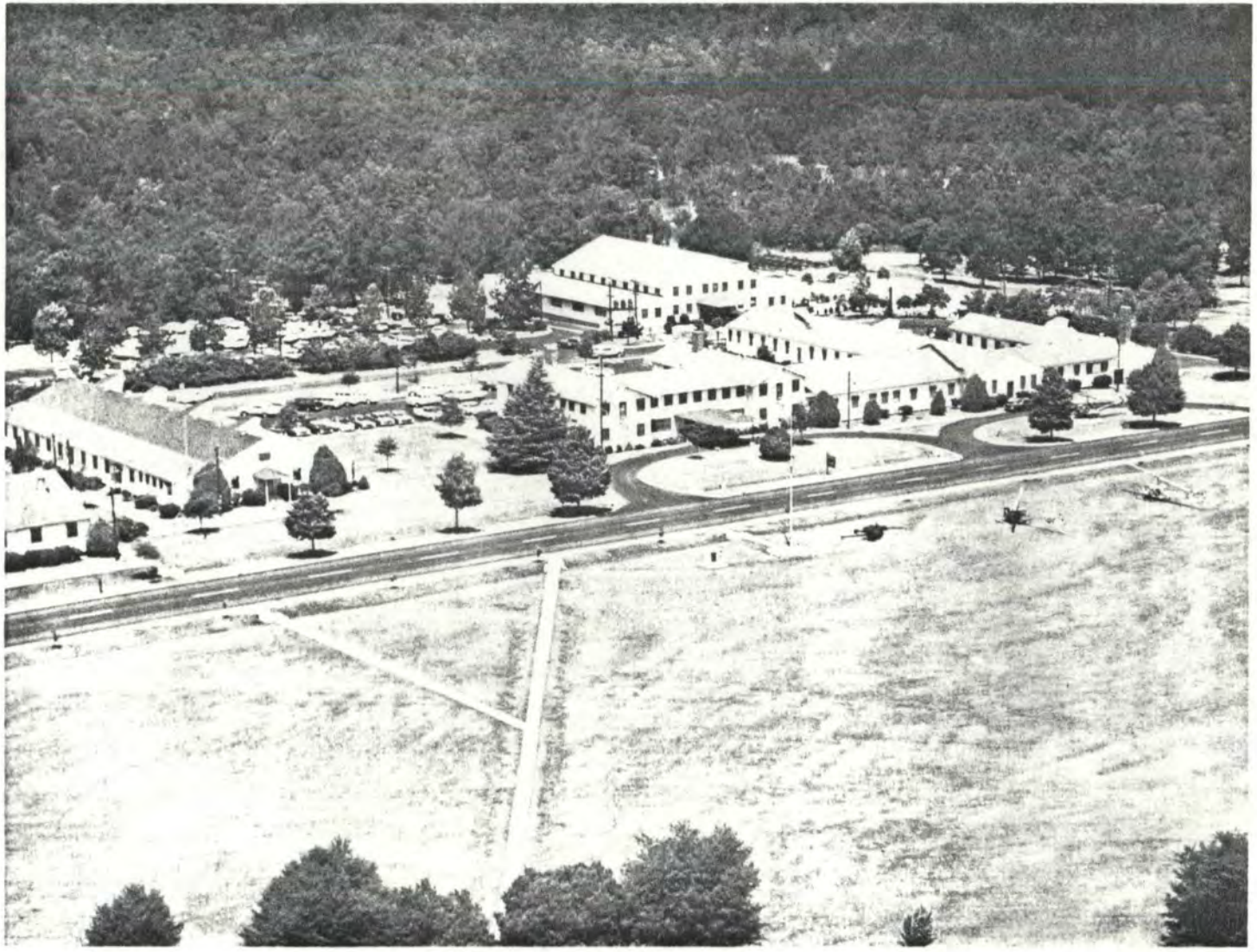
FORT RUCKER ALABAMA

The United States Army Aviation Center is happy to present this small memento souvenir to

with the hope that it may, in the future, recall both a pleasant and profitable visit to Fort Rucker, Alabama.



Post Headquarters

HISTORY OF FORT RUCKER

Sprawling Fort Rucker, Alabama, which is now geared to train more than 24,000 Army aviators and aircraft mechanics each year, traces its beginning 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 in Dale and Coffee Counties and paying landowners an average $7.46 per acre.

The pre-World War II expansion of the Army resulted in a survey of the Pea River Area in 1941, and that summer the acreage was transferred to the War Department from the Department of Agriculture.

Additional land was purchased, and construction of the Ozark Triangular Division Camp began on 22 January 1942. The installation was dedicated on 1 May 1942, after a civilian army of 12,000 workers had rushed the construction. The 81st Infantry Division was the first tactical unit to train here, to be followed by the 35th, 66th, and 98th Infantry Divisions.

