge are in operation.

NONCOMMISSIONED OFFICERS' CLUB

The Camp Rucker NCO Club was officially established in November 1954*, but had been organized several months earlier. Initially the club had very few members but when the 351st RCT arrived in early 1955, it began to grow.

With the activation of the Warrant Officer Candidate Company, the NCO Club established Annex I as a Warrant Officer Candidate Lounge.

In 1958, the Club opened the Lake Tholocco Annex, which continues to operate on a seasonal basis. During the same year, there were major improvements made to club facilities. The club was air conditioned and a large cocktail lounge was constructed.

Also in 1958, another annex was added and named the Enlisted Men's Club. This was intended to serve military personnel in grades E-1 through E-5.

After nine years, the NCO Club moved into its first permanent home, a large modern brick building located between the troop area and housing area. The new facility was constructed and furnished by the Club at a cost of approximately $275,000. At that time the Enlisted Men's Club (Little Wheels) was moved into the old club building.

The NCO Wives Club was organized in late 1954, but did not become active until September 1956. At that time only six women were participating. However, it did not take them long to grow into a flourishing activity. The wives promoted many projects such as the Christmas Welfare Project, the establishment of a Welcome Center for incoming NCOs, an up-to-date housing roster for new arrivals, and the establishment of a scholarship fund whereby one scholarship is given annually to a dependent of a selected member of the Fort Rucker NCO Club.

By September 1964, the club had 1,321 NCO members and over 1,200 EM members.

YOUTH ACTIVITIES

The current Youth Activities program originated in 1959, shortly after the first dependent housing units were constructed. Previously, only two activities existed -- the Boy Scouts and Post Nursery.

The Boy Scout program began in January 1957, with 18 boys forming Troop 49. By April 1959* over 70 boys were active in the scouting program and a second troop (Troop 50) was formed.

* Camp Rucker GO #85, 24 November 1954
** Troop Record (Southeast Alabama Council) Dothan, Alabama

In 1957, a scout camp was opened at Lake Tholocco and has served both the Boy Scouts and the Girl Scouts for overnight outings and summer camps. In addition to Fort Rucker youths, many encampments and outings have been held by neighboring scouts throughout the Wiregrass area. By 1964, the Boy Scout program had expanded until approximately 170 Boy Scouts and over 150 Cub Scouts were active on the post.

Operation of the post nursery was assumed by the Youth Activities in 1959.* The nursery has continued to provide day service for working mothers and evening service until 11 p.m. daily. During 1964, over 4,000 children entered the nursery each month.

The Teen Club was organized in 1960 and is providing teenagers with weekly COKE dances and numerous parties. Once every three months the club sponsors a formal dance. During the summer the club is opened during the day. Also, it operates a youth employment agency for summer work. By July 1964, there were 141 teenagers active in the club.

The Junior National Rifle Association (NRA) was formed at Fort Rucker in 1960 as was the Dance School with professional dance instructors providing lessons in tap and classical ballet.

During summer months, over 300 boys participate in Little League Baseball. In the summer of 1964, activities were expanded. A day camp was organized at the camp site on Lake Tholocco; a drivers education program was initiated to promote better driving; scuba diving classes were organized; and action was initiated to form a Little League Football team for the 1964 season.

FORT RUCKER ELEMENTARY SCHOOL

The Fort Rucker Elementary School (grades one through six) was constructed in 1963 for dependent children residing on post, and was operational for the fall term of 1963. The faculty includes regular classroom teachers; a special education teacher; art, music, and physical education instructors. Free text books are available to all students.

The Fort Rucker Elementary School Board is composed of officers, enlisted men, and wives appointed by the Commanding General.

The school building is of modern architecture and provides a pleasant atmosphere for learning. Constructed by the Department of Health, Education, and Welfare, the facility is leased to this command. It was built to accommodate 1200 students. Enrollment is expected to go over 1600 during 1965. Building project has been approved to add ten more classrooms and enlarge other facilities to bring total enrollment capabilities to 1600 by 1965.

ARMY EXCHANGE

The Army Exchange opened its first facility at Camp Rucker on 20 August 1954. Despite a limited inventory most of the necessary items were stocked. All of the existing facilities were mere shells, having been stripped of equipment upon inactivation of the post earlier that year.

Immediate plans were made to renovate a building for the exchange near the Post Headquarters. Third Army authorized a grant of $30,000, and by 10 January 1955, the new facility was completed. In addition to absolute necessities, it featured a small department store which stocked: jewelry, cameras, luggage, small household appliances, sporting goods, a cafeteria and clothing for the entire family. At Christmas a temporary toyland is opened. In 1960, toyland became a permanent part of the first "Town and Country" store. This new venture proved so successful that in 1962, a new facility was completed and the Town and Country store was expanded to include hardware, sporting goods, a toyland, and a complete ladies and childrens department. Also, by 1962 the shoe department had outgrown its limited space in the Main Exchange and a complete shoe store was opened.

* Nursery Record, Center Youth Activity

Services provided by the exchange were not limited to merchandise sales. A guest house was opened in early 1955, to provide temporary lodging for transit families. A snack bar was opened at Ozark AAF; Branch 9 was opened in the troop area; and a mobile truck was placed in operation early in 1960 to serve the troops in the field and at isolated locations.

The first service station was opened in late 1954, and provided limited service. By 1958, it had expanded and carried a complete line of auto tires and accessories. In October 1961, a new, modern station was placed in operation. By January 1964, the new station was selling over 135,000 gallons of gasoline per month, which represents a substantial increase over the 7,000 gallons sold monthly during 1955.

Because Fort Rucker was isolated from many necessary services such as a laundry, tailor shop, barber shops, and watch repair shop, it was necessary for concessionaires to provide these services. In late 1954, the first concession was established and included barber, laundry, tailor, watch repair, and photo shops. By 1962 the concession was expanded to include optical, radio, TV shops plus lawn services, and a washeteria.

In January 1957, "Copter Corners," a drive-in restaurant, was established as a concession, but in 1960, the exchange assumed its operation as a branch annex.

Throughout the years the Army Exchange system has provided a major service to the Center and has grown from a 20-man operation in 1954, to a $3.2 million annual business with over 200 employees in 1964.

WILDLIFE ASSOCIATION

When the Aviation School moved to Camp Rucker in 1954, sportsmen found that the post offered hunters and fishermen the finest hunting and fishing in Southeast Alabama. The 640-acres of Lake Tholocco were well stocked with game fish and over 53,000 acres of woodland provided excellent hunting of small game and upland birds.

On 6 October 1954, the Wildlife Association was established and when the first general membership meeting was held in February 1955, membership had grown to 125.* During its first year of operation, the association established control measures for hunting and fishing. A small temporary building was moved to the west side of Lake Tholocco when a club house and fishing boats were purchased by the members.

By late 1956, membership had increased to over 200 military personnel along with 300 civilians as associate members. During the same year a conservation program was initiated. Working with the Conservation Department, State of Alabama, many young quail were released on post; feeders were distributed and feed provided for game birds; and Lake Tholocco was drained and restocked with fish.

By the end of 1958, membership included over 2,000 military personnel and 600 civilians. Also a new fishing lake (Beaver Lake) was opened for fishing and in February a new club house featuring a snack bar was opened at Lake Tholocco.

The conservation program expanded over the next five years and a third lake (Lake Bucklow) was opened for fishing in 1963. Also in 1963, the Wildlife Association received the annual "Governor's Award" for the most outstanding conservation program in the State of Alabama.

ARMY FLIER

The Army Flier, a weekly newspaper, had its birth at Fort Sill, Oklahoma, in early 1954. Initially, it was printed as a mimeograph handout called the "Army Aviator".

Due to the school's move from Fort Sill, the paper remained out of publication until February 1955 when the first issue was published at Fort Rucker. It was still mimeographed and of miniature size, but carried the title of "Army Flier."

* Army Flier-6 November 1959

By mid 1955, the paper appeared in newsprint of standard tabloid size, usually with about 8 pages. In late 1956, a seven column format was published.

In October 1957, the paper was returned to a tabloid format with 20 pages. By the end of 1963 approximately 6,000 copies were distributed weekly.

