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ANNUAL REPORT

THE SURGEON GENERAL
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Fiscal Year 1962

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1. The seats, which are removable without use of tools, are stowable within the body of the vehicle without encroaching upon space required for the litters.
2. Litter supports are included to accommodate 18 standard litters.
3. A clearance of 21 inches at each end of the litter is provided, to facilitate the handling of patients.
4. A stowage box is furnished for litter-carrying equipment.
5. Cargo doors are included for the loading of litter patients.

AVIATION MEDICINE

Army Aviation Medical Officers

DURING the reporting period, the aviation medical program continued to expand along with the rapid growth of Army aviation. In fiscal year 1962, the number of aviation medical officers on active duty increased from 69 to 79. Thirty-four of these officers were designated flight surgeons and, in accordance with Changes 5 to AR 600-106, are now authorized crew member flight status. As yet, only one flight surgeon has been certified in aviation medicine by the American Board of Preventive Medicine. However, five additional officers are currently in resident training for Board certification. The number of career aviation medical officers has increased this past year from 18 to 26.

Of the 79 aviation medical officers on active duty as of 30 June 1961, the majority were assigned to medical installations, major tactical units, and special aviation activities within the continental United States. Other assignments included: U.S. Army, Europe; U.S. Army Forces, Far East; U.S. Army, Alaska; U.S. Army, Caribbean; U.S. Army, Pacific; Southern Europe Task Force; Vietnam; and National Aeronautics and Space Administration.

Aviation Medicine Training

Attendance at the U.S. Air Force School of Aviation Medicine, a 9-week course, or the U.S. Naval School of Aviation Medicine, a 22-week course, is a prerequisite for designation as an aviation medical officer. During the first quarter of fiscal year 1963, 26 officers are expected to attend the courses of instruction in these schools.

All aviation medical officers received applicatory training in Army aviation medicine at Fort Rucker. This is a 3-week course of instruction, including 1 week of flight instruction in various types of Army aircraft. Orientation in Army medicine and in aviation medicine continues to be given at the Medical Field Service School.

During the past year, three Army flight surgeons completed their second year of the 3-year aviation medicine residency. Two flight surgeons have completed their second-year training in this program. At the close of the reporting period, three officers were selected to enter residency training during fiscal year 1963.

Medical Service Corps Aviators

At the close of the reporting period, 146 MSC aviators were on active duty. In addition to the usual helicopter flight training, a number of MSC pilots were qualified in fixed-wing aircraft during fiscal year 1962. Other MSC aviators attended courses of instruction in aviation maintenance, aviation staff officers functions, and both fixed-wing and helicopter instrument training. Attendance at AMEDS school courses and at courses of instruction at civilian institutions was also made available to MSC pilots to enable them to remain Branch-qualified.

Five MSC officers were qualified as Army aviators (helicopter pilots) during this reporting period. In fiscal year 1963, seven MSC officers are scheduled for training in rotary wing aircraft.

Reserve program.—During the reporting period, four Reserve Component air ambulance companies were called to active duty for 1 year. These companies, although initially short of qualified personnel and equipment, were able to accomplish an extensive training program and obtained an excellent state of readiness. All of the units are scheduled to revert to an inactive status by the end of August 1963.

Active-duty units.—Two air ambulance companies were assigned to Europe along with two medical detachments (Hel Amb). One detachment is in Vietnam; three remain assigned to Korea, and one is stationed at Fort Sam Houston. Current planning indicates a number of air ambulance units will be activated during fiscal year 1963. Pilot strength in the Medical Service Corps must be increased to meet the staffing requirements for these units.

Aircraft

Utility aircraft shortages have been a problem throughout the reporting period. HU-1 helicopters continue to be distributed very slowly to both the companies and detachments. H-19's assigned to the units in Korea have been replaced by H-23 helicopters. Action is being taken, however, to have the H-23's replaced by HU-1 type aircraft.

1962