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DAIM-FAR-RR # 19-1mm DATE: 17 June 1987

DEPARTMENT OF THE ARMY  
HEADQUARTERS, 1ST AVIATION BRIGADE  
APO San Francisco 96307

AVBA

14 March 1967

COMMANDER'S NOTES  
NUMBER 11

1. GENERAL: The following matters of information, guidance, command interest and policy are published for appropriate action of those concerned. Most of the items were covered at the USARV Aviation Coordination Conference on 4 March 1967.

2. PERSONNEL AND ADMINISTRATION:

a. Aviator Selection Rate for CG&S. I asked Major General Delk Oden to run a comparative analysis (rated vs non-rated) on the selection rate for CG&S. He advised me that the aviators did great. Number wise, 207 aviators were selected out of a total 1154 selections. This means that 17.9 percent of all officers selected were aviators. He also made a comparison by branch which revealed that in every branch except TC did almost twice as well as non aviators on a proportionate basis.

b. Appearance of US Military Personnel: A message was sent out by USARV on 21 February pointing out COMUSMA-CV's concern over a general laxity in the military appearance of personnel throughout USARV. Examples were lack of or dirty headgear; fatigue shirt unbuttoned or buttons missing and sleeves improperly rolled; pegged trousers; and excessively long haircuts. I have noticed, and my Sergeant Major has noticed, that Aviation units are not doing too well in this respect. We have seen too many with long hair and dirty uniforms. Let's buck up on this.

c. Barracks Larcenies: I recently received a personal letter from General Seitz regarding the high number of offenders who are being apprehended for larceny. Analysis of military police reports indicates that most of the thefts are "Barracks Larcenies". We had 18 larcenies during the second quarter of FY 1967. I would appreciate your efforts in attempting to reduce the number of larcenies in your organizations. This should be brought to the attention of every commander down to platoon level. Be sure you have your people lock-up their gear. Have the NCO's check the security of the barracks. We all know that a barracks thief can destroy morale in a unit more quickly than almost anything else.

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d. Uniformed Services Savings Program: We have to stop giving lip service to the savings program. I want commanders to pick out a hot shot, gung-ho officer in each unit to push this program. It may be a little late to make any improvement in our percentage of participation in March but by next pay day you should all be showing solid improvement. I have asked you to furnish me some statistics on this subject and I'll be needing this on a continuing basis so it would be wise to keep your statistics current. I'm sure you know the emphasis that General Westmoreland is placing on the reduction in piaster expenditures. The soldiers deposits program is just one of the many programs designed to get the piaster expenditure in line. Besides, it's a good program and shouldn't be hard to sell. Our goal is 100% participation.

e. Full Utilization of R&R Quotas: Another program which helps to reduce piaster spending is the out of country R&R. This is another program that shouldn't be too hard to sell. The purpose of the R&R drill is to use the spaces; if you must cancel anyone from going on R&R let my AG know immediately. It may help to fill your quotas by letting people go on leave to some of the less popular R&R centers. If you would like to have additional R&R spaces for desirable areas other than Hawaii please contact my AG. We have had some success in the past in getting additional spaces.

f. Posthumous Awards: My awards people need 100% of your cooperation in getting the reports and recommendations for posthumous awards on time. When you are going to miss a deadline you must tell my people in advance so the extra delay can be expected all the way to Department of the Army. Less than full cooperation can result in some family being put through unnecessary hard times. Remember, these are the families of our own men, not just some unknown family. There is nothing difficult in these requirements - the program needs only ordinary attention and good management. Let's get with it.

g. Awards:

(1) I am disturbed about a reduction in the volume of recommendations for awards other than Air Medals. There is a feeling that one reason for the decline is because you have to explain why valor awards are late, and rather than explain the delay, the recommendation is not submitted or stopped at some level. Explanations of delay are required by Headquarters USARV. My headquarters put the six week deadline on you. I think you should be able to get these recommendations written in six weeks and if it takes longer put the recommendation in any way and furnish the reason for the delay. I don't want any of our people penalized because of poor administration. We can always accept a bit of criticism if necessary. Keep the heat on to get them in and don't hold off because of the heat.