In 1943, the installation was renamed to honor Colonel Edmund Winchester Rucker, a Confederate leader who served with Lieutenant General Nathan Bedford Forrest.

German and Italian prisoners of war arrived in September 1943, to harvest crops in the surrounding area.

In the late stages of the war, Camp Rucker was converted to an Advanced Infantry Replacement Training Center, and it was placed on a standby status 28 February 1946.

The Korean War brought the southeast Alabama installation back into being, with its reactivation on 9 August 1950. Troops from the 406th Engineer Brigade and the 301st Logistical Command arrived the following month, with the 47th Infantry Division reporting in 16 January 1951. Camp Rucker served as a training site for these units until it was again placed on inactive status in June 1954, following transfer of the 47th Division to Fort Benning, Georgia.

This inactivation was short-lived, and Camp Rucker began its present career with an announcement 23 July 1954, that the Army Aviation School would be moved here from Fort Sill, Oklahoma. The advance party arrived in August, and by Christmas, seven classes were being taught on a regular schedule.

The installation became a permanent Army post on 26 October 1955, when it was redesignated Fort Rucker.

Millions of dollars have been spent to convert existing facilities and to develop new ones needed to train Army aviators and aviation mechanics.

Cairns Army Airfield, the most completely-instrumented in the Army, was only two metal hangars and three runways when the Army Aviation School set up shop. Now, Fort Rucker's main airfield, Cairns, is a complex of modern buildings, hangars, control towers, and instrumentation. It is named in memory of Major General Bogardus S. Cairns, who was killed in a helicopter accident 9 December 1958, while serving as Commanding General of Fort Rucker.

Lowe Army Airfield, which was dedicated in the fall of 1957, is the base field for the Primary Contract Flight Division and Advanced Contact Flight Division, Department of Fixed Wing Training. It is named for Professor Thaddeus S. C. Lowe, the War Between the States balloonist who is considered the father of military aviation. Expansion plans call for this field to see use as an auxiliary heliport.

Hanchey Army Heliport, the largest in the free world, was dedicated 22 October 1959, in memory of Major Charles W. Hanchey, a senior Army aviator, who died at Fort Leavenworth, Kansas on 31 May 1957. Containing more than 200,000 square yards of concrete tie-down space, Hanchey is the main rotary wing base at Fort Rucker. It is instrumented for GCA and VOR landings.

Department of Rotary Wing Instrument training is conducted under contract at Shell Army Airfield near Enterprise, Alabama. This facility, which has dual runway systems, was dedicated 20 August 1962, honoring 1st Lt John R. Shell, who was killed during the North African Campaign.

In addition to stagefields and other training fields and roadstrips on post, more than 200 landing areas in the surrounding territory are used for the training of fixed and rotary wing aviators.

ARMY AVIATION HISTORICAL DATA

Army Aviation has advanced with seven-league strides since its inception on 6 June 1942. Continuing to improve its role by testing and adopting new aircraft, Army Aviation was ready to come of age when the fighting broke out in Korea. Teaming up its past-proved, highly successful fixed wing aircraft with the more versatile helicopter, Army Aviation displayed new and outstanding capabilities which firmly established it as a vital part of the Army forces.

On 1 June 1942, the War Department approved organic aviation for field artillery. Immediately thereafter, the Department of Air Training of the Field Artillery School was established. Early in September 1942, the Field Artillery School received classified instructions from the War Department to send 10 pilots and 10 mechanics to the European theater as quickly as possible. This was the first requirement placed on the School for sending aviators to tactical units.

In 1945, at the close of World War II, the Army had 1,600 single-engine aircraft, either the L-4 or the slightly larger L-5. The postwar period saw a reduction in the number of Army aircraft in service, but distribution was made on a much broader basis. In 1947, aircraft became organic to all combat arms and to a few technical services. It was during this period that serious attention was given to the development of the helicopter program and special emphasis was placed on making all Army aviators rotary wing qualified.

In 1950, the Army adopted the Cessna L-19 as its observation airplane. Utility, command, and cargo aircraft were added later. Rotary wing aircraft also assumed a permanent place in Army Aviation with the procurement of reconnaissance, utility, and cargo helicopters. Army Aviation and the helicopter proved themselves together in the Korean struggle.

In 1951, the first battlefield evacuation mission by helicopter was flown in Korea by Captain Albert C. Seaburn of Fort Smith, Arkansas. By 1952, cargo helicopters assigned to Korea for the movement of troops and equipment were saving the lives of thousands by the fast evacuation of wounded.

