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DAIM-FAR-RR # 19-mm DATE: 17 June 1987

DEPARTMENT OF THE ARMY
HEADQUARTERS, 1ST AVIATION BRIGADE
APO San Francisco 96307
"NGUY-HIEM"

~~CONFIDENTIAL~~

AVBA-C

15 May 1967

SUBJECT: Operational Report - Lessons Learned for Period Ending
30 April 1967 (RCS GSFOR-65)

THRU: Commanding General
United States Army, Vietnam
ATTN: AVHGC-DH
APO 96307

Commanding General
United States Army, Pacific
ATTN: GPOP-MH

TO: Commanding General
Assistant Chief of Staff for Force Development
Washington, D. C. 20310

p.7, 8, 10

11, 19, 20, 21

3, 4

DONE?

SECTION I

SIGNIFICANT EVENTS

A. COMMAND

1. (C) Aviation Command: The study to determine an acceptable command structure for non-divisional aviation units was completed. Due to space limitations, a two phase addition of necessary headquarters elements was identified. The initial phase would add the command headquarters, a group headquarters and two battalion headquarters.

a. Provisional activation of the command was scheduled for 1 May 1967. Upon the request of CINCUSARPAC this activation was delayed pending further study at USARPAC.

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Downgraded at 3 year intervals;
Unclassified after 12 years,
DOD Dir 5200.10

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b. Initial minor internal reorganizations were accomplished within the brigade headquarters to facilitate the transfer of functions from USARV aviation special staff section.

c. Development of the MTOE for the command and study of the transfer of functions continues. Preparations are under way for USARPAC briefings early in May.

2. (FOUO) Strength as of end of quarter ending 30 April 1967 is as follows:

	<u>AUTH</u>	<u>ASSIGNED</u>	<u>PDY</u>
Off	1,251	1,511	1,412
WO	1,654	1,176	1,131
EM	<u>11,257</u>	<u>13,741</u>	<u>13,619</u>
Total	14,162	16,428	16,162

Overstrength of enlisted personnel is attributed to requirements not covered by TOE. Justification for the continued assignment and requisition against these requirements have been coordinated with USARV.

B. PERSONNEL, MORALE AND DISCIPLINE

1. (FOUO) Critical shortages of enlisted men continue to be helicopter technical inspectors and crew chiefs/mechanics. Previous of programmed gains does not adequately cover shortages and losses, though the input appears to be on the upward trend. Extensive review of requisitioning procedures has been initiated to insure all shortages and programmed losses are covered on requisitions.

2. (FOUO) The number of recommendations for awards (Purple Heart and higher) received during the period 1 Feb 67 through 30 Apr 67 are shown below by type, with totals for the period and monthly average.

<u>TYPE AWARD</u>	<u>TOTAL FOR PERIOD</u>	<u>MONTHLY AVERAGES</u>
LM & Higher	563	188
BSM	370	124
AM	<u>15,230</u>	<u>5,077</u>
ACM	377	126
PH	207	69
BSM "V"	79	27
AM "V"	402	134
ACM "V"	<u>160</u>	<u>54</u>
TOTAL	17,388	5,799

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3. (U) Incomplete and erroneous recommendations for awards are being received in large numbers. This results in time consuming delays and places unnecessary additional work loads on personnel in awards sections at various levels. Further, most meritorious service awards are received too late to allow for orderly processing through this headquarters and Headquarters, USARV. These awards must arrive at this headquarters 60 days before DEROs to insure the award arrives back at the originating headquarters in time for presentation.

4. (U) Posthumous Awards: During February and March, posthumous awards were processed for 46 individuals of this command. Awards for 11 of these individuals were late in arriving at Department of the Army. All initial reports of pending awards were late in arriving at Headquarters, USARV. In April, telephonic reporting had been instituted to insure compliance with directions pertaining to posthumous awards. Even though this is a time consuming process, it had to be done to meet established dead lines.

5. (U) Collateral Investigations: Specific elements of information required by higher headquarters in collateral investigation are not outlined in any directive. To eliminate some of the additional work load required to reopen investigations to provide additional information, a 1st Aviation Brigade Regulation was published. This regulation is oriented to aircraft type accidents and outlines specific requirements associated with this type incident.

C. INTELLIGENCE:

1. (FOUO) During the period 1 February 1967 to 30 April 1967 the S-2 continued its normal functions, concentrating on Personnel Security, Security orientations, and Escape & Evasion. The 1st Aviation Brigade Regulation 380-5 and Internal Security SOP were finalized and published.

2. (FOUO) During this period the following Personnel Security Actions were completed:

a. Validations: TOP SECRET - 123
SECRET - 707

b. Final CONFIDENTIAL clearances granted: 482

c. Interim clearances granted: TOP SECRET - 19
SECRET - 174

d. CRYPTOGRAPHIC access authorized: TOP SECRET - 19
SECRET - 46
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3. (U) Jungle Survival Schools: The brigade receives approximately fifty (50) quotas a month for the two jungle survival schools operated by the Navy and Air Force in the Republic of the Philippines. Because of the increased need for more formal survival training, additional quotas were obtained in April, to the Navy Jungle Survival School located at Cubi Point, R. P. Priority of attendance is OV-1 Crewmembers, unit E & E officers and O-1 pilots, in that order. This quarter 73 officers and enlisted men within brigade, attended the two courses.