It is a civilian enterprise newspaper published in accordance with a biennial license issued by the Commanding General. The publisher is permitted to sell advertising, and all editorial material is furnished by the USAAVNC Information Section. The basic function of the newspaper is to implement the Command Information program, and it contains not only news of events on post but also material furnished by Army News Features and Armed Forces Press Service.

CHAPTER 4

SUPPORT UNITS

351ST REGIMENTAL COMBAT TEAM

In December 1954, the 351st Infantry Regiment returned from Trieste, Italy, and was stationed at Camp Rucker. The 351st, along with the 517th Engineer Company, the 98th Army Band, and the 337th Field Artillery Battalion were designated the 351st Regimental Combat Team on 1 March 1955*. Its mission was to provide training support troops for the Aviation School.

In Trieste the infantry regiment comprised the main complement of the "Spearhead Regiment" maintaining law and order on the Italian and Yugoslav borders.

During World War II, the 351st, assigned to the 88th Division, participated in the Italian campaigns and accounted for over 40,000 enemy casualties in 344 days of combat.

At Casaleone, early in February 1944, the 351st relieved elements of the 36th Division, and moved up on the line. It went into action at Santa Maria Infante, the keystone of the Gustov line, where the first gap was opened on the road to Rome.

After helping to liberate the Eternal City on 4 June 1944, the 351st fought successive battles at Lake Albano, Tarquinia, Pomarance, Voltera, Laratice, Arno River Crossing, and the Gothic Line. The regiment had advanced from Naples to within 70 miles of the Brenner Pass when Germany surrendered.

With the 351st in Trieste, the 98th Army Band furnished music for command and treated the citizens of Trieste to weekly concerts.

The 337th Field Artillery Battalion arrived at Camp Rucker in early Feb 1955, and became the second unit to join the 351st.

During World War II, the 337th was the 351st's direct support field artillery battalion, and served with it during the Italian Campaign.

The 517th Engineer Company arrived at Camp Rucker with the 351st and was placed under operational control of the post engineer. During its stay, the 517th engaged in numerous engineer projects, the largest being construction of 37 off-post fixed wing tactical landing strips. The work consisted of clearing, grading, and sodding.

From 9-20 February 1955, some 900 trainees joined the 351st, most reporting from Fort Jackson, South Carolina. After orientation and preliminary instructions, they began basic training with the Trieste personnel acting as cadremen.

In early September 1955, 1000 enlisted men and 50 officers from the 351st participated in Operation Sagebrush, a gigantic maneuver held in Louisiana. The first of four groups of 250 enlisted men embarked by motor convoy from Camp Rucker on 29 September 1955.

In February 1956 preparations began to reorganize the 351st Regimental Combat Team into a Battalion Combat Team. On 30 September 1956 the Regimental Combat Team was discontinued and its personnel and equipment were transferred to the 99th Battalion Combat Team.

99TH BATTALION COMBAT TEAM

The 99th Battalion Combat Team (BCT) was organized on 30 September 1956 to replace the 351st Regimental Combat Team**. It consisted of the 99th Infantry Battalion; 337th Field Artillery Battalion; 509th Engineer Platoon; and 10th Tank Platoon with a strength of 62 officers and 993 enlisted men. The units' primary mission was the same as the 351st's -- that of supporting the Aviation School.

* GO 16, Fort Rucker, 1 March 1955
** GO 50, USAAVNC dtd 28 September 56, effective 30 September 56

The 99th Infantry Battalion, the nucleus upon which the Battalion Combat Team was formed, was active during World War II. On 14 August 1944, it was attached to the 2nd Armored Division, and participated in operations in France and Germany around Mons, Valeneicennes, St. Trend, Wenterlag, Walterscheide, Michelin, Recheim, and Henri Chappelle. On 12 October 1944, the battalion was attached to the XIX Corps and fought defensive action west of Aschen. It also held defensive positions at Malmedy and Masta, Belguim, during the Battle of the Bulge.

The 99th was inactivated on 2 November 1945, and reactivated on 8 October 1954 in Iceland in lieu of the 3d Battalion, 74th Infantry Regiment. It was reassigned to Fort Rucker in 1956.

One of the 99th's major contributions at Fort Rucker (in addition to normal school support) was a massive woodland clearing project where "Beaver Lake" now stands.

The 99th also participated in local and on-post events such as the Enterprise Diamond Jubilee; the Dothan Peanut Festival; the Montgomery Veterans' Day Parade; the Army Aviation Symposium; Armed Forces Day; and Center Birthday activities.

By direction of the Department of the Army, the 99th Battalion Combat Team was inactivated on 24 March 1958, and the 2d Battle Group, 31st Infantry was activated as a replacement.

5TH BATTALION, 31ST INFANTRY

The 2d Battle Group, 31st Infantry, was activated and organized on 24 March 1958*, from elements of the 99th Battalion Combat Team.

Although the standard Reorganization of the Current Infantry Division (ROCID) battle group consists of a headquarters and headquarters company, four infantry companies, and a mortar battery, the 2d Battle Group, was organized under an amended TOE to enable it to fulfill its mission of center and school support. Headquarters and Headquarters Company was organized less its counterfire squad, reconnaissance platoon and assault gun platoon. The mortar battery was organized as a standard mortar battery, and was augmented by addition of an ammunition section and six 105mm howitzer sections. Company "A" was the only infantry company organized, and was augmented by addition of a pathfinder team. Attached to the battle group (BG) were the 21st Aviation Company and 7292d Aerial Combat Reconniassance Company (Experimental). The latter supported the Aviation School in development of tactical doctrine, organizational data, operational concepts, material requirements, tactics, techniques, and procedures for employment of a completely air mobile combat force.

In addition to providing school support, the battle group supported both the West Point cadet visit and the Army Reserve summer training; provided honor guards for dignitaries visiting the Aviation Center; participated in Armed Forces Day ceremonies; and the Dothan Peanut Festival.

On 7 April 1960, the 2d Battle Group was reorganized as a US Strategic Army Forces Class 5 Unit**. This reorganization brought about certain minor modifications in existing units and activated Company "B". This was accomplished by transferring personnel and operational items of equipment from Company "A", and excess personnel from the Mortar Battery which was redesignated Combat Support Company. Companies C, D, and E, in addition to Combat Support Company were activated without personnel and equipment.

From 25-31 May 1960, the battle group moved from old temporary barracks buildings into the new permanent brick barracks located near the Center headquarters building.

Physical moves, reorganizations, and redesignations were experienced within the Battle Group in 1962. In October, the 21st Aviation Company was moved from Cairns AAF,

* GO 8, Fort Rucker, 24 March 58
** GO 75, dtd 24 March 60, effective 7 April 60

Operations section was moved to Lowe AAF while the troops and orderly room were moved to building 4505. This placed all six companies in one area for the first time. In August, the 21st Aviation Company was increased in size, scope, and capability when it was assigned an aerial surveillance platoon.

On 24 September, the battle group lost and gained a company as the 8305th Aerial Combat Reconnaissance Company (Experimental) was inactivated and redesignated as Troop D (Air), 17th Calvary.

In October 1962, battle group personnel and equipment participated in the crisis created by integration of the University of Mississippi. A detachment of troops was sent to Greenville, Mississippi for the purpose of providing security at Greenville AFB. Shortly after, the Cuban crisis of 1962 developed and the battle group again was called into action. Personnel and equipment were sent to McDill AFB, Florida, Opa-Locka, Florida, and Homestead AFB, Florida. They remained in Florida until the crisis was over and returned home in December.

On 1 July 1962, the 2d Battle Group was transferred to the 7th Infantry Division, Korea*. The unit was transferred less personnel and equipment which was picked up by the 5th Battle Group, 31st Infantry, when it was activated at Fort Rucker on the same date.

Nearly a year later (on 25 March 64) the 5th Battle Group was redesignated the 5th Battalion, 31st Infantry**.

US ARMY HOSPITAL

The Medical Detachment (3461SU) was activated at Camp Rucker on 20 August 1954***. The hospital facility consisted of a massive complex of cantonment type buildings constructed in 1942. Being more fortunate than most of the center activities, all required equipment was on hand in the hospital complex. On 3 September the hospital received its first patient. At this time only 25 beds were available but within one month 50 beds were operational (The facility has a capability of housing 1720 beds.)