Department of the Army General Order Number 9, dated 16 January 1953, established the Army Aviation School at Fort Sill, Oklahoma, effective 1 January 1953. In September 1954, the United States Army Aviation School was moved from Fort Sill to Camp Rucker, Alabama, and in 1955 the Army Aviation Center was established at Fort Rucker, Alabama.

In July 1956, the Army became responsible for all primary training programs for Army Aviation. For the first time, complete training of Army aviators and mechanics came under full control of the Army instead of being shared with the U. S. Air Force.

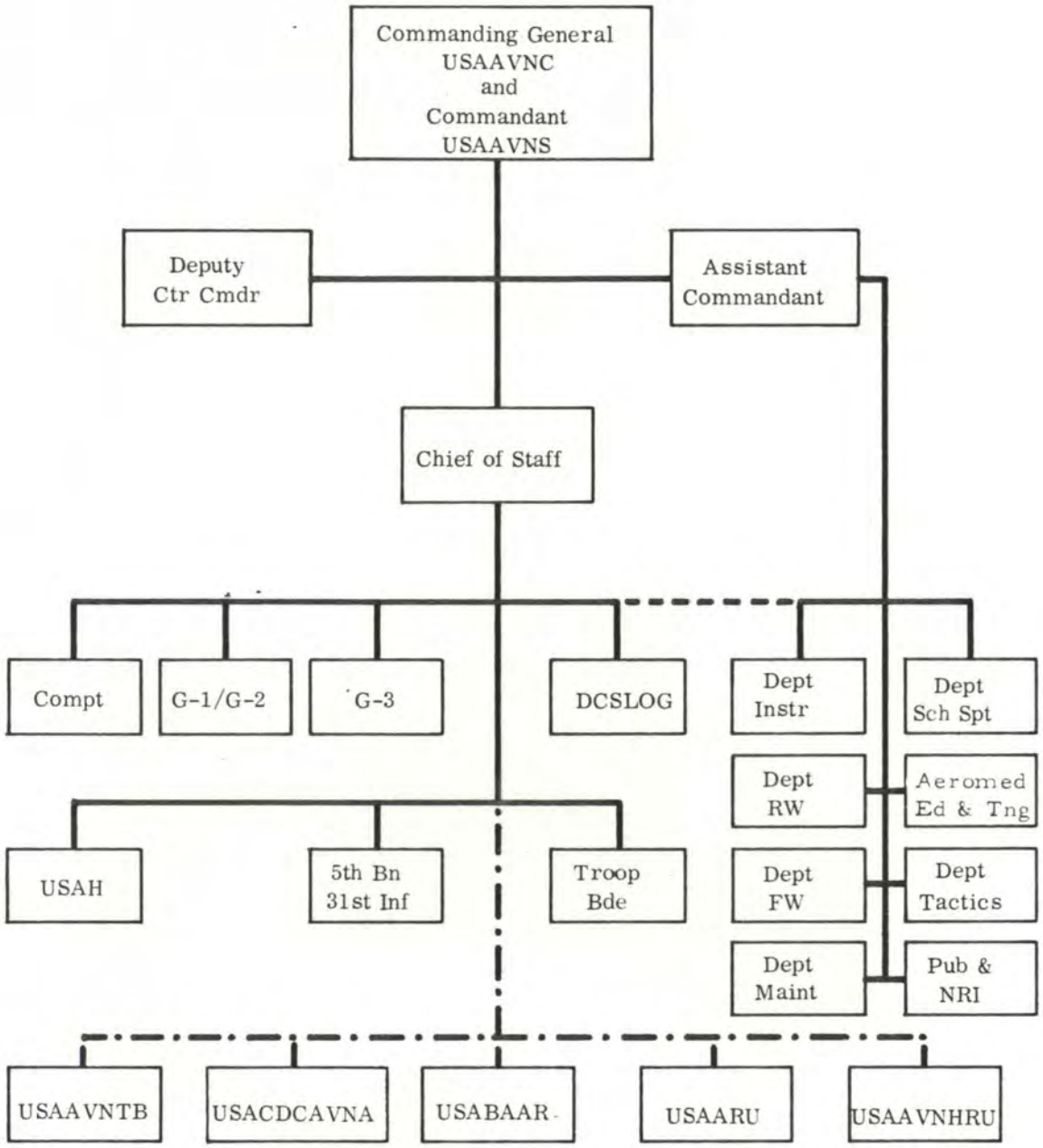
Army Aviation, the dream of a few Army officers a short 22 years ago, is today a rapidly expanding field in military service and it well deserves such a place. From a meager beginning with light fixed-wing aircraft, Army Aviation has grown into its own as an integral part of our fighting forces, with both fixed and rotary wing aircraft in service with Army ground units all over the world.