4. (U) Martin-Baker Ejection Seat Trainer: Both OV-1 (Mohawk) companies in January and February received the Martin-Baker ejection seat trainer. This device is essential in training pilots and observers in the proper pre-ejection procedures so that operation becomes an automatic reaction to accomplish a safe ejection from an actual aircraft.

5. (U) E & E Officers: The brigade E & E Officer has made numerous staff visits, and given E & E briefings at brigade, group and company level, and unit E & E officers are also conducting continuous training and briefing programs, which has all contributed to developing a good survival and E & E program.

6. (U) Survival, E & E Aids: Blood chits, plastic E & E maps and pointee talkies have been obtained by approximately 90% of our units and are being carried by our aircrew members should they ever be needed.

D. PLANS OPERATIONS AND TRAINING

1. (U) A total of 2 Battalions, 4 Aviation Companies and 20 Detachments were added to the strength of the 1st Aviation Brigade during the quarter. The following Units arrived in RVN on dates indicated:

17 Feb 67	196th ASHC arrived in RVN with the 610th TC Det and 546th Med Det
19 Feb 67	338th Avn Det arrived in RVN
19 Feb 67	340th Avn Det arrived in RVN
19 Feb 67	341st Avn Det arrived in RVN
19 Feb 67	345th Avn Det arrived in RVN
19 Feb 67	346th Avn Det arrived in RVN
19 Feb 67	347th Avn Det arrived in RVN
21 Feb 67	339th Avn Det arrived in RVN
21 Feb 67	342nd Avn Det arrived in RVN
21 Feb 67	343rd Avn Det arrived in RVN
21 Feb 67	344th Avn Det arrived in RVN
21 Feb 67	348th Avn Det arrived in RVN
24 Feb 67	176th AHC arrived in RVN with 411th TC Det and 454th Signal Det

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10 Mar 67 187th AHC arrived in RVN with the 602nd TC Det and the
1st Signal Det

16 Mar 67 200th ASHC arrived in RVN with the 611th TD Det

24 Mar 67 12th Public Information Det arrived in RVN (attached
to 1st Aviation Brigade)

2 Apr 67 210th Avn Bn arrived in RVN to replace Capitol Avn Bn (Prov)

21 Apr 67 214th Avn Bn arrived in RVN to replace Buffalo Bn (Prov)

2. (U) The following Units were discontinued during the Quarter.

- a. Capital Aviation Battalion (Prov).
- b. Buffalo Aviation Battalion (Prov).

3. (U) Reorganization of Brigade Units. DA and USARPAC messages concerning acceleration to the New Army Authorization Documents System adversely affected the submission and processing of MTOES already in progress within the Brigade.

a. USARPAC message GPPE-MD 1878, DTD 210046Z January 1967 directed that MTOE for all USARV units not previously converted to NAADS be submitted to USARPAC NLT 15 March 1967.

b. This action required submission of MTOE on every Brigade unit except those 23 Airmobile Companies organized under MTOE 1-77G, USAEPAC 1/66.

c. Reference message further stipulated that subject MTOE must reflect only general order and special authorizations of personnel and equipment as of 31 December 1966. Requirements for additional personnel or equipment could not be included in the directed MTOE.

d. The tremendous work load created by this acceleration to the New Army Authorization Document System prompted DA to establish a moratorium on the submission of other MTOE. Exceptions included only:

- (1) DA directed MTOE.
- (2) Emergency requests from SEA

In effect, this stopped all progress on MTOE from subordinate units which included requirements for additional personnel and equipment.

e. During the period of February and March, this headquarters prepared 57 MTOE which converted 128 Brigade organizations to the NAADS.

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This conversion also affected elements organized by TD and TA requiring that they be reorganized under MTDA. This action involved conversion of 4 Security Platoons and the USARV Flight Detachment to MTDA.

f. In addition to the DA directed MTOE mentioned above, USARV staffing continues on proposed organization of class "A" and class "B" Airfield Operating Detachments, MTOE 1-87G and Aviation Battalion Headquarters (Air Traffic Control) under MTOE 1,256F.

4. (U) Standardization. Units were visited on a recurring basis to monitor flight orientation and standardization programs. During this period a program of quarterly standardization flight checks was established, ensuring that all aviator personnel receive a flight standardization check with a USARV appointed instructor pilot at least once each 90 days. Periodic check rides were given to check unit standardization instructor pilots and to qualify selected instructor pilots to be standardization instructor pilots.

a. Emphasis was given to improve instructor pilot qualification programs and to speed up the procedures to request and receive instructor pilot orders. USARV Regulation 95-6, Flight Orientation and Standardization Program, was published and dispatched to the field on 15 April 67 with revised program procedures.

b. The maintenance of instrument proficiency is being encouraged and the brigade standardization officer is making staff visits to aid and advise personnel on establishing instrument programs. The brigade is in the process of procuring instrument training hoods for all units.

c. Mr. E. J. Smith, Bell Helicopter Corporation and the brigade standardization officer visited units to present briefings on the installation of T 53-L-13 engines on UH-1 aircraft. They also conducted surveys of the UH-1 "Go-No-Go" procedures and loss of RPM accidents in UH-1 equipped units for evaluation and recommendations to revise procedures that would reduce loss of RPM accidents in Vietnam. These visits are still in progress.

