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16 February 1968

The Honorable L. Mendel Rivers
Chairman, Committee on Armed Services
House of Representatives
Washington D.C.

Mr. Chairman:

As an American citizen, I have the utmost respect for the Congress of the United States and particularly for much of the outstanding work of the Committee on Armed Services under your Chairmanship. I must, however, take violent exception to a large portion of the REVIEW OF ARMY PROCUREMENT OF LIGHT OBSERVATION HELICOPTERS Report of the Subcommittee for Special Investigations of the Committee on Armed Services, United States House of Representatives, Ninetieth Congress, First Session, dated July 18, 1967. I wish to have this letter included as testimony for the Subcommittee Report. I am addressing this letter to you as Chairman of the Committee on Armed Services in the hope that it will receive fair and honest consideration.

During the investigation of the Subcommittee, I cooperated fully with the expectation that the facts would determine the outcome. I voluntarily pointed the investigators in the direction of a great deal of material that they would have otherwise been unable to identify. During the investigation and hearings I did not feel the need to be represented by counsel nor was I ever concerned about the outcome because it was inconceivable to me that the Subcommittee could possibly issue such a one-sided, prejudiced report in light of the facts.

When I was first contacted by the Subcommittee investigators on October 4th, 1966, I requested the opportunity to meet with the Subcommittee and give them a thorough and complete background presentation on the subject. I was turned down. I visited Washington later in October of 1966 and again requested this opportunity and was refused.

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During the Committee hearings I was requested to appear before the Subcommittee between January 25th and 27th, 1967. At that time, I answered questions but was repeatedly refused the opportunity to make a statement although I requested the opportunity to make a statement in the Subcommittee offices and again during the Public Hearings. On February 14th, 1967, I received a letter from the Subcommittee stating that they would not require my attendance at additional hearings. On July 13th, 1967, noting that the Subcommittee report was being readied for your signature, I telephoned the office of Chairman Hardy, requesting a meeting with him but did not receive a reply. I think you will agree with me that this is a completely unfair, if not unconstitutional procedure and indicated prejudice on the part of the Subcommittee.

As a matter of record, I would like to present the following information concerning my background. I served my Country, as an Officer and pilot in the United States Army Air Corps in World War II. Following that service, I had a long career as an engineering test pilot and was one of the original pioneers in helicopter and autogiro flight testing and am a member of the pioneer helicopter pilots association (Twirlybirds) and a member of the Society of Experimental Test Pilots. I have been a flight test pilot designee of the Federal Aviation Agency. Those many years of experimental flight testing contributed to the technical advancement of rotary wing aircraft.

Following my career as an experimental test pilot, I acquired a great deal of experience in the field of marketing and management and ultimately became Vice President of Marketing at the Hughes Tool Company - Aircraft Division. I presently have my own marketing and management firm, A. W. Bayer and Associates.

I have been President of the Greater Los Angeles Chapter of the Association of the United States Army and in two years contributed to developing the Chapter into one of the outstanding AUSA Chapters in the Country. For this effort I was awarded a certificate of achievement by AUSA in 1961. I was also Vice President of the Western Region of AUSA.

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In 1963 I organized an effort to create an Army Aviation song which has successfully generated funds for scholarships for sons and daughters of Army Aviators. I was commended for this effort in the Congressional Record of Thursday, February 27th, 1964.

I am also responsible for the creation of the Army Aviation Trophy awarded annually to the Unit which has made the outstanding contribution to air-mobility each year. It was my privilege to make the first presentations of the trophy and visit the units in the field after they won the award.

On October 29, 1965, I was appointed to the National Defense Executive Reserve by President Johnson and presently serve in that organization.

At the present time, I am Chairman of the California Aeronautics Board for a second term, on the Governor's Advisory Committee for Transportation and Chairman of a special committee to organize a multi-state short-haul air transportation system analysis and test program. All of these are contributions on my part to our society.