Continuing research and testing of turbine engines, V/STOL capabilities, and revised employment concepts will increase immeasurably the ability of Army Aviation to perform its mission in the modern fighting force.

UNITED STATES ARMY AVIATION CENTER

The United States Army Aviation Center is responsible for the operation of the Fort Rucker installation, and provides certain logistical and administrative support for the U. S. Army Aviation School and for the several test and research activities located on the Fort Rucker complex. The Commanding General of the Army Aviation Center is also Commandant of the Army Aviation School.

ORGANIZATION DIRECTORY



LEGEND

Command or Direct Supervision
Coordination
Attached Activities

UNITED STATES ARMY AVIATION SCHOOL

The mission of the United States Army Aviation School is to train and instruct officers, warrant officers and enlisted personnel in Army Aviation flight training, organizational maintenance and related subjects as required. In coordination with interested services and other Army agencies, the Aviation School also develops doctrine, organization, procedures, tactics, and techniques relating to the employment of Army Aviation in all military operations.

To accomplish its mission, the Aviation School is organized as shown on the accompanying chart. The School Commandant is responsible for exercising command of the Aviation School and for general supervision over all its activities.

The U. S. Army Aviation Center Troop Brigade (Prov) is responsible for providing quarters, mess facilities, individual equipment, supplies and services for all officer, warrant officer, and enlisted personnel assigned to the staff and faculty of the School, and for all students attending the School. The Troop Brigade also provides logistical support for all units assigned or attached to the School. The Troop Brigade contains six Enlisted Student Companies, whose members are students in the numerous maintenance courses offered; a Warrant Officer Candidate Company, whose mission is to train qualified enlisted personnel as flight-rated warrant officers; an Officer Student Company, whose members are enrolled in Aviation Flight Training; and a Casual Company.

The Director of Instruction is responsible for all instruction given within the Aviation School. This department determines the curriculum to be taught within limits established by CONARC, and is responsible for maintaining the standards of instruction within the School. To accomplish this mission in the most efficient manner, the department is assisted by the latest electronic data processing equipment.

The Department of Maintenance, one of the largest departments in the School, lives up to its motto of training the "World's Finest Aviation Mechanics," by using the latest techniques and equipment. Students enrolled in the several courses in both fixed wing and rotary wing aircraft maintenance come from Army units all over the world, as well as from Allied nations.

The Department of Fixed Wing Training has responsibility for conducting all flight and academic instruction for fixed wing students and academic instruction for some rotary wing and enlisted students. The primary and instrument phases of training in the initial entry course are conducted by a civilian firm, monitored by the military. The Advanced Contact Phase of the initial entry course, the Instrument Examiner Course, and the Multi-Engine Transition Courses are conducted by military personnel.

The Department of Rotary Wing Training conducts flight training for rotary wing students in the advanced phases of rotary wing flight training program, which is conducted primarily at Hanchey Army Airfield. Here students who have received their primary training at Fort Wolters, Texas, are given instrument and transition training in the Army's various utility and cargo helicopters. Concurrent with the presentation of all phases of advanced rotary wing flight training, there are extensive courses given in rotary wing methods of flight instruction to qualify selected aviators from all CONUS units as instructor pilots, thus assuring the highest standards of proficiency throughout the Army.

The Department of Tactics conducts all tactical training for both rotary and fixed wing students. Instructional material is prepared and presented in a variety of tactical subjects which includes, but is not limited to, survival, escape and evasion, communications, aerial adjustment of artillery fire, organization and employment of Army Aviation units, low-level mission planning, airmobile operations and general tactical operation of Army Aviation units in the field. The Department of Tactics also acts as the primary advisor or action agent for the Assistant Commandant of USAAVNS on all matters pertaining to the tactical employment of Army Aviation to include aviation suppressive fire training.

The Department of Publications and Nonresident Instruction coordinates and provides technical assistance needed to research, write, and revise Department of the Army official training literature concerning Army Aviation. The U. S. Army Field Printing Plant is a part of this Department and provides printing support for both the Aviation School and the Aviation Center. This Department also maintains the Aviation School Library and publishes the U. S. ARMY AVIATION DIGEST, a professional publication which provides information concerning safety, operations, and other related data.

The Department of Aeromedical Education and Training advises the Commandant of the Aviation School on all matters pertaining to Aeromedical Education and Training at department director level, coordinates, supervises and conducts all aeromedical participation in administrative aviation board functions, the Basic Army Aviation Medical Officers' Course, the Army Aviation Medical Officers' Orientation Course, and all aeromedical orientation and health education for all aviation personnel and their dependents. The Department is also responsible for supervising and conducting the third year of the U. S. Army's formal three-year residency training program in aerospace medicine and the Army-wide Clinical Aeromedical Consultation Service.

