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

Lodge said that the United States has not limited  
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 surveillance of all types.
- Battlefields on which anything can be destroyed through instant communications and the almost instantaneous application of highly lethal firepower.

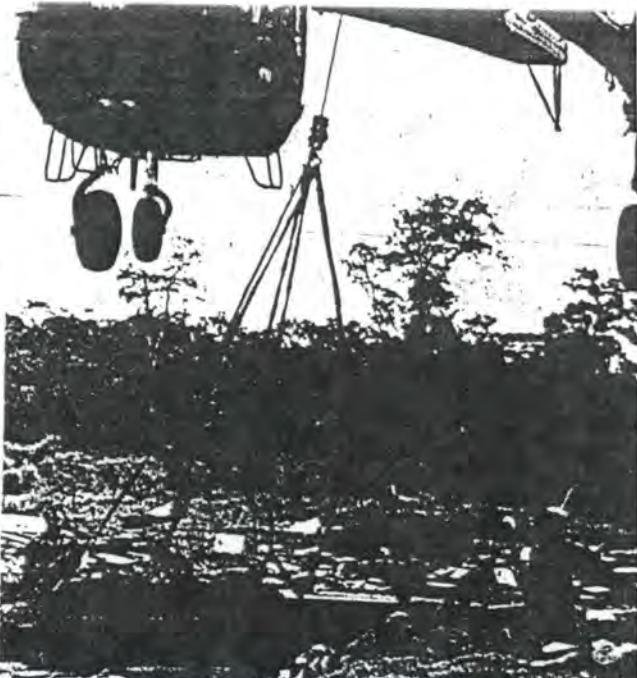
General Westmoreland said there would be a continuing need for highly mobile combat forces to assist in fixing and destroying the enemy.

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

The Chief of Staff told the group that he could foresee the forward end of the logistics system 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 maximum 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."



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.

## 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 college education during 1970.

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

The new three-year scholarship is offered to outstanding college students who have completed 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 motivation 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.



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e which had been  
to resupply their  
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1st Bn., 7th Cav., 1st Cavalry Division,  
discovered the bridge during a sweep of  
the area near the division's FB Wescott.

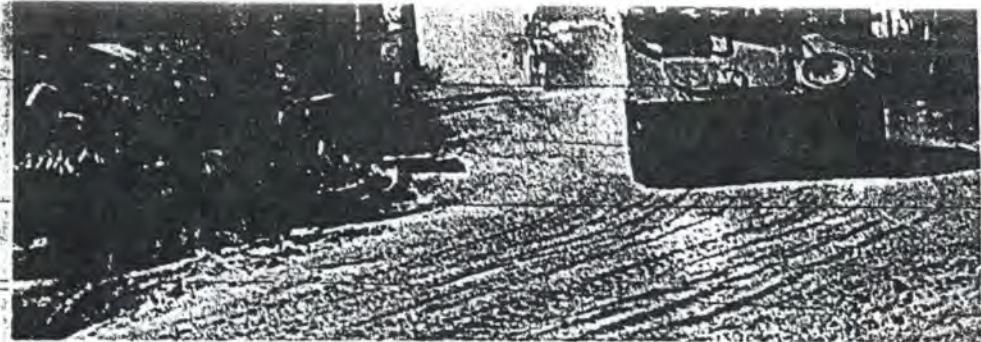
access at the Trach, will be a new season and controls because a well-supply

trolled and kept out of the supply routes of the enemy."

Armstrong visits the hamlets in the area daily to insure that the controls for the rice harvest are operating. While in the hamlets, he is able to talk to the hamlet chiefs and to inform the people about the purpose of the new harvest controls.

"When the people know what's going on we are accepted and we get more cooperation," he noted.

Once the rice is at the central collection points, the 1st Infantry Division's 2nd Bn., 28th Inf. and the 5th ARVN Division's 3rd Bn., 8th Regt., transport the rice crop to Dau Tieng, where the rice is stored and then redistributed back to the people on a weekly basis.



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, Brigadier

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 to 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

THEN 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.