(2) Get meritorious service recommendations in early enough so that unit commanders can be presented the award at the Change of

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Command ceremony. We need them at Brigade 30 days prior to change of command to prevent having to hand carry them through.

3. OPERATIONS:

a. Stationing: This item is especially pertinent to the Group Commanders, but affects all of you. Whenever your plans require a change in stationing, run the proposals through me first. There are many variations to any plan. We must consider all aspects before any changes are made. There are a dozen people and agencies concerned in any change of location for a deploying unit. In addition the USARV construction program has to be modified when we make changes. Therefore, your requests for changes should be submitted through the applicable field force, or senior advisor, to M.C.V., USARV and this headquarters. Send us an advance copy to help us expedite the paper work.

b. AODS: We recently received 11 AOD's in-country. These Detachments will release some of your TCE people back to their primary duties. They are assigned to the Brigade but I have had them attached to the predominant user. To stay within space limitations, we will have to do some reorganizing this summer.

c. Flight Notice System: On 23 February we published regulation 95-14 which covers the flight notice (FIN) system. This system gives us the chance to give our aviators the information they have needed for a long time. But it won't work unless we get good input. Let's get behind the system and make sure that the necessary input is provided.

d. Rules of Engagement: I want you to constantly review the training programs your units have on rules of engagement for revision when necessary. There is a tremendous amount of command interest in this field from high levels. Each time we have an unfortunate incident or shoot up some friendlies we come under a tremendous amount of fire. I want commanders at all levels to continually review procedures, regulations and training to make sure that each crew member knows and understands the rules. This is still a judgment area on the part of the crew, so they must be knowledgeable.

e. Tactics: One of my staff members, on the M.C.C.V. study, observed a company size operation that had only two gunships providing cover and these ships were not covering each other. I know that there are times when you will only have a light fire team available to support an operation, but when it happens make sure the guns are positioned so they can cover each other as well as the slicks. We can't afford to lose any more aircraft from careless mistakes.

f. Escape and Evasion Training: Our escape and evasion training is progressing satisfactorily. So far we have had twenty six people attend the E&E school at Clark A.F.B. and have fifteen quotas for March.

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I have established the priority for attendance at E&E schools as (1) OV-1 crewmembers, (2) E&E officers and (3) C-1 pilots. Keep this in mind when you receive quotas for the school. We are attempting to get quotas for the Navy E&E school at Subic Bay so we can expand our training. The guys being given formal training should, in turn, train the men that can't go.

g. Flight Orders: Requests for orders appointing aviators as IPI's or SIP's are not arriving at USARV on time. In some cases more than a month passes between the time VOCC approval is given and the request for orders is submitted. Buck up your people so they will get those requests in and orders published.

h. "Beeping" RPM on UH-1: Keep stressing proper procedure for "Beeping" RPM up or down during flight, take-off, and landing in the UH-1.

i. Use of Base Ejection Smoke: Try to get your supported units to use artillery base ejection smoke rounds for beginning of preparation; marking gun-target lines; lifting fires; and shifting fires adjacent to LZ's.

j. Monitoring Guard Channel: I want all single aircraft to monitor the guard channel when airborne. If in formation keep at least one bird on guard. Your pilots should check this channel from time to time to make sure its working. The 125th ATC has been instructed to broadcast hourly on guard so that you can check to see if your receiver is working. Med-Evac and Gun Teams should stay on guard.

k. Large Scale Operations: When you have a big operation scheduled I would like to know far enough in advance so that I can make arrangements to come out and spend a couple of days with you during the operation. Contrary to my past policy of spending only a few hours in your area each week I plan to visit your battalions for generally 2 day periods.

l. Training of Newly Assigned Aviators: As the aviator experience level declines, we will have to use younger, less experienced aviators as A/C's and IPI's. During your training program for newly assigned aviators, stress environmental conditions of high density altitude, heavy loads and initial apprehension because of the combat situation.

m. OH-6A Crew Chief Availability: The latest information we have indicates that we will receive 66 school trained OH-6A mechanics (MOS 67N2T) between February and July 1967. These guys will not be identified on their assignment orders as being assigned to the units receiving the OH-6A aircraft. Therefore, USARV will try to spot them and send them out to the appropriate organizations.