UNITED STATES ARMY AVIATION TEST BOARD

The present United States Army Aviation Test Board, which is a Class II activity under the United States Army Test and Evaluation Command, resulted from a merger of three former activities - the Transportation Aircraft Test and Support Activity (TATSA), the Signal Aviation Test and Support Activity (SATSA) and the Army Aviation Board.

The primary mission of the Test Board is to provide in-service evaluation of new products related to Army Aviation. Its mission involves integrated engineering/service tests, logistical tests, military potential evaluations, and confirmatory tests of aircraft and Allied equipment for the purpose of recommending type-classification. In order to determine how equipment will function in various environments where Army Aviation could be committed, the Board utilizes several testing areas.

Temperate zone testing is conducted at Fort Rucker in conjunction with logistical evaluation flights. Another phase of testing is accomplished in the U. S. Air Force Climatic Hangar at Eglin AFB, Florida, where the artificial environment potential ranges from -65°F to +165°F with many combinations of rain, snow, and icing conditions. Desert testing is conducted at Yuma Proving Ground, Arizona, and high-elevation testing is performed in the vicinity of Colorado Springs, Colorado.

Service testing plays a vital role in the development of equipment to increase the mobility of the Army, and helps decrease the lead time between equipment development and delivery.

UNITED STATES ARMY COMBAT DEVELOPMENTS COMMAND AVIATION AGENCY

The mission of the Aviation Agency is to develop current doctrine and future concepts, including organization and tactics relating to the operations and administrative support of aviation units, except those for which primary responsibility is assigned to other combat developments agencies. Develop materiel requirements for U. S. Army aircraft and related equipment, incorporating as appropriate input data of a tactical or technical nature provided by the combat arms and technical service combat developments agencies.

The Aviation Agency is a Class II activity and is one of ten field agencies under the Combined Arms Group of the U. S. Army Combat Developments Command. In dealing with the intangibles of ideas, the Aviation Agency seeks the answers to three basic questions:

1. How should Army Aviation be organized?

2. How should Army Aviation be equipped?

3. How should Army Aviation fight?

UNITED STATES ARMY BOARD FOR AVIATION ACCIDENT RESEARCH

USABAAR, established and organized in 1957, is a Class II activity of the Assistant Chief of Staff for Force Development, located at Fort Rucker, Alabama. Its mission, as defined by AR 15-76, is to conduct research of world-wide aviation accident and related experience to determine where improvements can 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's tasks and functions in support of this mission include -

Continuous analyses of composite accident experience to determine where special studies should be made.

Analyses of individual aircraft accidents and correlation of such accidents to Army-wide aircraft accident experience to determine contributing cause factors and make recommendations to eliminate them.

Administer the Army aircraft accident investigation and reporting system.

Assist in organizing and supervising the Army Aviation Accident Prevention phase of the Army Safety Program.

Investigation of aircraft accidents of unusual significance.

Participation in aircraft handbook reviews.

Participation in safety surveys, conferences, and lectures for improvement of the Army Aviation program through better facilities and personnel training.

Development and coordination of revisions to Department of the Army aircraft accident investigation and reporting instructions, procedures, and forms.

Participation as technical advisor and/or monitor in the development cycle of Army aircraft, specifically in the following areas:

Requirements.

Military characteristics.

Technical specifications.

Model specifications.

Design competitions.

Mockup inspections.

Contractor's technical compliance inspections and construction of service test models.

Product-improvement programs.

Participation in industry and service symposiums directed to improvement of aviation through product improvement of materiel, and selection and training of personnel.

Establishment and maintenance of an optimum aviation accident prevention education program through all available media.

Maintain direct liaison and exchange information as required in furtherance of the mission with other agencies engaged in aviation accident research, such as the National Aeronautics and Space Agency, United States Air Force, United States Navy, United States Coast Guard, Federal Aviation Agency, Guggenheim Aviation Safety Center, and comparable agencies.

Monitor the Army Aviation Safety Course given by the University of Southern California.

Provide a repository for all Army aircraft accident reports, and supply information from these reports for official purposes.

Conduct statistical analyses to forecast future accident trends.

UNITED STATES ARMY AVIATION HUMAN RESEARCH UNIT

The mission of the United States Army Aviation Human Research Unit, which operates under the direct command of the Commanding General, United States Continental Army Command, is to provide military support and guidance to Division Number 6 (Aviation) of the Human Resources Research Office (HumRRO) of The George Washington University. HumRRO is contracted to perform, under the direct supervision of the Army Chief of Research and Development, studies and research in training, motivation, needs for training devices, and leadership.