The arrival of the 351st Regimental Combat Team, plus the organization of the Army Aviation Center and the conversion of the installation from a Camp to a Fort, justified an increase from 50 to 100 beds.

In addition to its regular mission, the hospital processed all Warrant Officer Candidates through the Neuropsychiatric Service to determine their eligibility for entry to the Army Aviation School.

On 4 May 1956, the hospital received accreditation by the National Joint Commission for the accreditation of hospitals and has retained that status.

By late 1955, the dental detachment was organized under a separate Table of Organization. In December 1958, the Aviation Center was declared a "remote area" and limited dental care for dependents was authorized; previously, only service personnel received dental care.

VETERINARY AND PREVENTIVE MEDICINE

The preventive medicine section was established soon after opening of the hospital and the veterinary officer was assigned duties of sanitation and food inspection under direction of the hospital commander.

* GO, Third Army, dtd 26 June 63, effective 1 July 63
** GO, Third Army, dtd 9 June 64, effective 25 March 64
*** GO 56, Camp Rucker, dtd 19 August 54

The movement of dependents on post brought hundreds of pets, and soon a rabies control program was initiated. In May 1960, a small animal clinic was established which included a boarding kennel.

AVIATION MEDICINE

See page 19, Chapter II - Department of Aeromedical Education and Training.

806TH ENGINEER BATTALION

The advance party for the 806th Engineer Battalion arrived from Patrick AFB, Florida, in early March 1956. The battalion came from the West Indies where its personnel had been building airfields for the Air Force.

One of the battalion's first projects at Fort Rucker came in 1957 with the construction of an 18-acre fishing lake, later to be named "Beaver Lake". Control of the lake was given to the Wildlife Association.

The 806th's largest project was the construction of Lowe Army Airfield. This was somewhat of an engineering feat, particularly since the time allowed to complete the project was limited. On 26 April 1957, the 806th was ordered to begin the work and was given until 1 August 57 to finish it -- a period of about 120 days.

To construct Lowe Field it was necessary to set up a fixed asphalt plant capable of making 120 tons of 'hot mix' per hour; to overcome difficulties caused by underground streams and to lay 20,000 tons of asphalt.

Lowe Field consists of four 2,000 foot runways with 500 foot overruns at each end; 9,300 feet of taxiways, and a 17½-acre maintenance apron. Despite the many obstacles, the field was dedicated on 10 September 1957, as the Center's first permanent auxillary field.

The 806th did all earth work on the Enterprise Road; constructed a Noncommissioned Officers' Club patio; moved a number of buildings to the wildlife area; and constructed a clubhouse at the new golf course.

The 929th Engineer Group (which had arrived at Fort Rucker with the 806th to provide it administrative and logistical supervision) was put on reserve status on 22 December 57. Its work was assumed by the 806th.

On 14 June 1959, two of the 806th's companies (about 175 men) were moved to Fort Benning, Georgia. This left Company "C" as the only Engineer unit at Fort Rucker and it was utilized as a general construction unit.

Company "C" was responsible for a number of accomplishments during its four years at Fort Rucker. A few of its projects included: construction of a boat supply building at the officers' beach; construction of a salvage yard; construction of an archery range; construction of the maintenance airstrip at Guthrie Field ; dredging a swimming area at the Girl Scout camp; and the construction of a new 23-acre lake (Lake Buckhorn) which was officially dedicated on 1 June 1962 by the deputy center commander. Company "C" expended over 6,000 manhours and 2,500 equipment hours in clearing the lake site and constructing the dam which is 150 feet wide at the base and 26 feet wide at the top.

Company "C", 806th Engineer Battalion was inactivated on 23 September 1963*.

THE BERLIN CRISIS

The 801st Signal Base Depot, a reserve unit from Charlotte, North Carolina, was

* GO 269, Third US Army, dtd 17 September 1963

activated on 15 October 1961, and sent to Fort Rucker*. During its stay, activities and services of the 801st went far beyond the routine. Everything from paging systems at service clubs to movie projectionists were provided by this unit. On 6 August 1962, the 801st was ordered back to Charlotte, where it was inactivated on 10 August.

The 333rd Engineer Group arrived at Fort Rucker in October 1961**, and began training immediately. Prior to leaving Fort Rucker in August 1962, the 333rd conducted many projects including clearing and construction of one-and-a-half miles of roadways with six culverts on Hospital Road; construction of loading docks for center Engineer; plus other road and building projects.

Units comprising the 333rd were: Headquarters Company, 333rd Engineer Group (Construction), Ann Arbor, Michigan; 844th Engineer Battalion (Construction), consisting of Headquarters Company and Company A, both from Memphis Tennessee; Company B from Chattanooga, and Company C from Nashville; the 146th Engineer Company (Light Equipment) from Enterprise, Alabama; the 148th Engineer Company (Maintenance) from Pascagoula, Mississippi; and the 806th Engineer Company (Construction Support) from Conway, Arkansas.

The 803rd Signal Base Maintenance Company of Pittsburg, Pennsylvania was alerted on 29 October 1961, and reported to Fort Rucker with eight officers and 264 enlisted men. As a unit it helped install intercom units at the post hospital, plan and install sound equipment at the service club, support the School's Department of Tactics on field problems, and restore radio and radar equipment.

The repair and maintenance work performed by the 803rd was under the supervision of the 801st Signal Base Depot, of Charlotte, North Carolina. On 9 August 1962, the 803rd Signal Base Maintenance Company and the 801st Signal Base Depot completed their first tour of active duty and were inactivated.

WAC DETACHMENT

Women's Army Corps (WAC) personnel were authorized for duty at Fort Rucker on 18 October 1961. In November, three enlisted women arrived from Fort McClellan, Alabama, and by mid-December 25 enlisted women were stationed at Fort Rucker. They were originally under the administrative control of Headquarters and Headquarters Company, Special Troops. Two buildings were utilized to billet the women and meals were served in the Special Troops mess hall.

On 27 July 1962, the unit was officially established as a detachment* and an element of TD 63-3185, with an authorized strength of one officer and 68 enlisted women. Its overall mission was to support the activities of the Aviation Center.

An outside project of the Women's Army Corps detachment is to adopt a needy family every Christmas. All members of the unit contribute food, money, and clothing, which is given to the family.

AIRFIELD OPERATIONS

The Airfield Operations Unit was one of the largest single activities to be moved with the Aviation School from Fort Sill to Camp Rucker. With an aggregate strength of 161 personnel and a large volume of equipment, the unit was assigned to the School regiment for administration and placed under G3 for operational control.

During the first year of operation at Camp Rucker the Airfield Operations Unit faced numerous stumbling blocks. Certain equipment was in short supply and with the school continually expanding, personnel shortages became pronounced.

* GO 71, 5th US Army, 27 September 61
** GO 214, 3d US Army, 26 September 61
*** GO 43, USAAVNC, 27 July 62

Operations functions included refueling (until 1956, when it was assumed by a contractor). Fire protection, communications, and medical evacuation at all major airfields; students had to be transported to off post training fields in nearby towns; flight records for all aviators on post were maintained; minor maintenance on flight facilities; and parachute maintenance.

On 19 January 1955*, the Airfield Operations Unit was transferred from School Regiment to Headquarters, Special Troops, for administrative control. On 19 October 1959** it was redesignated the Airfield Command.

As the Aviation Center continued to expand the Airfield Command expanded. Additional dispatchers, tower operators, and operation personnel were authorized.

On 5 November 1962***, the Airfield Command was inactivated and its operational duties were assumed by the G-3's Airfield Operations Section. The Airfield Company was formed as a housekeeping unit to provide individual administrative training, and logistical support. The company remained under the commander of Special Troops, and the responsibility of maintaining aviator flight records was transferred to the Adjutant General. At this time the airdrome commander was operating three major airfields and a stage field section that supported all stage field operations.