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4. SAFETY:

a. Fatal Traffic Accidents:

(1) Recently an 8 year old VN boy was killed by a US truck while attempting to pick up candy thrown on the highway by soldiers on another moving US vehicle. Other injuries have also been caused by soldiers throwing chewing gum, C-rations and similar articles to children standing along the road while military convoys were passing. Careless, unthinking actions of this nature must be stopped immediately. The throwing of gifts to children is offensive to the VN parent, dangerous for the child and is a direct violation of three of the nine rules for personnel of the US MACV.

(2) I want commanders at all levels of command to take immediate action to orient all members of their organizations concerning the urgent and growing requirement for each individual to recognize safety hazards and to practice responsibility for their personal actions and conduct. Necessary corrective and disciplinary action is to be taken to preclude recurrence of similar tragedies.

b. Control of FW and RW aircraft at Assault Strips and Forward Operations Locations. MACV J-3 recently received a letter from Lieutenant General Momyer regarding control of fixed wing and rotary wing aircraft at assault strips and forward operations locations. In the letter he cited the case in which an Air Force O-1 aircraft collided with an Army "Huey"; this particular incident was not our fault, but we do have to jack-up our people and ensure that they stay on the tower control frequency when in the vicinity of a controlled airfield. There have been too many hairy near misses and I want you to put strong command pressure on keeping people on frequency and in proper patterns around fields.

c. Accident Reports. Accident reports are being received at this headquarters without weight and balance data when such data is obviously germane to the circumstances surrounding the accident. Reports involving low RPM, heavy loads, high temperatures and high density altitudes must include weight and balance data.

d. Meshed Rotor Blades and Tail Rotor Strikes: We continue to have "head up and locked" accidents in secure areas involving meshed rotor blades or tail rotor strikes. There is no excuse for these types of accidents. They reveal a lack of command supervision and failure to provide and use adequate procedures to prevent such occurrences. For example there are four crewmembers on board each Huey and there is no reason why one or more of these cannot be used as ground guides when hovering in close quarters.

e. Materiel Failures. There are trends indicating an increased number of accidents due to materiel failure. Many of these

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accidents have an element of maintenance supervisory error or crew mishandling of aircraft. An improperly torqued bolt can cause a catastrophe in the air. Likewise, operations exceeding the structural limitation of an aircraft induce premature fatigue failure. Steep turns at high speeds, excessive G loads, high engine RPM, operation above gross weight limitations, repeated cyclic overstress due to maneuvers outside the flight envelope, and faulty mission profiles all contribute to a shortened life which may cause some future crew to face a serious emergency situation.

f. Battalion Safety Meetings: Commanders are failing to comply with instructions contained in Brigade letter subject: Safety Meetings, dated 22 August 1966, requiring that this headquarters be notified 5 days prior as to date, time, place and subject of all Battalion level safety meetings. Minutes of these meetings are due at Brigade five days after the meeting.

g. Accident Rates: Our accident record for February is not one to be proud of. We reached an all time high. In a short month, accidents increased over January by 4 for a total 31. Approximately one third of these were associated with high gross weights and low RPM. Another 15% can be attributed to dust or loss of visual orientation. (The statistics are at Inclosure 1).

h. Keep placing emphasis on people wearing glove, sleeves rolled down, wearing helmets with visors down, boots, etc. while flying in helicopters. These few precautions will pay dividends.

i. Collateral Investigations: The importance of a good collateral investigation cannot be over-emphasized. As you know one of the purposes of a collateral investigation is to prevent personal law suits; to prevent pecuniary liability and responsibility stigma; and to prevent punitive measures by uninformed people. It is quite important, therefore, that your collateral investigations be thorough and follow completely the requirements outlined in appropriate regulations. We should try to get rid of the stigma attached to these investigations.