5. (U) Historical Activities. Unit histories or annual supplements for CY 1966 were completed and forwarded to the Office of the Chief of Military History, Department of the Army by 31 March 1967. Letters of commendation to several companies from the Command Historian, USARV, attest to the time and effort units have taken to prepare a well documented record of this past year's achievements.

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6. (FOUO) The following aviation units were reorganized UP GO 30, USARPAC, 8 February 1967, MTOE 1-77G, PAC 1/67. Authorized strength officer 15, WO 52, EM 152, AGC 219.

48th Avn Co (AML)	161st Avn Co (AML)
68th Avn Co (AML)	162nd Avn Co (AML)
71st Avn Co (AML)	170th Avn Co (AML)
114th Avn Co (AML)	173rd Avn Co (AML)
116th Avn Co (AML)	174th Avn Co (AML)
117th Avn Co (AML)	175th Avn Co (AML)
118th Avn Co (AML)	176th Avn Co (AML)
119th Avn Co (AML)	281st Avn Co (AML)
121st Avn Co (AML)	282nd Avn Co (AML)
128th Avn Co (AML)	335th Avn Co (AML)
129th Avn Co (AML)	336th Avn Co (AML)
155th Avn Co (AML)	

Designations

7. (U) Air Traffic Control and Flight Information.

a. 1st Aviation Brigade Regulation #95-14 published on 23 February 1967. Topic of regulation is Flight Information Notices (FINS) as to be implemented in RVN. The FIN system is designed to inform the Army aviator of all current deficiencies in the operational status or limitations of facilities, that may affect his flight, not published in the NOTAM system. This system is designed to supplement the Air Force NOTAM system which does not cover the numerous, small operational airfields. Reports to date indicate more accurate and pertinent information is now available to Army aviators of this command.

b. Increased aviation activities has far exceeded the capabilities of Air Traffic Control facilities. The increase has created a demand for additional fixed and mobile air traffic control (ATC) facilities. Projected requirements indicate an ATC structure consisting of 2583 personnel spaces. However, due to the space ceiling imposed on USARV, MTOE's have been submitted for units requiring only 1427 personnel spaces. The reduced structure is not considered adequate to provide safe and effective air traffic control in the already over crowded air-space. The reduced structure provides only minimum air traffic control personnel. Personnel to adequately maintain, operate an airfield (POL, parking, etc) are not included. To accomplish all aspects of airfield operations, TOE units will be required to furnish personnel and equipment resulting in overall reduction of tactical mission effectiveness. The following are significant events associated with the ATC problem.

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(1) March 67 - Aviation Brigade representative attended conference at OACSFOR-AV.

(2) 7 April 67 - MTOE action submitted to USARV for one battalion.

(3) 7 April 67 - MTOE action submitted to USARV for 35 airfield operating detachments (AOD).

(4) 20 April 67 - An overall RVN ATC improvement plan was submitted to USARV.

c. Non-directional beacons (NDB) have been a continual problem due to non-operational status and/or unreliability.

8. (U) 1st Aviation Brigade Operations Manual: Initial shipment of revised 1st Aviation Brigade Operations Manuals received and distributed. 4800 additional copies have been shipped and will be distributed to supported units for reference and guidance.

9. (U) Training Policy and Guidance: The 1st Aviation Brigade published Training Memorandum Number 1 on 13 February 1967 to prescribe policy and provide guidance for establishing a standardized training program for implementation of current Department of the Army, USARV, and 1st Aviation Brigade training regulations, circulars and directives.

10. (FOUO) Smoke Generator: Units of the 1st Aviation Brigade continue to achieve excellent results with the UH-1 smoke generator. Experience has shown that effective smoke screens can be placed by the helicopter flying at a speed of approximately 60 knots in winds as high as 18 knots. Techniques currently employed include the use of a light fire team to escort and provide suppressive fires for the smoke ship. Recommendations for improvements in the system have been made by all units evaluating the system. Those recommendations have been forwarded to ACTIV.

11. (FOUO) The VNAF UH-1 pilot transition training has continued with gratifying results. Class number 3, consisting of 15 VNAF aviators graduated 15 February 1967 and class number 4 with 15 aviators is scheduled to graduate on or about 15 May 1967. The program is proceeding in consonance with the plan established to provide the Vietnamese Air Force with 60 UH-1 qualified aviators per year. A VNAF training conference is scheduled to be conducted to resolve minor problem areas that have arisen prior to the beginning of class number 5 scheduled to begin 16 May 1967.

12. (FOUO) OH-6A Training and Evaluation: Six dual rated aviators were transferred from assault helicopter companies to the 219th

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SMOKE
SHIPS

VNAF
60 x UH-1 PA

OK-6
O-1

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Reconnaissance Airplane Company, to learn the roles and missions of the O-1 aircraft preparatory to conducting an evaluation to determine the suitability of the OH-6A to assume the mission of the O-1 aircraft. Unfortunately the OH-6A program has experienced slippage of sufficient magnitude to cause additional aviators to be trained to conduct the evaluation since those aviators presently assigned will DEROs prior to the arrival of aircraft.