The United States Army Aviation Human Research Unit is commanded by an Army officer and staffed with rated Army aviators and enlisted personnel psychology specialists. HumRRO Division Number 6 (Aviation), co-located with the Human Research Unit, is headed by a civilian Director of Research and staffed with professional research psychologists and appropriate technical and administrative personnel.

HumRRO activities include formal research tasks, exploratory studies, basic research, and technical advisory service. Liaison is maintained with appropriate agencies of all services to insure that training research is responsive to overall Department of the Army requirements; and continuous contact with service, university and industrial research agencies provides up-to-date knowledge of current developments in the field of human learning and performance.

UNITED STATES ARMY AEROMEDICAL RESEARCH UNIT

The United States Army Aeromedical Research Unit was established as a Class II activity under the Surgeon General to provide medical research support in the fields of Army Aviation and airborne activities. The mission of the Aeromedical Research Unit is to conduct research on medical aspects of Army Aviation and airborne activities as they apply to the selected population of Army personnel using present and planned equipment. It gathers and disseminates information of importance to Army Aviation medicine by close contact with Army Aviation and airborne units, and by liaison with aviation and medical activities of other military, governmental and civilian agencies. It provides a central repository for periodicals, books, reports, research project case files, and medical statistics on aviation medicine for the Army.

This unit also evaluates the medical aspects of performance standards requisite to selection or retention of personnel in Army Aviation or airborne activities, and the validation of recommendations for revision of such standards. Fundamental Army Aviation medical problems are resolved by this unit in order to give medical guidance to other Army Aviation support agencies.

O-1A (observation).

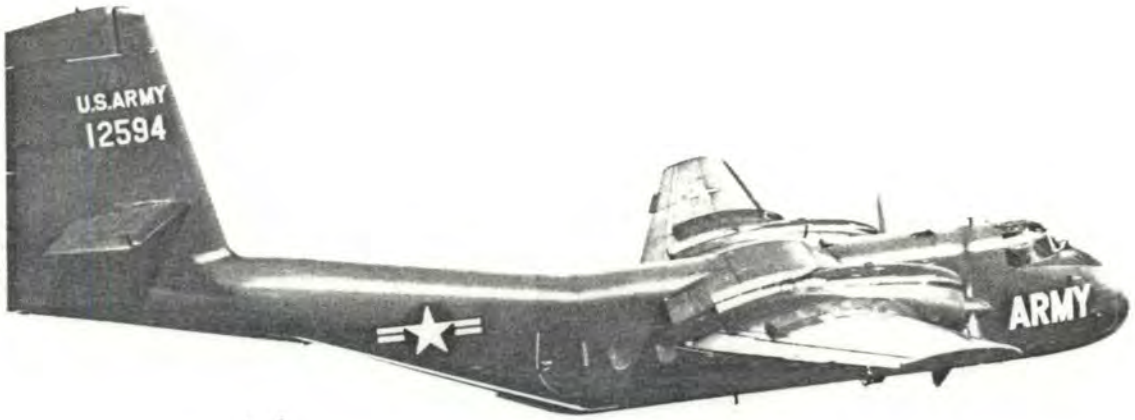
The O-1A, manufactured by Cessna Aircraft Company, is a two-place, all-metal, high-wing aircraft designed to operate from short, unimproved, or slightly improved airfields in the combat zone. It is capable of carrying an external load of 250 pounds of cargo under each wing, plus 200 pounds of cargo or one observer internally. It has a cruising speed of approximately 87 knots. The O-1A is powered by a 213-horsepower Continental six-cylinder, horizontally-opposed, air-cooled engine. It is a multipurpose aircraft used primarily for reconnaissance and/or observation, as a primary and advanced trainer, and for instrument training. Some secondary capabilities of the O-1A include battlefield illumination, wire laying, radiological survey, message drop and pickup, and radio relay.

U-6A (utility).

The U-6A, manufactured by de Havilland Aircraft Company of Canada, Ltd, is an all-metal, high-wing monoplane powered by a single Pratt and Whitney engine, driving a standard constant-speed propeller. It is designed to operate from short, unimproved, or slightly improved airfields in the combat zone. The U-6A can carry a pilot and five passengers, a pilot and 1,000 pounds of cargo, or a pilot, two litters, and two passengers. There are provisions for two racks under each wing, each rack capable of carrying 250 pounds. This airplane can be used for courier service, messenger service, light cargo transport, light supply dropping and bombing, paratroop dropping, casualty evacuation, reconnaissance, photographic duties, column control, wire laying, or camouflage checking. The U-6A has a nonretractable landing gear which may be replaced by a twin-float installation for operation from water, or by a ski installation for operations from snow or ice.

U-1A (utility).