HEADQUARTERS, SPECIAL TROOPS

Headquarters, Special Troops, station complement, SU 3461, and the office of the Headquarters Commandant were established by verbal order of the Commanding General on 1 December 1954****. The primary purpose of this action was to establish a buffer or intermediate command between the Commanding General and the several small service units on post and also to provide for a Headquarters Commandant Section to perform normal logistical services for the post staff sections.

The first problem encountered was procuring operating personnel. On 28 January 1955, a proposed Table of Distribution was submitted requesting space authorization for an administrative section with billeting and visitors bureau divisions, and an accounting section to administer the various post non-appropriated funds and a supply section. This proposed Table of Distribution was tentatively approved by the G1 and comptroller.

The early days of 1955 proved difficult for the headquarters. They began with one officer and a borrowed clerk. On 28 January 1955, with few personnel, the headquarters moved to Building 409, sharing it with Special Services.

Although the Table of Distribution had been tentatively approved, personnel were not available to fill headquarters spaces. At the request of the Commanding Officer, Special Troops, the deputy post commander set up a conference with G1, G4, and the comptroller. As a result, the G1 was able to obtain the required personnel.

Headquarters, Special Troops, with its subordinate units and units from the School Regiment, has performed as a battalion size unit in many ceremonies throughout the years.

WEATHER DETACHMENT

In early September 1954, the 31st Air Force Weather Detachment from the 3d Weather Squadron became operational at Ozark Air Field with two forecasters and three observers. Its primary function was to provide weather information for pilot briefings.

* GO 7, USAAVNS, 19 January 55
** GO 60, USAAVNC, 19 October 55
*** GO 79, USAAVNC, 5 November 62
**** Later confirmed by Camp Rucker GO 7, 19 January 55

In March 1956 the detachment was redesignated the 14th Detachment, 25th Weather Squadron. As the School grew and the amount of flying increased, more weather personnel were authorized.

In July 1959, the detachment was redesignated Detachment 9, 16th Weather Squadron. By this time the detachment had grown to its present strength of 57 personnel.

In May 1961, a weather observation station with modern equipment was established on the east side of Cairns AAF. This observation station was manned 24 hours a day providing the most up-to-date information.

On 12 January 1962, the first closed circuit TV weather network ever installed at an Army air field was opened at Cairns. The circuit consisted of 25 receivers located at Cairns, Hanchey, Lowe, and Shell fields. These receivers were placed in the operations and classrooms where student pilots received their briefings.

123RD ORDNANCE DETACHMENT

The 123rd Ordnance Detachment (Explosive Disposal) was activated at Fort Rucker, on 4 March 1963 under Table of Organization and Equipment 9-500D. Its authorized strength is one officer and nine enlisted men*.

The 123rd Ordnance Detachment(ED) is directly under the control of Headquarters, Third US Army, and attached to Fort Rucker for administration, quarters, rations, and military justice.

The unit's primary mission is to detect, recover, evaluate, and dispose of unexploded (United States and foreign) explosive ordnance. This includes nuclear weapons which have been fired, dropped, or placed in such a manner as to constitute a hazard to an installation, personnel, or material.

The unit also trains both military and civilian agencies in explosive ordnance reconnaissance and active law enforcement officers in bomb and sabotage devices, including arson. Training has been conducted for local law enforcement agencies throughout Southeast Alabama.

* GO 16, Fort Rucker, 4 February 63

CHAPTER 5

CLASS I AND II ACTIVITIES

US ARMY AVIATION TEST BOARD

Realizing the unexploited uses of Army Aviation, the Army, in 1945, added an Army Aviation Division to the Army Field Forces Board No 1, Fort Bragg, North Carolina.

To facilitate coordination and interchange of ideas, the board (Army Aviation Service Test Division) was moved in June 1954 to Fort Sill where the Aviation School was located.

In October 1954 the Army Aviation Service Test Division followed the school to Camp Rucker. For administrative purposes, the division at Camp Rucker was placed under direct control of Board No 5, located at Fort Bragg.

Early in 1955, it became apparent that the test division could not cope with the tremendous amount of testing required by the rapid growth of Army Aviation. Consequently, CONARC Board No 6 was established at Fort Rucker on 1 August 1955.* (The Office of the Chief of Army Field Forces had been changed to Continental Army Command - CONARC.)

It was redesignated the US Army Aviation Board in January 1957,** and again redesignated as the US Army Aviation Test Board in February 1963.***

The US Army Aviation Test Board function was similar to other CONARC boards. Items that passed engineering tests were distributed to appropriate CONARC boards for user tests. After examining the items carefully, the boards recommended to CONARC headquarters whether or not the items had military potential.

In May 1956, the Chief of Staff of the Army directed the establishment of transportation Corps and Signal Corps test activities at Fort Rucker. TATSA, the United States Army Transportation Test and Support Activity, was organized in July 1956****, as a Class II Activity of the Office of the Chief of Transportation, Department of the Army. Its primary mission was performance of logistical evaluation of new types of aircraft and equipment before its release to the field.

SATSA, the United States Army Signal Aviation Test and Support Activity, was established in September 1956*****, as a Class II Activity under the Chief Signal Officer. Its mission included the evaluation of the suitability of spare parts, tools, and test equipment used in the avionics field.

In an effort to be more responsive to the requirements resulting from the Department of the Army reorganization in 1962, the new Test and Evaluation Command, with headquarters at Aberdeen Proving Ground, Maryland, directed that the test activities located at Fort Rucker (US Army Aviation Board, TATSA, and SATSA) be consolidated into one agency. A new provisional test activity was formed in August 1962, and on 4 February 1963, Department of the Army General Order No. 5 redesignated the provisional test activity as the US Army Aviation Test Board.

A few of the aircraft tested at the Board within the last two years include:

CH-47A Chinook Helicopter--a service test encompassing environmental evaluations in temperate, desert, and high elevation areas was conducted from 2 January 1963 to 10 April 1964.

CH-54 Flying Crane--a military potential test was conducted during the period 14 October to 20 November 1963 to determine future use of this helicopter as a heavy lift device in the Army's Combat role.

* GO 14, CONARC, 15 July 55
** GO 1, CONARC, 1 January 57
*** GO 5, DA, 4 February 63
**** GO 26, DA, 29 June 56
***** GO 41, DA, 14 September 56

Light Observation Helicopter (LOH)--a military potential evaluation of the OH-4A (Bell), OH-5A (Hiller), and OH-6A (Hughes) light observation helicopters was conducted.

The activities of the test board have led to establishing several world aviation records (see appendix). In addition the Board has held the following unofficial world records:

The world altitude record for helicopters was set 28 December 1957, when Captain James E. Bowman took an Army Cessna YH-41 to approximately 30,300 feet. For his accomplishment, Captain Bowman was awarded the Distinguished Flying Cross.

In June 1956, Captain Bowman and Mr. Joseph Givens (civilian test pilot) set the official endurance record when they flew an H-23C for 30 hours without a touchdown. This proved that pilots could fly a helicopter for many hours without suffering utter exhaustion.

At the National Air Show, on 1 September 1956, a YH-13 took off with the intent to stay aloft for the duration of the show. The crews were changed every four hours as the aircraft was hovered a few feet above the ground. This helicopter remained aloft for 57 hours and 50 minutes to set a record.

US ARMY BOARD FOR AVIATION ACCIDENT RESEARCH

The United States Army Board for Aviation Accident Research (USABAAR) also had its beginning at Fort Sill, Oklahoma. Its forerunner was the Aircraft Accident Review Board which consisted of one officer and one enlisted man. Previously, all accidents were reviewed by the various department heads.

At Fort Rucker, the board was redesignated the US Army Aviation Safety Board and consisted of two officers, two civilians, and one enlisted man.

The US Army Aviation Safety Board was established in April 1957* as a Class II Activity at Fort Rucker under the jurisdiction of the Deputy Chief of Staff for Military Operations to conduct research and determine what improvements could be made in aviation materiel, operations, supervision, personnel, and training. Based on this research, the board recommends appropriate action to enhance the durability, reliability, and efficiency of Army Aviation, particularly in its combat environment.

The board is authorized direct communications with any agency or individual on aircraft accidents, accident investigation, and accident prevention, to accomplish its mission.