5. LOGISTICS:

a. Aircraft Transfer, Turn-Ins, and Replacements: Headquarters, USARV has issued a new policy for the transfer, turn-in and replacement of aircraft. This policy will aid your units in the processing and turn-in of non-flyable aircraft. It will allow the unit to remove them from the property book and create a demand for replacement aircraft more quickly than in the past. All commanders should review this policy to insure that their units are complying; as this is our only means of knowing the current on-hand status of aircraft. This is covered in USARV Message AVHG-SP 05784 dated 29 January 1967 and 1st Aviation Brigade Message AVB-D 027003 dated 1 February 1967.

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b. Submission of EIR's on Aircraft Armament (DA Form 24C7):

The submission of EIR's on aircraft armament subsystems has been disappointing. The NMP's depend upon EIR's to make corrections to equipment deficiencies. This is particularly true of Weapons Command. In many cases the submission of an EIR will result in a rapid reply direct to the unit commander informing him of the corrective action being taken. This month's Brigade S-4 newsletter outlines the procedures involved in submission of EIR's.

c. Ballistic Helmets: Distribution has been made on the initial issue of ballistic helmets flown into the country. More are forthcoming, with a total of some 12,475 scheduled for arrival by the end of March. This will be all that will be available for some time, and delivery at this time is only being made in RVN. Until firm word is received, all ballistic helmets will stay in-country. Your guys should keep their APh-5 helmets and take them home with them. Don't let any ballistic helmets get away from the units when your people rotate to CONUS.

d. Replacement Helicopters: It looks like its going to be a while before an adequate quantity of Hueys arrive in country to make us well and replace losses. We have one shipment scheduled inbound in the next few days which will help some, but the moral of this story is "Take good care of your birds".

e. Brigade Patches: A telephone call was made to Korea on 1 March 1967. 20,000 colored and 20,000 subdued patches will be air mailed to us o/a 13 March 1967. We will make distribution ASAP. An additional 20,000 subdued patches should be ready 45 days after the first delivery.

f. Aviation Unit Guidon: The Institute of Heraldry has approved a separate aviation unit guidon. When we will get them from Quartermaster is unknown. In the meantime guidons are now being made in Saigon as previously agreed to at the last conference. Each Brigade aviation company in-country is getting one. My S-4 will let you know when they are ready for delivery.

g. Dust Palliative: Peneprime is in short supply. We have gone to USARV and requested action be taken to acquire sufficient quantities to meet our needs. I'm particularly concerned about this from two points: Safety and damage to engines and other components. We have requested that priority of issue of this item be given to aviation units for the construction and improvement of airfields and heliport facilities. USARV Aviation is further following up on this. When you get it, use it properly where it is needed the most. The CG, 1st Log Command has stated that a suitable substitute is available. Brigade S-4 is checking this out and will advise you of this. Also, we are ordering one portable peneprime distributor per Aviation Company.

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h. Aviation POL Dispensing Equipment: A review of aircraft crash facts messages and accident reports reveal that we are experiencing an increasing problem with contaminated aviation fuel. As you know, oft-times our helicopters refuel from 55 gallon drums using a hand pump. Some of these hand pumps do not have filters. This allows contaminated fuel to be pumped into the aircraft. The USARV G-4 is sending around an inspection team to identify the pumps which do not have filters and to inspect all of your refueling operations.

i. Transition Training, OH-6A: The OH-6A NETT is in RVN and has begun maintenance training at Vung Tau and An Khe. Aviator transition training is scheduled to start around 20 March 1967. Selected people will be put through the NETT transition course and then sent back to their units to transition other unit aviators. Pick out the best you have to go through the NETT course so you are assured a good IP-type for your unit programs.

OH-6A  
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j. 2.75 Inch Rockets: Research conducted in the area of premature firings of 2.75 inch rockets indicates that malpractices of safe handling and shorting procedures rather than malfunctions of materiel and ordnance as the most probable cause of the accidents we've had. This includes storage of rockets, rough handling, improper tightening of the warhead to the rocket motor, mixing lot numbers and removing the shorting clips when the round is not being loaded into the pod. A 55 ft lb torque is required to secure the warhead to the rocket. A torque wrench is being produced and should be in country soon. Torqueing of the warhead by using two strap wrenches, if available, should be used as an interim measure until the new wrench is available.