The U-1A, manufactured by de Havilland Aircraft Company of Canada, Ltd, has an all-metal, high-wing configuration. It is an all-weather aircraft, powered by a 600-horsepower Pratt and Whitney engine and is designed to operate from short, unimproved, or slightly improved airfields. This airplane can carry a pilot and 10 passengers, a pilot and 2,500 pounds of cargo, or a pilot, 4 litters, 3 ambulatory patients, and an attendant. Some additional capabilities include transporting specialized teams, medical evacuation, battlefield illumination, and aerial resupply. The U-1A is presently being replaced by the CV-2.



CV-2B (medium transport).

The CV-2B, manufactured by de Havilland Aircraft Company of Canada, Ltd, is an all-metal, high-wing monoplane powered by two Pratt and Whitney Wasp engines, driving Hamilton standard, full-feathering, constant-speed propellers. The CV-2B can lift more than 3 tons or 32 troops from an unimproved field less than 1,000 feet in length, and carry this load a radius of 175 nautical miles. It has a fully retractable tricycle landing gear and a power-operated cargo door and ramp which, in conjunction with the upswept rear fuselage, permit direct cargo loading. This aircraft is designed for transport of troops or general cargo, for supply or paratroop dropping, and for medical evacuation.

U-8F (utility).

The U-8F, manufactured by Beech Aircraft Corporation is a six-place, low-wing monoplane powered by twin supercharged fuel-injection engines. The U-8F is an improved off-the-shelf aircraft, to meet the utility transport requirement. More versatile than the U-8D which it replaces, the U-8F can be quickly converted to carry litters or high priority cargo. Distinguishing features of the aircraft are the square-tipped wing and tail surfaces; a large entrance door with integral stairs; three-bladed propellers; compartmental separation between crew and passengers; an anticollision light on top of the leading edge of the vertical stabilizer, and another on the underside of the fuselage; and retractable tricycle landing gear which, when retracted, protrudes slightly from each nacelle. It is normally assigned to corps and higher headquarters to transport commanders and staff on command, liaison, and inspection missions.

OV-1 (surveillance).

The OV-1, manufactured by Grumman Aircraft Engineering Corporation, is a two-place, twin-engine, turboprop aircraft. The OV-1 is powered by two Lycoming T-53-L-3 and T-53-L-7 turboprop engines, each producing 1,005 equivalent shaft horsepower and turning a three-bladed Hamilton standard hydromatic propeller. This aircraft is a tricycle-geared, mid-winged, tri-tail type with engine nacelles mounted on top of the wings. The OV-1 is now used by the Army for aerial battlefield surveillance. This twin-turbine airplane gives the Army an entirely new capability for carrying a variety of cameras and electronic sensors. It is designed to operate from small, unimproved fields for purposes of visual, photographic, and electromagnetic surveillance and target acquisition. Specifically, this aircraft is capable of being used for visual observation, day and night photography, electronic surveillance, and night and instrument operations. It provides the field commander with timely target information, aerial fire direction, and post-strike damage assessment for Army long- and medium-range weapons.

OH-13H (observation).

The OH-13H, manufactured by Bell Helicopter Company is a standard observation helicopter. Designed for operations in confined areas of the combat zone, it can carry one passenger, two litter patients, or 400 pounds of cargo. It has a speed from 0 to 87 nautical miles per hour. This strange way of stating speed is to remind you that one of the distinguishing and valued characteristics of a helicopter is its ability to hover (0 knots) and to fly slowly. The OH-13H is a multipurpose helicopter designed for training, command and control, wire laying, aeromedical evacuation, radiological survey, armed reconnaissance and security, topographic survey, and light resupply missions. It is powered by a 200-horsepower Franklin engine and has a service ceiling of 12,600 feet. It can be transported by rail, water, military aircraft, or truck.

OH-23D (observation).

The OH-23D, manufactured by Hiller Aircraft Corporation, is a three-place helicopter with a single main rotor and antitorque tail rotor. Designed for operations in confined areas of the combat zone it can carry two passengers, two litter patients, or 400 pounds of cargo. The OH-23D is a multipurpose helicopter designed for training, command and control, wire laying, aeromedical evacuation, radiological survey, armed reconnaissance and security, topographic survey, and light resupply missions. It is powered by a 200-horsepower engine and can be transported by rail, water, military aircraft, or truck.

OH-6A (light observation).

The newest member of the Army family, the OH-6A is being introduced into the Army inventory during fiscal year 1966. A four-place cabin provides seating for a pilot and observer in the front and stowable seats in the rear for cargo or two passengers. It is powered by an Allison T63-A5 gas-turbine engine rated at 250 shaft horsepower, with a dry weight of approximately 136 pounds. The OH-6A features a four-blade articulated main rotor and an antitorque tail rotor. It has a cruising speed of 128 knots. The OH-6A will eventually replace the O-1, OH-13, and OH-23.