On 25 July 1957, the board was redesignated the US Army Board for Aviation Accident Research (USABAAR)**. Currently, USABAAR is authorized 26 military personnel and 35 civilians. It is under the Director of Army Aviation, Office of the Assistant Chief of Staff for Force Development.

AEROMEDICAL RESEARCH UNIT

The US Army Aeromedical Research Unit (USAARU) was established 1 July 1962***, as a Class II Activity of the Surgeon General to provide medical research support to Army Aviation and airborne activities.

Army Aviation activities present problems peculiar to the Army, and their timely solution is of primary interest to the efficiency and effectiveness of Army Aviation. For this reason, the mission of USAARU is to conduct an aviation medicine research

* GO 22, DA, 25 April 57
** GO 37, DA, 25 July 57
*** GO 39, DA, 6 July 62

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program that will solve problems in three general areas; hazardous environments encountered in Army Aviation and airborne activities; performance; and aeromedical field operations.

Considerable research has been accomplished concerning the effect of color blindness among aviators. Also, the effects of environmental sound have been researched and recommendations are forthcoming.

This unit also evaluates the medical aspects of performance standards requisite to selection or continuation of personnel in Army Aviation.

The Aeromedical Research Unit serves as a focal point for consulative services and maintains a central repository for a collection of periodicals, books, reports, research project case files, and medical statistics on aviation medicine for the Army.

US ARMY AVIATION HUMAN RESEARCH UNIT

The US Army Aviation Human Research Unit (USAAVNHRU) is a joint civilian-military research organization which conducts research in the areas of training, motivation, leadership, and training device needs in the field of Army Aviation. Militarily, it is a Class I Activity of the US Continental Army Command (USCONARC). The civilian research personnel are employed by the Human Resources Research Office (HUMRRO) of George Washington University located in Washington, D. C.

USAAVNHRU has been in existence as a CONARC Class I Activity since 1 December 1958*. Previously it was operated as a detachment of the Training Methods Division of HUMRRO. The first personnel were assigned to the detachment in July 1956.

The unit has accomplished many varied research activities in the field of aviation, and has provided substantial amounts of technical advisory service on human factor problems to many Army agencies.

A few of the research activities include studies of the following:

Rotary wing flight proficiency measurement; integration of fixed wing contact and instrument training; low altitude aerial observation; and application of programmed instruction techniques to observe training. Nearing completion is a study of training procedures for low altitude navigation and helicopter gunnery. A study concerning aviation training devices is also in progress.

Proposed future research includes studies of the warrant officer aviation program; aviation mechanics training, aviation decision making, and aviation operations under conditions of limited visibility.

UNITED STATES ARMY COMBAT DEVELOPMENTS COMMAND AVIATION AGENCY

The Combat Developments Office (CDO) moved with the Aviation School to Camp Rucker in October 1954, with a staff of four officers, five enlisted men, and two civilians.

At the time of the move CDO's mission closely paralleled that of the current US Army Combat Developments Command Aviation Agency, which is a class II activity at Fort Rucker today. CDO's mission included the development, revision and evaluation of doctrine, tactics, techniques, organization and equipment for future Army Aviation.

Early in 1955 project "Able Buster" was the center of attraction for most future planners in Army aviation. It was conducted by the aviation school to determine the feasibility of using a light off-the-shelf aircraft armed with rockets and machine guns as an anti-tank weapon.

For testing, the school was assigned one Temco trainer (T-34) and one Fletcher in addition to L-19s and L-20s.

One of the first problems encountered concerned ordnance. Modern aerial rockets had been designed to be released from aircraft traveling several hundred miles per hour, while the Army's aircraft were designed to fly much slower. This problem was never completely overcome; however, numerous rockets were tested and it was determined that a fixed fin rocket was the most suitable for this type of launch platform.

Results of the test, along with recommendations to continue further testing, were forwarded to CONARC. After a review of the test results, CONARC recommended disapproval to Department of Army and "Able Buster" was dropped.

Attention was next turned to arming helicopters and while awaiting approval for such a project, personnel previously assigned to "Able Buster" began fabricating an armament kit for the H-13 helicopter. Since no funds were available the armament used was that remaining from "Able Buster."

In June 1956, Colonel Jay D. Vanderpool began the project with two officers and two enlisted men. By early July the first live fire test was conducted with a kit consisting of two .50 cal. machine guns and four Oerlikon rockets. The tests were conducted with extreme caution since no one knew exactly what would happen when rockets and machine guns were fired from a helicopter. First, the machine guns were fired from a static position on the ground and then with the aircraft at a hover. Next the guns were fired while the aircraft was in forward flight. Since little damage to the aircraft resulted from firing the machine guns, the rockets were tested using the same procedure. Again no ill effects were noted.

With the first step completed attention was then directed to fabrication and improvement of the armament system. Many varied combinations of rockets and machine guns were tried*--and many were quite crude. For example, sighting systems often consisted of dots painted on the helicopter's bubble. Nevertheless, some of them produced impressive results.

While solving hardware problems, the experimenters began considering the tactical employment of armed helicopters. Field tests were written and conducted. Since funds were not available, these tests were held on the week-ends with volunteer pilots from within the school doing the flying.

The initial test proved successful; consequently, pilots and crewchiefs were detailed from the school and the project began to grow. Assuming the name "Sky-Cav"** this first group worked seven days a week and quickly converted their few observation helicopters into effective weapons systems.

During the next few months many impressive demonstratinns were staged at the Aviation Center. Soon Army service schools all over the United States began requesting that Sky-Cav visit their installations.

On 27 March 1957*** Sky-Cav left Fort Rucker to give its first demonstration offpost. One contingent put on a demonstration for the Armored Association at Fort Knox, Kentucky, and the other team went to Fort Benning for an Industrial Symposium. Both presented outstanding performances and received wide acclaim. During the next two months, they participated in numerous demonstrations and began to collect several nicknames--the most popular being "Vanderpool's Fools."

* Without Drums & Trumpets - pp 146 (Hutton)
** Memo USAAVNC dtd 5 Mar 57
*** Army Flier: 2 Aug 57

By mid-1957 the Sky-Cav unit had acquired two H-21s, one H-25, and one H-19. On 10 June 1957, the demonstration team participated in the Ordnance Association Conference at Redstone Arsenal, Huntsville, Alabama. The team was composed of 13 pilots, 19 crew members, and 13 armed aircraft--six H-13s each armed with four .30 caliber machine guns and four .80 mm rockets; one H-19 with 30, 2.75 inch rockets; one H-21 with two .30 caliber machine guns, two .50 caliber machine guns, eight .80 mm rockets, and one H-25 with 132, 1.5 inch rockets.

On 8 July 1957*, the Sky-Cav unit was placed under the Department of Tactics for operational control. Its mission continued with little change until 25 March 1958** when the first Table of Distribution (TD) was approved and the unit was activated as the 7292d Aerial Combat Reconnaissance Company (ACRC), which was an integral part of the 2d Battle Group, 31st Infantry Regiment.

During the test of armed helicopters, DCO did not neglect this aspect of future equipment needs of Army aviation. With the era of armed aircraft now opened, CDO launched an intensive investigation of improved armament systems; heavier and faster aircraft with supporting equipment; and various Table of Organization and Equipment (TOE) structures. CDO remained under control of the Aviation School until 1 July 1962** when it became a separate agency of Combat Developments Command (CDC). It is still located at Fort Rucker, but now as a Class II Activity, US Army Combat Developments Command Aviation Agency.

APPENDIXES

APPENDIX I

CHRONOLOGY OF IMPORTANT EVENTS

23 July 1954
Department of the Army announced transfer of the Army Aviation School from Fort Sill, Oklahoma to Camp Rucker, Alabama.