13. (U) Flight Status Orders. During the quarter the flight status orders section processed 1200 individual flight status actions. The system continues to improve as units become familiar with applicable regulations.

14. (FOUO) Research and Development.

a. The Brigade has continued to work with ACTIV in the evaluation of aircraft, armament, and equipment. During this quarter the 1st Aviation Brigade took part in tests of the following equipment and systems:

- (1) Position Locator and Navigation System (PLANS).
- (2) Smoke Generators.
- (3) Aerial Mine Delivering Systems.
- (4) Troop Ladders.
- (5) Firefly.
- (6) Personnel Sensing Device ("People Sniffer").

CH-47
→ AUDIT
b. 1st Aviation Brigade reply to a query on CH-47 troop ladder indicates the ladder is unsafe. Reasons:

- (1) No emergency release.
- (2) No retrieval mechanism while in flight. Recommendations for corrective action were included in the reply.

15. (U) Utility Aircraft in Reconnaissance Companies. A valid requirement exists for a utility type aircraft in reconnaissance company. Having no organic air transport capability, the unit is forced to call upon UH-1 units for airlift support to move personnel, baggage, and spare parts resulting in poor utilization of UH-1 assets and unnecessary delay due to low priority of movement. Availability of aircraft at outlying areas will be greatly improved by the rapid transport of spare parts and 2d echelon maintenance personnel. Unit aviators are unable to maintain instrument qualification due to lack of a suitable

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aircraft for training. Aviators possessing a valid instrument rating will, in most cases, be capable of completing his assigned mission. A request for emergency issue of a U6A aircraft for the 74th Reconnaissance Airplane Company was submitted. If approved, MTOE action will be initiated on all reconnaissance companies.

16. (C) Personnel Sensing Device ("People Sniffer"): Currently one man pack has been modified on a UH-1 aircraft for airborne use. To date, no data has been obtained due to technical difficulties. Twelve additional sets are being modified by ACTIV for airborne use and testing. Modified systems should be available for aircraft installation in selected units approximately 15 May 1967.

E. LOGISTICS

1. (U) Approximately 200 sets of ceramic body armor were received and distributed to our units during this period, particularly the 12th Combat Aviation Group and the 13th Combat Aviation Battalion. These units are experiencing difficulty in obtaining these items. New units are still arriving without this item.

Body
Armor

2. (U) The eight integral smoke generators have been received with the additional 60 gal fuel cells and have been distributed among the 12th Group, 17th Group, and 13th Battalion. Evaluations of this system have been completed and some modifications are required. ACTIV is coordinating this program with CONUS. Modifications will be made and an issue of 2 each per company will be effected in the near future.

3. (U) Receipt of Ballistic Helmets has been excellent; so far a total of 4,799 have been distributed to Groups and Separate Battalions. A problem exists with the medium size helmet. Aviators having the old APH-5 medium size helmet cannot wear the same size ballistic helmet. Visor screw heads have been breaking off and no tinted visor is available for this helmet. Spare parts are in RVN and will be handled by the 34th General Support Group.

Ballistic
helmets

4. (U) The aircraft tool sets and kits continue to be a problem. Recently a shipment was received from AVCOM which partially relieved the burden on our maintenance units. 1st Logistical Command is presently taking action to increase the stockage of these sets at all depots in RVN.

5. (U) ARADMAC, Corpus Christi, Texas, has completed construction on ARPA (Fireflies) light sets. 10 ea were recently received and distributed to the Groups and Separate Battalions. The Brigade now has 25 operational lights. The Xenon lights have not yet arrived, 5 ea were scheduled to arrive in RVN around 15 April 1967. This Brigade has been allocated 14 Xenon lights.

FIREFLY
LIGHTS

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6. (U) Light weight survival kits have started to arrive in RVN. No issues have been made as yet by the 506th Field Depot. Priority of issue will be given to the 1st Aviation Brigade. The basis of issue is one per air crew member.

7. (U) Both the colored and subdued 1st Aviation Brigade shoulder patches have been received from Korea and distributed to subordinate units. 55,000 subdued patches have not yet been received. This will tide us over until the normal patches are received in RVN from CONUS stocks.

8. (U) Recently 400 ea RT-10 A survival radios were received by this Brigade bringing the total quantity issued to date to 967. More radios will be released by 1st Logistical Command when available.

9. (U) Aircraft maintenance and armament.

a. The addition of an aircraft armament officer to the S-4 Staff for approximately 60 days greatly increased the capability of the staff to monitor more closely the armament systems within the Brigade. He was able to give significant assistance to the units in maintaining and replacing these systems. At the end of this period a series of reassignments left Brigade without an Armament Officer. However, the proliferation of armament systems greatly makes this highly desirable as a separate staff function within the S-4 Maintenance Organization.

b. The new daily aircraft status report, now in use, has certain defects because of sampling error i. e. the time it is taken, 0500 hours, conflicts with several other maintenance reports. Also the daily status is taken at a sampling time, rather than as a number of hours operationally available during the day. This causes average data to differ slightly from 1352 data. However, as a management tool it has proved quite reliable in enabling the commander to make a meaningful comparison of the various units.

c. The input of UH-1D helicopters to RVN failed to keep up with attrition during this period. On this date (11 May) there are 14 companies short of 21 UH-1D aircraft. No attempt has yet been made to bring these companies up to a level of 23 UH-1D's.

