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South Vietnamese President Thieu on July 11.
Those proposals include provision for: (a) Phased,
mutual withdrawals of all non-South Vietnamese
forces. (b) A supervised cease-fire. (c) Inter-
nationally supervised elections. (d) Political am-
nesty. (e) Release of prisoners of war, and (e)
Observance by all parties of the basic elements of
the Geneva accords of 1954.

Lodge said that the United States has not limit-
ed its peace initiatives to public forums and public
statements. He said that he had met with North
Vietnam's chief negotiator at Paris in 11 private
sessions.

The Ambassador concluded with a quote from
the President's Nov. 3, address: "It's become
clear that the obstacle in negotiating an end to the
war is not the President of the United States. It is
not the South Vietnamese Government. The ob-
stacle is the other side's absolute refusal to show
the least willingness to join us in seeking a just
peace."

Automates for future

• Battlefields or combat
areas that are under 24 hours
real or near full time surveil-
lance of all types.

• Battlefields on which any-
thing can be destroyed through
instant communications and the
almost instantaneous application
of highly lethal firepower.

General Westmoreland said
there would be a continuing
need for highly mobile combat
forces to assist in fixing and de-
stroying the enemy.

"The changed battlefield will
dictate that the supporting logis-
tics system also undergo
change," he said.

The Chief of Staff told the
group that he could foresee the
forward end of the logistics sys-
tem with mobility equal to the
supporting force, the elimination
of many intermediate support
echelons, the use of inventory-in-
motion techniques and some

Army forces being supported by
air — in some instances directly
from bases in the continental
United States.

"We are on the threshold for
the first time in achieving max-
imum utilization of both our fire-
power and our mobility. In order
to succeed in this effort, we need
the scientific and engineering
support of both the military and
industrial communities."

ROTC scholarships increased

—WASHINGTON (ANF) — A
large number of four-year Army
ROTC scholarships and new
three-year scholarships will be
available for students entering
college or continuing their col-
lege education during 1970.

A total of 1,200 four-year
scholarships will be awarded on
a competitive basis to out-
standing male high school gradu-
ates who plan to enter college
for the first time in the fall of
1970.

The new three-year schol-
arship is offered to outstanding
college students who have com-
pleted their first year of ROTC
instruction.

Four hundred scholarships
will be awarded to students who
have completed their first year
of ROTC instruction.

In addition, 600 college stu-

dents have completed two-year
scholarships on the basis of their
academic achievement and mo-
tivation toward an Army career.

These awards, added to the
Army ROTC scholarships now in
effect, will bring the total to
5,500 in effect next year.

Each scholarship pays for the
students' tuition, textbook and
lab fees and provides \$50 a
month for the length of the
award.

Applications for both the four-
year scholarship and the two-
year awards will be accepted
until Jan. 15, 1970.

Simulators create in-flight conditions

—FT. RUCKER, Ala. (ANF)—Eight new synthetic flight training
systems have been installed here at the U.S. Army Aviation Center.

Consisting of four flight simulators joined by a central control
unit, the new system reproduces sophisticated and near-exact flight
conditions. It is anticipated that the simulators will be used in
several flight training phases in place of aircraft.

Because operating costs of the simulator are lower than those
of an aircraft, savings are expected.

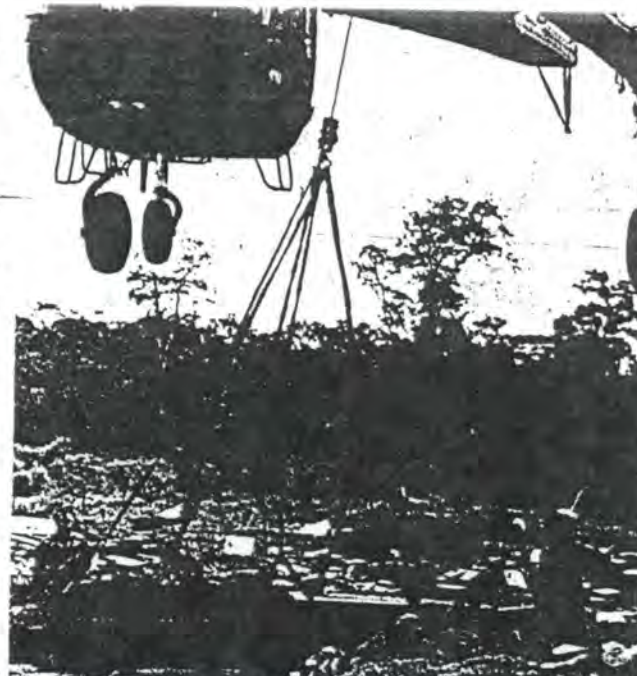
Flight candidates at the Army Aviation Center currently spend
200 hours in the air and 20 hours in trainers.

The existing trainers are used mainly to teach instrument
flying, but they do not transmit the "feel" that the new simulator
does, according to Secretariat for Training Devices, Maj. Alex L.
Allen, Department of School Support.

It is possible that as many as 30 of the 200 in-flight hours may
be conducted in the simulator.

The possibility of administering periodic checkrides to pilots
in the simulator is under consideration. The system's computer can
provide instant feedback on every phase of the pilot's control of
the aircraft, thereby providing a more thorough and standardized
evaluation than could the most experienced instructor pilot.

The design of the new system is based on results from studies
by the Human Research Organization at Ft. Rucker.



HOVERING A short distance above the ground the work-
horse of the Army, a CH54 Flying Crane, prepares to
transport a heavy load of steel planking from FB Jerri.
The helicopter was being used during the relocation of the
fire base.