20 August 1954
Advance party from the Army Aviation School arrives at Camp Rucker from Fort Sill.

15 December 1954
Advance party from the 351st Infantry Regiment arrives Camp Rucker from Trieste, Italy.

29 January 1955
First fixed wing aviation flight class to graduate from the Aviation School at Camp Rucker.

1 February 1955
The Army Aviation Center established at Camp Rucker.

30 April 1955
First Army cargo helicopter pilot class to graduate at Camp Rucker.

6 September 1955
First senior officer flight training course began training.

13 October 1955
Camp Rucker redesignated Fort Rucker and established as a permanent Department of the Army installation.

19 January 1956
First actual instrument flight conducted in an Army helicopter.

19 April 1956
Department of Defense directed the Army to assume all aviation training.

17 July 1956
First Army helicopter aviator tactics course to train at Fort Rucker, began training.

10 September 1957
Lowe Army Airfield dedicated as the first major auxilliary flight facility at Fort Rucker.

2 December 1957
First permanent family housing opened at Fort Rucker.

14 July 1958
First formal Army helicopter instrument flying course began training.

6 September 1958
Graduation of last primary helicopter class trained at Fort Rucker.

9 December 1958
Major General Bogardus S. Cairns, Commandant US Army Aviation School killed in helicopter crash.

10 January 1959
Cairns Army Airfield dedicated in honor of Major General Bogardus S. Cairns.

1 July 1959
Primary fixed wing training moved from Camp Gary, Texas to Fort Rucker.

22 October 1959
Hanchey Army Airfield dedicated.

23 May 1960
First permanent troop housing opened.

20 August 1962
Shell Army Airfield dedicated.

1 March 1963
First class of warrant officer candidates begins fixed wing training.

3 September 1963
Fort Rucker Elementary School opened.

APPENDIX II

HISTORY OF NAMES

Allen Heights

Named in honor of Staff Sergeant Claud B. Allen, Jr., NCO liaison pilot, killed in action at Anzio Beach, 15 March 1944.

Antolak Street

Named in honor of Sergeant Sylvester Antolak, Medal of Honor Winner, 24 May 1944, Italy, 3d Infantry Division.

Baker Street

Named in honor of Sergeant Thomas A. Baker, Medal of Honor Winner, 17 June-7 July 1944, Saipan, Mariannas Islands, 27th Infantry Division.

Beaver Lake

Beaver Lake was named by Colonel Victor B. Shemwell, former G4, Fort Rucker, in memory of Colonel Frank Silliman, III, former deputy center commander. Colonel Silliman was interested in promoting conservation, especially through preservation of beaver dam.

Bender Field (Athletic Field)

Named in memory of 1st Lieutenant Patricia M. Bender, first commander of Fort Rucker WAC detachment, killed in an automobile accident, 22 March 1964.

Blackwell Street

Named in honor of Private Robert L. Blackwell, Medal of Honor Winner for heroic action with 119th Infantry, 30th Division, 11 October 1918.

Booker Street

Named in honor of Private Robert D. Booker, Medal of Honor Winner, 9 April 1943, Tunisia, 34th Infantry Division.

Bowden Terrace

Bowden Terrace, Officers' housing area (formerly NCO area) was named in honor of Sergeant Andrew L. Bowden, who was killed in France in action during World War II.

Boyce Lane and Boyce Place

Named in honor of 2d Lieutenant George W. G. Boyce, Jr., Medal of Honor Winner, 23 July 1941, New Guinea, 112th Cavalry Regiment Combat Team.

Braman Hall

Named in honor of Specialist 4 Donald L. Braman, killed in action while serving as a gunner aboard a CH-21 helicopter in the Republic of Viet Nam, 2 January 1963.

Cairns Army Airfield

Cairns Army Airfield was originally named Ozark Army Airfield but was renamed in honor of Major General Bogardus S. Cairns, who was Commanding General of the United States Army Aviation Center from June 1957 to 9 December 1958. He was killed in a helicopter accident on 9 December 1958.

Carey Street

Named in honor of Technical Sergeant Charles F. Carey, Jr., Medal of Honor Winner, 100th Infantry Division, 8 January 1945.

Castle Street

Named in honor of Brigadier General Frederick W. Castle, New York, N. Y., Medal of Honor Winner for herioc action with 4th Bomb Wing, 8th Air Force, 24 December 1944.

Christian Street

Named in honor of Private Herbert F. Christian, Stubenville, Ohio, Medal of Honor Winner for heroic action with 15th Infantry Regiment, 3d Infantry Division, 2-3 June 1944.

Crain Street

Named in honor of Technical Sergeant Morris E. Crain, Medal of Honor Winner, France, 36th Infantry Division, 13 March 1945.

Diamond Avenue

Named in honor of Private First Class James H. Diamond, Medal of Honor Winner, 8-14 May 1945, Mindoao, P.I. 24th Infantry Division.

Donovan Street

Named in honor of Sergeant First Class Ray E. Donovan, Medal of Honor Winner, Korean War, 21st Infantry Regiment, 24th Infantry Division, 26 April 1951.

Dunn Street

Named in honor of Private First Class Parker F. Dunn, Albany, N.Y., Medal of Honor Winner for heroic action with 312th Infantry, 78th Division, 23 October 1918.

Ech Stagefield

Named after a nearby road of the same name. The road was named in 1942 in memory of a deceased serviceman.

Edwards Street

Named in honor of Sergeant First Class Junior D. Edwards, Medal of Honor Winner, 23d Infantry Regiment, 2d Infantry Division, Korean War, 2 January 1951.

Endl Avenue

Named in honor of Staff Sergeant Gerald L. Endl, Medal of Honor Winner, New Guinea, 32d Infantry Division, 11 July 1944.

Epps Street

Named in honor of Private Joseph L. Epps, Medal of Honor Winner for heroic action with the 33d Infantry, US Volunteers, Phillippine Insurection.

Faith Lane

Named in honor of Lieutenant Colonel Don C. Faith, Medal of Honor Winner, 32d Infantry, 7th Division, Korean War, 27 November 1 December 1950.

Farrel Drive

Named in honor of Captain Francis P. Farrel, air officer of the 3d Armored Division, killed in action when his Cub was destroyed by Allied shell-fire while patrolling in Germany, 21 February 1945.

Fitts Hall

Named in honor of 1st Lieutenant Charles M. Fitts, killed in a helicopter crash in the Republic of Viet Nam, 11 January 1963.

Ferguson Street

Named in honor of 1st Lieutenant Arthur M. Ferguson, Medal of Honor Winner for heroic action with 37th Infantry US Volunteers, Phillippines Insurrection,

Fort Rucker

Fort Rucker was activated 1 May 1942 as the Ozark Triangular Division Camp. In June 1943, the camp was renamed in honor of Colonel Edmund Winchester Rucker, an Alabamian who served in the Confederate Army during the Civil War. (See biographical sketch.)

Foster Circle

Named in honor of Sergeant Gary E. Foster, Spartanburg, S.C., for herioc action with the 118th Infantry, 30th Division, 8 October 1918.

Fowler Lane

Named in honor of 2d Lieutenant Thomas W. Fowler, Sr., Medal of Honor Winner, Italy, 1st Armored Division, 23 May 1944.

Fryar Street

Named in honor of Private Elmer E. Fryar, Medal of Honor Winner, Leyte, P.I. 11th Airborne Division, 8 December 1944.

Galt Lane

Named in honor of Captain William W. Galt, Medal of Honor Winner, Italy, 34th Infantry Division, 29 May 1944.

George Street

Named in honor of Private First Class Charles George, Whittier, N.C., for heroic action with 179th Infantry Regiment, 45th Infantry Division, Korea, 30 November 1952.

Gibson Street

Named in honor of Corporal Eric Gibson, Medal of Honor Winner, Italy, 3d Infantry Division, 28 January 1944.

Goldberg Stagefield

Named in honor of Chief Warrant Officer Joseph A. Goldberg, who was the first Army cargo helicopter pilot to give his life while flying a combat support mission in the Republic of Viet Nam, 15 July 1962.

Gregg Way

Named in honor of 2d Lieutenant Stephen R. Gregg, Medal of Honor Winner, France, 36th Infantry Division, 27 August 1944.

Guthrie Field

Named in honor of Specialist 5 Harold L. Guthrie, who was killed when a helicopter was shot down in the Republic of Viet Nam, 15 July 1962.

Hanchey Army Airfield

Formerly called Auxiliary Field No 2, was renamed on 22 October 1959 in honor of Major Charles Wesley Hanchey, Senior Army Aviator, who died at Fort Leavenworth, Kansas, on 31 May 1957.