SHORAGES
OF UH-1DS

10. (U) Engineering and Facilities:

a. Reduction in contractor effort will slow construction of aviation support facilities such as hangers, tech supply buildings, runways and parking areas. Construction of billets by self-help is progressive but this degrades the aviation support mission because skilled aviation personnel must be diverted from their primary tasks.

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b. A 15 July 1967 occupancy date has been established for the Long Thanh North Airfield. There is doubt, however, as to whether this date will be met. The main heliport at Long Binh has been relocated to a more advantageous area. Relocation reduces earth-moving requirements, increases distance to other heliports and airfields, and makes the heliport more accessible to users. Probable completion date for paving and minimum operational buildings is September 1967.

c. Peneprime remains in short supply. An ENSURE was submitted for additional asphalt distributors. Distributors are expected to arrive in Vietnam 2d Quarter FY 68.

F. INFORMATION

1. (U) 12th PI Det: On 23 March 1967 the 12th Public Information Detachment arrived and was attached to the headquarters, under the operational control of the information officer. Due to the nature of the activities and the internal organization of the office, the detachment was assimilated into the information office. All files and records with the exception of morning report and property book were combined to ease administrative loads. A weakness in the organization of PI Detachments (FB) is that they are designed to operate under the control of PI Detachments (FA) which have adequate equipment, photographic equipment and transportation to support them. The brigade information office does not have such assets - a fact which was recognized as early as November 1966. Despite continued attempts to obtain necessary equipment, theater shortages have precluded success to date. Consequently, photographic support is provided by means of personally owned equipment.

2. (U) Rapidly changing procedures, new rules-on media relations, increased emphasis on the Army Hometown News Program, initiation of a theater wide Daily Army Aviation Summary and the need to coordinate administrative procedures dictated the convening of a meeting of all battalion and group information officers. The meeting was highly successful and resulted in increased efficiency and improved quality of public information releases.

3. (U) During the report period the information office initiated a system of monthly and weekly Army aviation summaries. These summaries recapitulated the total accomplishments of brigade units initially and later, all aviation in Vietnam for the reported period. These summaries were issued as public news releases. The interest engendered by these releases resulted in the joint efforts of this headquarters and USARV to produce a Daily Army Aviation Summary which has educated the media in Vietnam to the missions and accomplishments of Army Aviation. This has resulted in a more than three-fold increase in the number of media representatives contacting this headquarters for

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special feature and indepth coverage of our activities, as well as daily reporting, as part of the total war effort, by most of the media.

4. (U) Integration of the 12th PI Detachment into the information office permitted establishment of a command information branch which has increased publication of the brigade newspaper "HAWK TALK" from monthly to bi-weekly. Contractual arrangements are currently being made to change to a printed monthly magazine which will permit better use of photographic material produced in the brigade.

5. (U) The addition of an enlisted Broadcast Specialist MOS 71R20 has permitted the brigade information office to initiate a hometown and feature tape program. This EM was given OJT for a 10 day period by Saigon Armed Forces Radio Station. As a result of this training AFRS will receive, for broadcast 5 times each week, one feature taped interview per week. In only one month of operation this EM has produced more than sixty home town taped interviews. One critical problem area is that the UHER tape recorder provided to the 12th PI Det by DA, OCINFO is a commercial model for which no repair or replacement parts exist in country, either in military channels or local imprest fund channels. USARV is currently presenting this problem to DA for solution.

G. SIGNAL

1. (FOUO) Continued emphasis was placed on the installation of sole user teletype and voice circuits in areas that the common user system could not satisfy. In some instances existing circuits were reterminated to more satisfactorily fulfill their original purpose. A letter justifying a sole user TT between the 131st Avn Co and Task Force Tiger Hound was submitted to USARV. The request was approved by USARV, MACV and DCA SAM. Engineering and installation is nearing completion on this circuit which will provide a much needed, rapid and secure communications between the 2 parties involved.

2. (FOUO). A letter was sent to USARV stating the brigade overall HF Single Side Band radio requirements. This letter also requested the priority issue of the AN/VSC-2 SSB radio which is a replacement for the AN/MRC-95.

3. (FOUO) The recommendations for issue of SSB radios as stated in our reply to the USARV AM radio modernization program survey are generally as follows:

Brigade Headquarters

AN/GRC-108

1 ea

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AN/VSC-2

2 ea

Group Headquarters

AN/GRC-108

1 ea

AN/VSC-2

2 ea

Battalion Headquarters

AN/GRD-142

1 ea

AN/VSC-2

2 ea

Aviation Company

AN/VSC-2

1 ea

This new series of radios will provide full duplex secure RATT down to group headquarters and half duplex secure RATT down to the aviation companies.

4. (FOUO) Effective 1 March 1967 Headquarters 1st Aviation Brigade was directed to establish an internal crypto net. This required the establishment of a central crypto issuing office in the brigade Signal Section. This office assumed the functions of issuing all low level codes to subordinate units. Inaddition they were responsible for publishing and distributing KW-7 extract key lists to brigade units having secure teletype circuits.