In the academic field, I am a member of the Board of Trustees for Norwich University, a military University in Northfield, Vermont.

In the future I had hoped to contribute additionally to our Country by entering elected or appointed public service. The prejudice of your Subcommittee may have impaired that potential greatly. As an example, I was recently being considered for appointment as Civilian Aide to the Secretary of the Army (for Southern California) but was dropped from consideration because of the unfair Subcommittee Report.

The activities of the Subcommittee have also seriously hurt my business in many ways. Some of my clients, however, have enough confidence in my ability, integrity, and methods to continue with me in spite of the Subcommittee Report.

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The presentation of the Report takes on the aura of a mystery novel at the offset. "A Successful Power Play" - "The Salesman" - etc., are the titles of some of the sections listed in the Table of Contents. This may be interesting reading but certainly not what I consider in good taste for an objective government report on the findings of a Committee of Congress.

The PREFACE immediately follows and in this it states that the Army claims the Hughes LOH holds 23 World Records. They also insinuate that this achievement could have been accomplished by the Hiller machine. The World Records by the Hughes LOH have been confirmed and further, the Hiller Machine is also presently in production and would have set new records if they could have been competitive. This is just one point which illustrates the inaccurate presentation throughout the entire Report.

Much of the Report is slanted toward degrading the Army and their efforts in the LOH competition. It is my observation that the Army did a magnificent job in the selection of the aircraft in that it got an outstanding machine at an extremely low price. There are some people in the Army who should receive a medal for this accomplishment rather than unfair criticism. Unfortunately the Army is a victim of production problems at Hughes which it could not foresee. If the production problems did not exist, it would go down in history as a breakthrough in the state of the art and a great accomplishment on the part of the Army.

The FINDINGS AND CONCLUSIONS as stated seem unquestionably biased against Hughes and the Army. I am in an unusual position in that I anticipated some of the problems and one of the reasons for my departure from Hughes stemmed from my honest disagreement regarding certain management policies.

The Report enumerates my personal relationships with many of the individuals involved in the LOH competition. In my business experience and in every other activity I have ever had in

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military, congressional, or commercial affairs, I have developed many close personal relationships. This is the nature of our society and is one of the important methods of communication. In my intimate experience with the LOH program (and any other experience I have ever had with the military,) I have never known of any instance where close personal communications have ever improperly influenced a decision. It is my observation from experience, that the U. S. Army (and its sister services) have the highest level of integrity of any segment of our society. It is deplorable that they should be placed in a special category of suspicion by regulations that prohibit normal human communications and evaluation of information. Their responsibilities are no more or less than those of the Congress of the United States; why should they be treated differently?

The section entitled THE SALESMAN is completely filled with innuendoes which are seemingly pointed toward the depreciation of my integrity and honesty. These are all without any factual documentation and completely unfair conclusions drawn without allowing me any opportunity for expression on my behalf.

I am also unable to understand why so much attention, time, and effort on the part of the committee was devoted to my personal finances. They were unable to make any conclusions from this exploration and it had nothing whatsoever to do with the stated purpose of the investigation.

Because there are so many inaccuracies and pointed comments and statements in the report, I have taken the time to complete a detailed analysis which is presently on file in my office. It is rather lengthy and I did not wish to submit it unless you expressed the desire to read, study, and take action on the contents to correct the record. Should you care to receive it, I shall be pleased to forward it to you.

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In closing, I must admit that this exposure to a Committee of the Congress of the United States was most enlightening. It made me realize how difficult it is to be heard as an individual without political assistance. As a Vice President for the Hughes Tool Company, it was my job to inform everyone involved of the excellence of the proposed LOH helicopter and I did just that with open enthusiasm, honesty, and integrity. This approach has in turn been twisted, misinterpreted, and completely blown out of proportion and I in turn have been grossly and unjustly hurt.

Thank you for your consideration.

Respectfully,



A. W. Bayer
President

AWB:rw

cc: Hon. Porter Hardy, Jr.