Hancock Hall

Named in honor of Captain James W. Hancock, killed in an aircraft crash in Germany, 19 August 1957.

Hammond Range

Renamed in honor of Chief Warrant Officer Lawrence C. Hammond, killed in a helicopter crash in the Republic of Viet Nam, 11 January 1963.

Harper Hall

Named in honor of 2d Lieutenant Robert S. Harper, Jr., killed in action in France, 6 August 1944, while serving as an observation pilot, 32d Field Artillery Battalion.

Harris Drive

Named in honor of 2d Lieutenant James L. Harris, Medal of Honor Winner, France, 756th Tank Battalion, 7 October 1944.

Hartell Way

Named in honor of 1st Lieutenant Lee R. Hartell, Medal of Honor Winner, Korean War, 27 August 1951.

Herron Street
Named in honor of Medal of Honor Winner, Lieutenant Colonel Francis J. Herron, (Civil War) 9th Iowa Infantry, at Pea Ridge, Arkansas, 7 May 1862.

Hooper Stagefield
Named in honor of 1st Lieutenant Ono David Hooper, 38th US Infantry, 3d Division, World War I.

Howard Street
Named in honor of Brigadier General Oliver O. Howard, US Volunteers, at Brigadier General Oliver O. Howard, US Volunteers, at Fair Oaks, Virginia, Medal of Honor Winner, 1 June 1862.

Hunt Field
Named in honor of Major William P. Hunt, air observation officer, HQ, IX Corps, Artillery. Killed in action on 19 February 1952, Korean War.

Irwin Street
Named in honor of Medal of Honor Winner, Bernard J. D. Irwin, Indian Wars, assistant surgeon, USA, Apache Pass, Arizona, 13-14 February 1861.

Johnson Street
Named in honor of Medal of Honor Winner, Major Ruel M. Johnson, 100th Indiana Infantry, at Chattanooga, Tennessee, 24 August 1896.

Kirby Street
Named in honor of Medal of Honor Winner, Major Dennis T. Kirby, Civil War, 8th Missouri Infantry at Vicksburg, Mississippi, 22 May 1863.

Knight Street
Named in honor of Private First Class Noah O. Knight, Jefferson, S.C, Medal of Honor Winner for heroic action with 7th Infantry Regiment, 3d Infantry Division, Korea, 23-24 November 1951.

Knox Stagefield
Named in honor of Mr. Jim Knox, civilian flight instructor, killed at Fort Sill, Oklahoma, in an aircraft crash in 1954 prior to the School being relocated.

Kyle Way
Named in honor of 2d Lieutenant Darwin K. Kyle, Medal of Honor Winner, Korean War, 7th Infantry Regiment, 3d Infantry Division, 16 February 1951.

Lake Tholocco
Indian name meaning "Great Warrior."

Libby Street
Named in honor of Sergeant George D. Libby, Casco, Maine, Medal of Honor Winner, for heroic action with 3d Engineer Combat Battalion, 24th Infantry Division, 20 July 1950, Korean War.

Logan Street
Named in honor of Medal of Honor Winner, Major John A. Logan, Phillippine Insurrection, 33d Infantry, US Volunteers, at San Jacinto, P.I.,

Longstreet Stagefield
Named after nearby community with same name.

Lowe Army Airfield
Lowe Army Airfield was named in tribute to Thaddeus Sobieski Constantine Lowe, inventor, government servant, and pioneer aeronaut who is often called the "Father of Army Aviation."

Magnolia House

Building No 127, VIP Quarters, takes its name from the numerous magnolia trees that surround it.

Mann Street

Named in honor of Private First Class Joe E. Mann, Seattle, Washington, Medal of Honor Winner for heroic action with 502d Parachute Infantry Regiment, 101st Airborne Division, Pacific Theater, 18 September 1944.

Matteson Rocket Range

Named in memory of 1st Lieutenant Thurlow W. Matteson, US Army Aviation School, who was killed in an aircraft accident, at Fort Rucker, 27 April 1957.

Michael Street

Named in honor of Medal of Honor Winner, 2d Lieutenant Harry J. Michael, World War II, 8th Infantry Division near Neiderquerf, Germany, 13 March 1945.

Montieth Lane

Named in honor of 1st Lieutenant Jimmie W. Montieth, Jr., Medal of Honor Winner, World War II, France, 1st Infantry Division.

Munson Heights

Munson Heights, the officers housing area, was named in memory of 1st Lieutenant Arvin O. Munson, an Army Aviator who was killed in action while on volunteer air mission over enemy territory.

Nininger Street

Named in honor of Medal of Honor Winner, 2d Lieutenant Alexander R. Nininger, World War II, near Abucay, Bataan, P. I., 57th Infantry (Phillipine Scouts), 12 January 1942.

Niven Street

Named in honor of Medal of Honor Winner, 2d Lieutenant Robert Niven, Company H, 8th New York Cavalry (Civil War) for the capture of two flags, Waynesboro, Virginia, 2 March 1865.

Olson Lane

Named in honor of Captain Arto L. Olson, Medal of Honor Winner, Italy, 3d Infantry Division, 13-27 October 1943.

O'Neill Street

Named in honor of Medal of Honor Winner, Corporal Stephen O'Neill, Civil War, Company E, 7th US Infantry at Chancellorsville, Virginia, 1 May 1863.

Peters Street

Named in honor of Medal of Honor Winner, Private George J. Peters, World War II, near Fluren, Germany, 17th Airborne Division, 24 March 1945.

Peterson Street

Named in honor of Medal of Honor Winner, Staff Sergeant George Peterson, World War II, near Eisern, Germany, 1st Infantry Division, 30 March 1945.

Poneroy Hall

Named in honor of Private First Class Ralph E. Pomeroy, Medal of Honor Winner, Korean War, 31st Infantry Regiment, 15 October 1952.

Red Cloud Road

Named in honor of Corporal Mitchell Red Cloud, Jr., Medal of Honor Winner for heroic action with 19th Infantry Regiment, 24th Infantry Division, Korean War, 5 November 1950.

Reese Street

Named in honor of Medal of Honor Winner, Private James W. Reese, World War II, 1st Infantry Division, Mount Vassillio, Sicily, 5 August 1943.

Shell Army Airfield

Named in honor of 1st Lieutenant John R. Shell, killed in action 6 May 1943 in Tunisia while serving as an air observation pilot with HQ, 1st Armored Division. Was among first group of Army Aviators to fly into combat, North African Division, November 1942.

Sheridan Street

Named in honor of Medal of Honor Winner, Private Charl V. Sheridan, near Weisweiler, Germany, 9th Infantry Division, 26 November 1944.

Skelly Stagefield

Named in honor of Major Thomas M. Skelly who died 11 March 1945, in Germany as a result of injuries received in a plane crash in combat.

Specker Street

Named in honor of Medal of Honor Winner, Sergeant Joseph C. Specker, World War II, Mount Porchia, Italy, 48th Engineer Battalion, 7 January 1944.

Tabernacle Stagefield

Named after nearby church of same name.

Thorne Street

Named in honor of Medal of Honor Winner, Captain Horace M. Thorne, near Fruflinger, Belgium, 9th Armored Division, 31 December 1944.

Toth Stagefield

Named in honor of Captain Donald B. Toth, killed in an helicopter crash in the Republic of Viet Nam, 11 January 1963.

Urell Street

Named in honor of Medal of Honor Winner Private Emmet M. Urell, Civil War, Company E, 82d New York Infantry, at Bristoe Station, Virginia, 14 October 1863.

Wallace Street

Named in honor of Lieutenant Malcolm B. Wallace, died 5 June 1959, in the vicinity of Akron, Ohio, during a flight preparatory to delivery of an air-inflated rubber air-inflated rubber airplane to the US Army Aviation Board for evaluation.

Whittaker Road

Named in honor of Mr. Donald L. Whittaker, civilian test pilot, US Army Aviation Board, 4 February 1961, as a result of injuries received on 1 February 1961, in crash of a single-place NATO G-91 reconnaissance-strike fighter.