5. (U) A complete inventory of all avionics test equipment was conducted during this quarter. Lateral transfer of equipment between units reporting shortages and averages has greatly improved a once serious problem area. Close coordination and liaison with the 34th Group (AM&S) has materially assisted in this program.

6. (FOUO) A study of the avionics support structure was accomplished during this quarter. This study reveals a requirement for an improved Aviation Electronics Support Structure within RVN. The present RL Avionics team concept, although good in the beginning, does not currently provide an organization for the efficient management of the available avionics resources nor is it responsive to the overall avionics maintenance tactical operational requirement. There is an ever increasing emphasis on airmobile operations in RVN. Associated with this is the introduction of additional and new aircraft and avionics equipment into the country. Concurrent avionics support planning is required to provide adequate and timely support. This is not currently being done. The number of aircraft is continuing to increase without provisions for increased avionic support, both in test equipment and personnel.

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1. (U) Continued emphasis was placed on medical coverage by organic medical personnel during combat assaults. Change 1 of USARV Reg 40-23 was approved which officially authorized non-crew member flight status for three corpsmen from each medical detachment and one from each battalion surgeon's section. A second change has also been submitted by this office to provide the same type medical coverage to other USARV aviation units.
2. (FOUO) The continuous program of keeping Army aviators informed of the location of medical treatment facilities was up-dated during this period. The medical evacuation facilities at 3rd Field hospital were moved to the 24th Evac Hospital at Long Binh, which became operational. The 91st Evacuation Hospital at Tuy Hoa became operational and was added to the list. Due to the recent build-up of Army troops in the I Corp region, several Marine and Air Force medical facilities were listed. In an attempt to concentrate casualties from the many units in the II & III Corp regions, specific hospitals were designated as evacuation points for each unit. This policy is to be followed except in cases of dire emergency when the closest facility will be utilized.
3. (U) Several instances were reported this quarter in which the first aid training given our air crewmembers resulted in emergency medical treatment and life-saving procedures by non-medical personnel. First aid training to the aviators and crewmembers is being continued in each unit by the flight surgeon.
4. (U) Three staff visits were made with the USARV Surgeon in a continuous program of improving our medical facilities and resolving conflicts between the medical units of the 1st Aviation Brigade and those of the 44th Medical Brigade. These visits resulted in the approval of placing a general duty medical officer in the 52nd Aviation Battalion dispensary to provide support for co-located non-aviation personnel. The aero medical support in the Phu Loi area will not be compromised, due to the USARV Surgeon's decision to leave a platoon of the 616th Clearing Company in its present location there. This clearing platoon will provide medical support for the numerous non-aviation personnel at Phu Loi, who would otherwise have over taxed the aviation medicine facility.
5. (U) Continued emphasis was placed on improving the preparation of medical records and on improving the entire medical reporting system. Visits to provide assistance were made to 60% of all brigade medical units by the staff of the Brigade Surgeon's Office in effort to train new personnel and to increase their efficiency in administrative

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procedures. A mimeographed guide was begun, covering the preparation of all medical reports. This guide should result in more efficient reporting and uniformity through-out the Brigade.

6. (U) Assistance was provided to the Life Supports Section of the Brigade in the presentation of briefings and preparation of written articles. In addition the Surgeon's Office made arrangements to procure 40 semi-rigid poleless litters which will be distributed to units possessing hoist capability. These litters will greatly enhance the aeromedical evacuation capability of the Brigade aircraft.

7. (U) The Brigade published 1st Aviation Brigade Regulation No. 600-10, Casualty Reporting System, which was written by the surgeon's office. This reporting system will provide Commanders with a better method of locating their injured personnel and will also provide for a more expedient on-the -spot awards program.

8. (U) The Surgeon's Office continued to work with ACTIV in the development and evaluation of personal protective equipment. Of prime interest in this field are the present efforts to evaluate a Nomex fire retardant flight suit. Much time was spent in conducting discussions and obtaining information from the flight surgeons in the field on items of personal equipment. An evaluation questionnaire on the new ballistic helmet was distributed to personnel using the helmet.

The results of this evaluation are presently being analyzed and will be reported to ACTIV and to Natick Laboratories.

9. (U) Advice was provided the staff of the 1st Aviation Brigade concerning placement of medical units, availability of flight surgeons and safety procedures.

10. (FOUO) The following routine duties were performed by the staff of the Surgeon's Office:

a. Review of monthly Command Health Reports from all units. Recommendations for corrective action were forwarded to USARV.

b. 1585 Flight Physicals were reviewed. This includes Class I, II and III flight physicals.

c. Five items were submitted to USARV for publication. This included two regulation changes and three articles for the USARV Aviation Safety Bulletin.

d. Outpatient medical care was provided to 1,100 patients by the staff of the Surgeon's Office.

e. Nine class II flight physicals were performed.

f. 37 waivers for physical disqualifications were granted on class III flight physicals.

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g. Six staff visits were made by the surgeon which encompassed visits to with all Army flight surgeons in Vietnam.