6. SIGNAL:

a. Avionics Retrofit Program: This program was initiated during November 1966 and is expected to be completed by November of this year. Work is being performed by contractor personnel at 13 different locations. Your cooperation in providing aircraft, billeting and messing facilities are required; however, I remind you that this program will be accomplished on a noninterference basis with your tactical operations.

b. Avionics Personnel: There is a critical shortage of avionics personnel in some of our RL (TCE 11-500) direct support teams. Under the present circumstances, with a shortage of personnel and increasing workload, the few people who are available have been doing an outstanding job. My S-1 is working on this problem and I hope to obtain some relief in the near future.

c. Communications during Ground Operations of Helicopters: I have asked the 34th General Support Group to fabricate an extension for the crewchief and gunner intercommunication cords. This will provide positive communications between pilots and enlisted crewmen while

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they are performing duties in the immediate vicinity of the aircraft.

d. AN/ASC-10 and AN/ASC-11 Command Consoles: The USARV Signal Officer held a meeting on 3 February to establish a distribution scheme and logistics responsibility for the AN/ASC-10 and AN/ASC-11 Command Consoles. You will get further information on this in the near future.

e. Fixed Tower Communications Equipment:

(1) Twenty-two fixed tower communications packages are scheduled for delivery beginning in May 1967 at the rate of two per month. They will be used on our fixed airfield facilities. This should improve our air traffic control capability a great deal.

f. Mobile Air Traffic Control Equipment: Mobile control towers are programmed to arrive in RVN beginning this month with the 1st Cavalry Division scheduled to receive the first ones. Although these GCA's were programmed to arrive in February no shipping information has been received from Lexington Army Depot to date. All are scheduled to arrive by September 1967.

g. Status of AN/TRN Low Frequency Navigational Beacon:

(1) Of the 140 Beacon sets received in January and February, only 14 have been issued. Issue of the rest has been suspended due to nonavailability of spare parts, lack of a manual identifying parts and FSN's and the absence of trained maintenance personnel in RVN. Battery packs received for use with the beacon in the portable mode were found to be defective and have been turned in for replacement batteries. The AN/TRN-24 will be turned in upon issue of the TRN-25.

(2) Allocation of frequencies for the beacons in RVN is being worked on now.

(3) We plan to evaluate the operation of those beacons already issued. Additional issues will be made only for an urgent operational requirement until we get the required manuals, repair parts, etc. If you have an emergency requirement contact my staff and we'll get them for you.

7. MEDICAL:

a. Casualty Reporting in OPREP-5: USARV Regulation 95-10 clearly requires that the number of casualties evacuated be reported in the OPREP-5 report. In the daily OPREP-5, it should be reported in part I, the narrative summary of the day's operation. In the weekly OPREP-5, it should be reported on USARV Forms 265 and 265-1. When my people tried to run a comparative analysis of how many casualties have

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been evacuated by our own aircraft they ran into a blank wall. The information just hasn't been reported. Henceforth, I want to see this information reported per appropriate regulations.

b. Hoists and Dust-Off Frequencies: The assigned frequencies for Dust-off assistance (Med Evac and Hoists) are as follows:

- (1) II Corps Sector - 48.9 (Alternate is 45.7)
- (2) III & IV Corps Sectors - 45.7 (Alternate is 48.9)

8. INFORMATION: Only a few of you have appointed a full time information officer. It is a must for the success of our expanding information programs. If you feel you must combine the functions of IO and awards and decorations (and I recommend you don't) give the officer sufficient writers of both breeds to do the work and let him supervise and be free to go down to your companies and give them a boot once in a while. We've had several instances recently of bad or inaccurate publicity which could have been avoided by sharper operations and a full time guy to help you out. In this line, two recent directives - USAF-RPAC IO policy - grams and a letter on contacts with media representatives were sent out. These directives require full and continuing attention.

9. I want to reemphasize my policy on aviator attitude toward mission accomplishment. Check back in my commanders conference notes number 6, paragraph 20, and get the word out to all your guys.