APPENDIX III

SCHOOL MISSION

The US Army Aviation School is a subordinate agency of the US Continental Army Command. As directed, and within the guidance furnished by the Commanding General, US Continental Army Command, the missions of the US Army Aviation School are to:

Conduct training and instruction for officers, warrant officers, and enlisted personnel in the following phases of Army aviation:

Flight training.

Organizational aircraft maintenance.

Air-to-ground gunnery, missilry, and rocketry.

Organization, doctrine, employment, tactics, logistics, and techniques of Army aviation.

Specialized aviation training in related subjects, as required.

Aeromedical education and training.

Develop procedures and techniques, in coordination with other interested services and agencies, relating to the employment of Army aircraft in all military operations.

Review, evaluate, and coordinate from an aviation standpoint the organization, doctrine, procedures, tactics, and techniques proposed by other sources.

Review and recommend revision to existing aviation doctrine and organizations.

Prepare and revise nondoctrinal training literature and review all training literature on Army aviation subjects.

Assist in the development and production of training aids used in teaching aviation subjects.

Maintain necessary liaison with other schools and agencies of the Department of Defense.

Assist in the conduction of tests pertaining to Army Aviation.

Additional duties: In addition to his other duties, and under conditions prescribed by the Commanding General, US Continental Army Command, the Commandant, US Army Aviation School exercises operational control over all Army aviation flight training courses conducted within CONUS.

APPENDIX IV

OFFICIAL WORLD RECORDS ESTABLISHED BY US ARMY AVIATION TEST BOARD
CURRENT - 1 SEPTEMBER 1964

Class E-1 Helicopters without Payload
(Rotoplanes of any Weight)

Event:	Distance in a closed circuit
Aviator:	Lt Col Harry L. Bush
Aircraft and engine:	Vertol H-21C (CH-21) helicopter (Wright R-1820-103, 1,275 hp engine)
Distance:	1,199.078 miles
Date and place:	11 August, Robbinsville, New Jersey

Event:	Time to climb to 3,000 meters(9,843 ft)
Aviator:	Lt Col Lee Wilhelm
Aircraft and engine:	Bell YHU-ID (YHU-ID) helicopter (Lycoming T-53-L-9 engine)
Time:	2 minutes, 17.3 seconds
Date and place:	14 April 1963, Fort Worth, Texas

Event:	Time to climb to 6,000 meters (19,686 ft)
Aviator:	Capt B. B. Buckner
Aircraft and engine:	Bell YHU-ID (YHU-ID) helicopter (Lycoming T-53-L-9 engine)
Time:	5 minutes, 47.4 seconds
Date and place:	13 April 1963, Fort Worth, Texas

Class E-1.b Light Helicopter
(1,102 to 2,204 pounds)

Event:	Speed over a 3 kilometer course
Aviator:	Maj Bertram G. Leach
Aircraft and engine:	Hiller OH-23G helicopter (Lycoming VO 540 C2A, 305 hp engine)
Speed:	123.69 MPH
Date and place:	20 October 1963, Edwards AFB, California

Event:	Speed over a 15/25 kilometer course
Aviator:	Maj Bertram G. Leach
Aircraft and engine:	Hiller)H-23G helicopter (Lycoming VO 540 C2A, 305 hp engine)
Speed:	123.58 MPH
Date and place:	20 October 1963, Edwards AFB, California

Event:	100 kilometers speed in closed circuit
Aviator:	Maj Bertram G. Leach
Aircraft and engine:	Hiller OH-23G helicopter (Lycoming VO 540 C2A, 305 hp engine)
Speed:	121.70 MPH
Date and place:	30 October 1963, Edwards AFB, California

Class E-1.c Light Helicopter
(2,204 to 3,858 pounds)

Event:	Speed over a 3 kilometer course
Aviator:	Maj Bertram G. Leach
Aircraft and engine:	Hiller OH-23G helicopter (Lycoming VO 540 C2A, 305 hp engine)
Speed:	123.45 MPH
Date and place:	29 October 1963, Edwards AFB, California

Event:	Speed over a 15/25 kilometer course
Aviator:	Maj Bertram G. Leach
Aircraft and engine:	Hiller OH-23G helicopter (Lycoming VO 540 C2A, 305 hp engine)
Speed:	123.76 MPH
Date and place:	29 October 1963, Edwards AFB, California

Event:	100 kilometers speed in closed circuit
Aviator:	Maj Bertram G. Leach
Aircraft and engine:	Hiller OH-23G helicopter (Lycoming VO 540 C2A, 305 hp engine)
Speed:	119,74 MPH
Date and place:	30 October 1963, Edwards AFB, California

Class E-1.d Helicopters
(3,858 to 6,614 pounds)

Event:	500 kilometer speed in closed circuit
Aviator:	Col Jack L. Marinelli
Aircraft and engine:	Bell HU-1 (UH-1) helicopter (Lycoming T-53-L-1 engine)
Speed:	148.449 MPH
Date and place:	26 July 1960, Hurst-Harrison, Texas, course

Event:	Speed over a 3 kilometer course
Aviator:	CWO Clifford V. Turvey
Aircraft and engine:	Bell HU-1 (UH-1) helicopter (Lycoming T-53-L-1A, 1,080 hp engine)
Speed:	158.037 MPH
Date and place:	22 July 1960, Avondate, Texas

Event:	1,000 kilometer speed in closed circuit
Aviator:	Capt William F. Gurley
Aircraft and engine:	Bell YHU-1D (YUH-1D) helicopter (Lycoming T-53-L-9 engine)
Speed:	134.93 MPH
Date and place:	20 April 1962, Fort Worth, Texas

APPENDIX V

MAJOR CONSTRUCTION PROJECTS

Project	Date Started	Date Completed	Cost
Hangar, Cairns AAF	18 Jul 56	7 Dec 57	$ 584,342.46
Operations building, Lowe AAF	18 Jul 56	19 Mar 57	152,183.15
Hangar, Lowe AAF	18 Jul 56	31 Aug 57	399,180.01
Capehart housing	17 Jan 57	15 Jan 58	1,904,000.00
Capehart housing	25 Mar 57	21 Mar 58	7,215,079.72
MCA permanent housing	14 Mar 57	16 Jan 58	600,076.00
Hangar, Lowe AAF	22 Jul 57	28 Oct 58	741,141.33
Hangar, Cairns AAF	23 Jul 57	28 Oct 58	851,102.98
Admin Building, Cairns AAF	23 Jul 57	1 Aug 48	198,507.00
Hanchey AAF	23 Jul 57	20 May 59	1,406,895.01
Flight instructor bldgs, Hanchey & Lowe AAFs	17 Feb 58	1 May 59	367,885.17
Hangar & Wash Racks, Hanchey AAF	23 Jun 59	19 Oct 59	1,243,299.74
Trainfire Range	16 Jul 58	1 Jun 59	199,879.39
Barracks, Shop & Admin Bldg	21 Jul 58	2 May 60	4,482,314.98
Capehart Housing (300 units)	1 Apr 59	27 Apr 60	6,281,112.00
Pavement ext. Hanchey	15 Jan 60	12 Jul 60	483,284.50
Hunt Field-parking	1 Apr 60	8 Dec 60	683,712.00
Shell Field	1 Mar 61	30 Apr 62	559,355.31
Capehart Housing	8 Aug 61	27 Aug 62	7,748,800.00
Goldberg Field	12 Jan 62	15 Nov 62	623,300.49
Battalion HQ and Classrooms	3 Dec 62	15 Nov 63	308,336.40
Academic Classroom	14 Jan 63	2 Mar 64	380,868.00
Toth Field	2 Jul 63	20 May 64	627,702.60
BOQs (two)	5 Aug 63	15 Sep 64 (est)	667,179.70
USAH	6 Jul 64	(est)	2,478,861.10

APPENDIX VI

TOTAL FLYING TIME
US ARMY AVIATION CENTER

Fiscal Year	Average Assigned Aircraft	Hours Flown
1956	515	240,512
1957	479	256,938
1958	532	220,316
1959	374	184,295
1960	454	229,403
1961	516	283,904
1962	563	262,424
1963	616	293,406
1964	715	422,532

(11) # 240 w/black

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NOTE: Figures taken from Maintenance Contractor's records.

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