11. (U) The Aviation Medicine Consultant in the Surgeon Generals Office was kept informed of flight surgeon activities and problems which are being encountered. This was accomplished by weekly correspondence. The perpetual problem of inadequate numbers of flight surgeons and medical detachments assigned to run was again brought to his attention. It was also suggested to the Surgeon Generals Office, that all future OA Medical Detachments be initially assigned to the 1st Aviation Brigade rather than to specific aviation companies. This would facilitate placement of new medical detachments locations where they are really needed, which is often not the case when they are co-located with the aviation company to which they were assigned by DA.

12. (FOUO) Six new flight surgeons were received and five were lost to DEROS. Two additional medical detachments were added.

I. SAFETY

1. (U) During the period 1 February to 30 April 1967, this section was engaged in routine accident prevention duties. Staff visits were made to the 12th and 17th Combat Aviation Groups, the 11th, 13th, 14th, 52nd, 145th, 210, 222nd, 223rd and 269th Combat Aviation Battalions.

2. (U) Total number of hours flown increased over the previous reporting period. At the same time, the accident rate showed a greater proportional rise. A total of 92 accidents were experienced while flying 244,585 hours. Again, the human factor accounted for the greater percentage of mishaps with loss of rotor RPM being the most frequently reported factor. Of the materiel failure factors, engine malfunctions continue predominant. However engine failure patterns have been random, and no specific trends are apparent.

SECTION II

PART I

LESSONS LEARNED

A. PERSONNEL - None

B. OPERATIONS

1. Item: Tactical Air Field Control - Operation Junction City.

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Discussion: During Operation Junction City the 125th ATC provided VFR Air Traffic Facilities at six forward airfields indicated below:

Trai Bi (22 Feb - 15 Mar)
Tay Ninh (22 Feb - 17 Mar)
Suoi Da (22 Feb - 15 Mar)
Dau Tieng (22 Feb - 11 Mar)
Minh Thanh (22 Feb - 11 Mar)
Quan Loi (22 Feb - 16 Mar)

Total traffic count was 49,164. Movement was provided by a combination Air Force airlift to Bien Hoa & subsequent movement by CH47 aircraft to the tactical locations.

Observation: Providing adequate and timely ATC support for an operation of this magnitude requires sufficient advanced notification to ensure prior planning essential to success of the operation.

C. TRAINING AND ORGANIZATION

1. Item: Personnel and Equipment required in support of base camp operations.

a. Discussion: Problem discussed in ORLL of last quarter in logistics concerning personnel and equipment required solely in support of airfield base camps remains unsolved.

b. Observation: Present procedure in RVN does not permit establishment of TDA below brigade base camp level. Each Army airfield does have a valid requirement for additional personnel and equipment needed solely in support of the base camp i.e. PX operation, generators for power supply, weapons and lights for perimeter of defense etc.

2. Item: Moratorium on submission of MTOE reflecting new requirements.

a. Discussion: DA moratorium on submission of MTOE reflecting new requirements places an extreme burden on tactical organizations. Requests for equipment in excess of authorized allowances continue to reach this headquarters from subordinate units. Revised procedures on equipment acquisition requires request be submitted in form of MTOE. Moratorium precludes MTOE from leaving USARV headquarters.

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b. Observation: While present moratorium remains in effect, organizations have no way of acquiring equipment needed to accomplish assigned mission unless they can be justified as emergencies.

D. INTELLIGENCE - None

E. LOGISTICS

1. Item: XM-21

a. Discussion: 1st Aviation Brigade now has 57 installed XM-21 armament subsystems. The introduction of the XM-21 has been much slower than was anticipated when it first arrived in RVN. Critical repair parts were promised about 31 March 67. Several critical repair parts continued in short supply until late April. Several are still being carried EDP. During the month of April the XM-21 continued a high inoperative average daily rate, averaging 14%, whereas 5% of the XM-16's were inoperative during the same period. Rotation of previously trained enlisted personnel required the recall of the METT. This has been necessitated by the inadequacy of trained replacements.

XM-21
SYSTEM
(Re
XM-16)

b. Observation: The lack of critical repair parts and DX float of miniguns is hampering the introduction of the XM-21.

2. Item: Linked 7.62 Ammunition.

a. Discussion: It was noted in previous lessons learned that formal request had been submitted to obtain 1500 round belts of 7.62 ammo for aircraft.

b. Observation: During this period, linked ammunition has been provided in 750 round linked belts, and has proved satisfactory.

3. Item: Attitude Indicators.

a. Discussion: With the rainy season approaching, a survey was taken of inoperative attitude indicators. It was found that approximately 200 attitude indicators, of all types, were inoperative in Brigade aircraft. The majority of these were in UH-1 aircraft. A search of machine records, and the warehouse uncovered 131 indicators, which were issued. Steps were taken to expedite turn-in of repairable indicators, and to increase the RQ to insure an adequate supply in the future.

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b. Observation: The high dollar cost and high usage factor on attitude indicators may continue to cause a shortage of these items.

4. Item: Fiber Plastic Helicopter Landing Pads

a. Discussion: A rapid method for construction helipads is required in Vietnam. Sand and dust from rotor downwash are damaging critical helicopter components and create safety hazards by restricting the aviators visibility. Present methods of constructing helipads are either too time consuming or require transportation of heavy material loads. A fiber plastic material was tested by ACTIV and appears to be a solution to this problem. However, application equipment is rather sophisticated for field use. An ENSURE has been requested for improved application equipment.

b. Observation: If the requested application equipment proves satisfactory and the fiber plastic material is made available in sufficient quantity, this appears to be an acceptable method of providing heliports as needed.