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to resupply their
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1st Bn., 7th Cav., 1st Cavalry Division,
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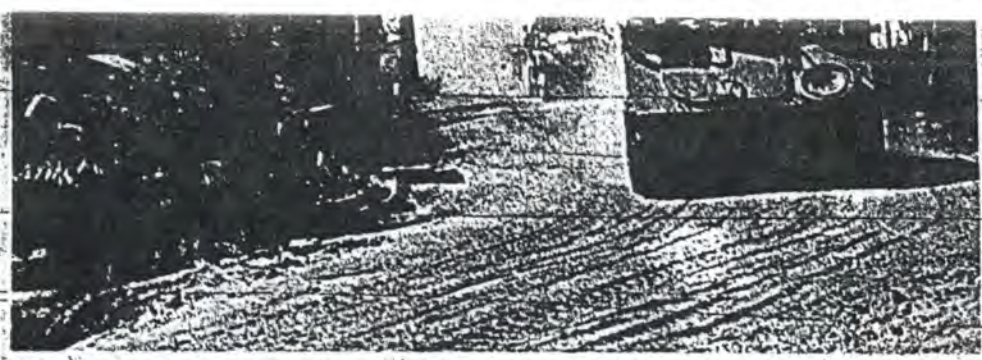
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KICKING UP DUST as it thunders through An Loc, an armored cavalry assault vehicle makes a daily convoy run between Lai Khe and Quan Loi. The con-
voy consists of vehicles from the 11th Armored Cavalry Regiment's C Troop, 1st Squadron.

Airmobility expedites signal mission

—LONG BINH — In a frontless war such as the one being waged in Vietnam, the Army's concept of airmobility is basic to the mission of a signal unit.

The immediate need for air transportation makes it necessary for units to rely upon themselves. Therefore, the 1st Signal Brigade operates three aviation units in country to aid and assist in accomplishing the brigade's mission. There is quite a history behind what the brigade has today.

Aviation began in the Signal Corps. On Aug. 1, 1907, the chief signal officer, Briga-

dier General James Allen, established the Aeronautical Division consisting of one officer and two enlisted men.

The Army then issued the first specifications for a military aircraft. It was to be able to carry the pilot and one passenger, to be capable of an average speed of 40 miles an hour in a 10 mile test, to be able to stay aloft for one hour, and be transportable by Army wagon. The Wright brothers built the first successful military aircraft for \$25,000.

The major function of early military aviation was reconnaissance and communication, not bombardment. Experiments between 1912 and 1914 in airborne receiving, air to ground transmitting, and air-to-air

transmitting and receiving opened the door to a major new signal field.

Weapons and machinery are now being designed with the Army concept of airmobility in mind. Everything from bulldozers to Santa Claus is transported by aircraft. Wounded men can receive needed hospital care faster than "back in the world" because of airmobility. Airborne reconnaissance and air assault missions are standard infantry operations.

CWO James O. Golsberry, rotary wing aviator, 2nd Signal Group Avn. Det., feels the mission of the Army aviator in Vietnam "is to support the ground commander in any way he sees fit."

Moves 1st Division infantrymen

Robin Hood's a slick operator

LAI KHE — For the men of Robin Hood, 173rd Avn. Co., the tales of Sherwood Forest never end. For the assault helicopter unit, each day introduces something new to the log of missions that are run in support of the 1st Infantry Division, in cooperation with division artillery.

The mission of Robin Hood consists of operating and maintaining utility helicopters, better known as "slicks."

Missions are run daily, throughout the 1st Infantry Division area of operation, to move infantry units anywhere safely.

An operation consists of the transfer, extraction, exchange or insertion of ground troops at a given location and time, and may involve as many as nine slicks and a command and control ship. Each chopper is equipped with the most modern communications system, as well as a pilot, aircraft commander, crew chief and door gunner.

It may take anywhere from 20 minutes to three hours to complete a mission. Each morning at dawn, mission-sheets are given each of the slick commanders showing the exact location and destination of the ships for a mission. While in flight the command helicopter looms high overhead to pinpoint the perfect LZ and control the communications and activities of the other ships.

Where combat assaults are

made into a "hot LZ," artillery is called in to "prep" the area.

The gunship slicks of Robin Hood are then called into the area, also to "prep" the location with miniguns and rockets.

"This is done to insure that every possible enemy activity has been eliminated," said one man. The location is then marked by smoke, and in precise formation (determined by the size and terrain of the LZ) the landing is completed.

Where troops are to be exchanged, transferred or picked up from a given location, the area is once again reviewed by the command ship party, the location is marked, and the slicks are guided in to complete the mission.

"It can get to be quite a drag, doing the same thing day in and day out, but we enjoy adding a little something to make it different each time," said one Robin Hood aviator.

Sandbags prove cannoneer's bag

—HIEN PHUOC — Whenever Spec. 4 Stanford Burns of the 3rd Bn., 18th Arty., fills a sandbag there is a fair chance that he has seen the same bag in his hometown of Lumberton, N.C.

"Since I got out of high school, sandbags have been my bag," said the 21-year-old cannoneer for the Americal Division. Burns estimated that he has filled some 5,000 sandbags since joining Btry. B last April.

In civilian life he figured that he made about 60 million of "the soldier's friends" during one year as an employee of the Cavalier Bag Company at Lumberton.

Burns is sure that many of the sandbags he fills are the same ones he made in North Carolina. However, only once has he been certain of a bundle's origin. Shortly after arriving in Vietnam, he saw a crate of sandbags at the 90th Replacement Det. at Long Binh with stencil markings he had stenciled on the crate more than a year earlier in North Carolina.



is alert for sudden enemy fire, Pfc. maintains contact with other elements of the 9th Infantry Division. operator is on a mission with Co. I.

Dec 29, 1967