UH-19D (utility).

The UH-19D, manufactured by Sikorsky Aircraft, Division of United Aircraft Corporation, is a limited standard utility helicopter capable of carrying six troops, six litter patients, or a normal cargo load of up to 1,500 pounds. It has a crew of two - a pilot and a copilot. With a cruising speed of approximately 80 knots, the UH-19D is powered by a single 700-horsepower Pratt and Whitney engine and has a service ceiling of 15,400 feet. This helicopter is usually used in the movement of troops and supplies. Other capabilities include resupply, troop transport, air-sea rescue, reconnaissance, and pathfinder operations.

UH-1D (utility tactical transport).

The UH-1A, B or D, manufactured by Bell Helicopter Corporation, is a utility-type, compact design aircraft which features a low silhouette and low vulnerability to meet combat requirements. It is a closed-cabin helicopter of all-metal construction. This helicopter is powered by a single gas-turbine Lycoming engine. The UH-1A can carry 1 crewman and 5 passengers; 1 crewman, 2 litters, and a medical attendant; or 1 crewman and a payload of 2,000 pounds. The UH-1B can carry 1 crewman and 8 passengers; 1 crewman, 3 litters, and a medical attendant; or 1 crewman and a payload of 2,578 pounds. The UH-1B may be equipped with armament systems such as the XM-3 2.75-inch area rocket kit, M-5 grenade launcher, M-6 quad machinegun kit, XM-16 machinegun/rocket combination, or the M-22 antitank guided missile system when used in a fire suppressive role. The UH-1D can carry 1 crewman and 12 passengers; 1 crewman, 6 litters, and a medical attendant; or 1 crewman and a payload of 2,289 pounds. These helicopters are capable of operating from prepared or unprepared landing areas under instrument conditions. Cargo and equipment not feasible to load inside can be transported externally.

CH-21C (light tactical transport).

The CH-21C, manufactured by Vertol Division of Boeing Airplane Company, is a single-engine, tandem-rotor helicopter capable of carrying 2 pilots and 12 troops, or 2 pilots and 12 litter patients. This aircraft has a normal cargo load of 3,000 pounds and a cruising speed of approximately 78 knots. It is equipped with a single 1,425-horsepower Wright engine. Some mission capabilities of this helicopter include aerial command post, salvage operations, air-to-ground fire support, and wire laying.

CH-34C (light tactical transport).

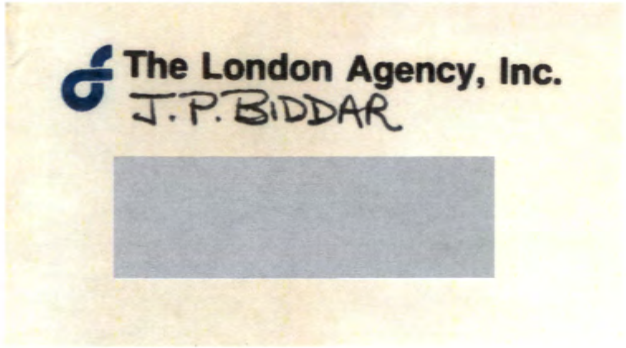
The CH-34C, manufactured by Sikorsky Aircraft, Division of United Aircraft Corporation, is powered by a single Wright engine, with a four-bladed main lifting rotor, and a four-bladed antitorque tail rotor. With space for 18 troops or 8 litters, this aircraft can carry a normal cargo load of 4,000 pounds. Designed for a pilot and copilot, it has a cruising speed of approximately 85 knots. Some mission capabilities include aerial command post, salvage operations, air-to-ground fire support, and wire laying.

CH-37B (tactical transport).

The CH-37B, manufactured by Sikorsky Aircraft, Division of United Aircraft Corporation, is a twin-engine, all-metal helicopter designed for the transport of cargo and troops and for the evacuation of casualties. It is powered by Pratt and Whitney twin engines mounted in pods on each side of the fuselage, and is capable of carrying a load of 5,000 pounds. The CH-37B has clamshell doors in a loading ramp in the nose, and can lift approximately 23 troops or 24 litter patients. Some mission capabilities of this aircraft include salvage operations and ship-to-shore operations.

CH-47A (tactical transport).

The CH-47A, manufactured by Vertol Division of Boeing Aircraft Company, is a tandem-rotor, medium transport helicopter, powered by two Lycoming T-55-L-5 free-turbine engines. A rear ramp permits rapid straight-in loading and unloading of troops, vehicles, and cargo. Items which are too bulky to fit within the payload compartment can be transported on the 8-ton capacity external cargo hook. Load release is normally accomplished hydraulically. In the event of utility hydraulic system failure, release may be effected electrically or mechanically.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