5. Item: Aircraft Maintenance Facilities.

a. Discussion: Aircraft maintenance hangars are not available for all aviation companies in RVN. Lead time on procurement of pre-engineered hangars is too long to offer a satisfactory solution for alleviating existing and anticipated requirements.

b. Observation: Design and construction of timber truss aircraft hangars that can be rapidly erected by engineer troops appears to be a solution to this problem. United States Army Engineer Command (P) is working on this.

F. SAFETY

1. Item: Experience level of aviators

a. Discussion: The experience level of aviators carrying the bulk of the day to day flying load has continued to drop with the major portion of the operational pilots having graduated from flight school within the past 12 calendar months. While these aviators are the best trained personnel the Army has produced, it is probably valid to state that until they have gained several months of operational experience with a TOE unit, they are extremely vulnerable to the hazardous accident producing environment normal to Vietnam.

b. Observation: It is essential that greater than normal control and supervision is necessary in a situation where close control and supervision is difficult due to operational commitments. Emphasis should be placed on teaming experience with inexperience plus additional

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in theatre training, education and standardization in an all out effort to reverse adverse trends in aircraft accident experience.

2. Item: New power plant for UH-1 Helicopters. (TS3-L-13)

a. Discussion: Two assault helicopter companies newly arrived in RVN were equipped with UH-1 series helicopters with an improved power plant installed. These units have been assigned, one to a location in the Vietnam central highlands, and one in the III CTZ. More units are inbound.

b. Observation: Loss of RPM accidents should be substantially reduced with the increased use and availability of the Lycoming TS3-L-13 engine in UH-1 series helicopters.

G. SURGEON

1. Item: Re-assignment and relocation of medical units.

a. Discussion: When new aviation units arrive with attached OA Medical Detachments, they are often stationed at airfields where existing aero medical support is adequate and the additional medical unit is not required. These situations necessitate the reassignment and relocation of the new medical detachment. This process often results in misunderstanding on the part of the commanders from whom the medical units are taken. At the same time this process also results in a difficult second move for the medical unit and delays its becoming operational.

b. Observation: Medical detachments designated for 1st Aviation Brigade should be assigned to the 1st Aviation Brigade rather than to a specific aviation company when they are organized and deployed from CONUS. This practice would result in the more efficient stationing of these medical units at locations where the requirement for them is greatest. It would also prevent many misunderstandings and abolish unnecessary re-stationing of the medical detachment after its arrival in RVN.

2. Item: Re-stationing of Medical Units which are without Flight Surgeons.

a. Discussion: Six medical detachments assigned to units of the 1st Aviation Brigade are presently without flight surgeons. All six of these medical detachments have been co-located with battalion surgeon's sections to augment the small staff of the battalion surgeon.

b. Observation: When it is obvious that the Flight Surgeon vacancy in a medical detachment will not be filled for an extended

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period of time, the unit should be moved and utilized to augment the small staff and capability of the Battalion Surgeon.

3. Item: Intra-theater Transfer of Flight Surgeons.

a. Discussion: The Surgeon, 1st Aviation Brigade is also the USARV Aviation Medical Consultant and is responsible for aviation medical support to all Army aviation units in RVN. As a result of this responsibility and in view of the shortage of flight surgeons, the intra-theater transfer of flight surgeons to assignments of greater need is often required.

b. Observation: Misunderstanding and hard feelings on the part of the commander of the aviation unit from which the flight surgeon is transferred often results because the aviation unit commander is not aware of the overall theater requirements and shortages of flight surgeons.

SECTION II

PART II

RECOMMENDATIONS

A. PERSONNEL - None

B. OPERATIONS

1. (U) That qualified ATC personnel assist, during early planning phases, in the development of ATC support requirements for major operations to provide timely and adequate support.

C. TRAINING AND ORGANIZATION

1. (U) That each Army airfield be permitted a TDA for personnel and equipment required in support of non - TOE mission.

2. (FOUO) That an interim procedure be provided to permit acquisition of equipment in excess of authorized allowances pending suspension of present MTOE moratorium.

D. INTELLIGENCE - None

E. LOGISTICS

1. (FOUO) That all echelons continue to subject the XM-21 armament subsystem and its spare parts support to intensive management. The next Closed Loop Support Conference should specifically address the spare parts support for the XM-21. Armament training at

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Aberdeen Proving Ground should emphasize the XM-21 subsystem.

2. (U) That action on the ENSURE for improved fiber plastic
helicopter pads be expedited.

3. (U) That design and construction of timber truss hangars be
expedited.

F. SAFETY - None

G. SURGEON

1. (U) Future Medical Detachments programmed for the 1st Aviation
Brigade should be assigned to Brigade rather than a specific aviation
company when deployed.

G. P. Senett
G. P. SENETT, JR.
Brigadier General, USA
Commanding

5 Incl

1. Commanders Notes
2. Tactical Lessons Learned 4
3. Training Memorandum Nr 1
4. Deployment of Army Avn in RVN
5. Hawk Talk

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