~~G. P. SENEFF, JR.~~  
Brigadier General, USA  
Commanding

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DAIM-FAR-RR # 19-*em* DATE: 17 June 1987

1ST AVIATION BRIGADE  
ESTIMATED ACCIDENT RATE FOR FEBRUARY

<u>Unit</u>	<u>Hours Flown</u>	<u>Accidents</u>	<u>Rate</u>
12th Group	26,987	15	51.7
17th Group	25,298	11	43.6
13th Battalion	11,721	5	42.6
Cap Battalion	3,043	1	32.8

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FEBRUARY ACCIDENT RATE  
ESTIMATED ON FLYING HOURS  
REPORTED THRU A & M

<u>UNIT</u>	<u>FLYING HOURS</u>	<u>ACCIDENTS</u>	<u>ESTIMATED RATE</u>
1ST CAV DIV	24,369	17	69.7
1ST INF DIV	6,201	3	48.3
1ST LOG CMD	2,961	2	67.5
1ST SIG BDE	625	1	160.0
18TH ENG BDE	753	1	132.0
23D ARTY GP	965	3	310.8
* 25TH INF DIV	6,180	0	0.0
34TH GS (GP)	1,345	0	0.0
1ST BDE 101ST ABN	447	0	0.0
173D ABN BDE	647	0	0.0
525TH MI GP	247	1	404.8
ACTIV	149	0	0.0
I FFV	817	0	0.0
II FFV	643	0	0.0
1ST AVN BDE	96,049	32	46.3
4TH INF DIV	4,284	5	116.7
11TH ACR	1,875	1	53.3
9TH DIV	4,214	2	47.4
<u>199TH BDE</u>	<u>302</u>	<u>0</u>	<u>0.0</u>
<b>TOTALS</b>	<b>126,073</b>	<b>68</b>	<b>53.9</b>

\* 25th Inf Div, 3/25 Div & 196th Inf Bde all reported through 25th Div this reporting period.

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<u>MONTH</u>	<u>FLYING HOURS</u>	<u>MAJOR</u>	<u>MINOR</u>	<u>MONTHLY RATE</u>	<u>CUMULATIVE RATE</u>
JAN, 66	23,138	3	1	16.6	23.7
FEB	22,510	2	1	13.3	22.3
MAR	28,775	5	0	20.9	22.0
APR	28,625	9	0	31.4	23.3
MAY	27,201	8	1	33.1	24.4
JUN	<u>29,203</u>	<u>4</u>	<u>1</u>	<u>17.1</u>	<u>23.6</u>
TOTAL FY 66	270,599	59	5		23.6
JUL, 66	31,845	8	0	25.1	25.1
UG	32,688	9	0	27.5	26.4
SEP	34,983	9	1	28.5	27.1
OCT	31,801	7	1	25.1	26.6
NOV	30,226	7	0	23.1	25.9
DEC	29,773	9	0	30.2	26.6
JAN, 67	<u>24,308</u>	<u>3</u>	<u>0</u>	<u>12.3</u>	<u>25.0</u>
TOTAL FY 67	215,624	52	2		25.0

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<u>MONTH</u>	<u>FLYING HOURS</u>	<u>MAJOR</u>	<u>MINOR</u>	<u>MONTHLY RATE</u>	<u>CUMULATIVE RATE</u>
JAN, 66	64,422	19	0	29.5	30.0
FEB	63,947	16	0	25.0	29.1
MAR	72,142	26	2	38.8	30.7
APR	75,211	23	0	30.6	30.7
MAY	79,784	20	2	27.5	29.9
JUN	<u>83,951</u>	<u>15</u>	2	<u>20.2</u>	<u>29.1</u>
TOTAL FY 66	678,090	190	8		29.1
JUL, 66	87,739	27	1	31.9	31.9
AUG	90,812	27	2	31.9	31.9
SEP	89,660	21	0	23.4	29.8
OCT	100,600	43	1	43.7	33.0
NOV	103,247	39	4	41.6	34.9
DEC	103,955	34	4	36.5	35.2
JAN, 67	<u>114,027</u>	<u>41</u>	<u>6</u>	<u>41.2</u>	<u>36.2</u>
TOTAL FY 67	690,040	232	16		36.2

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FY 1967  
 JULY THRU JANUARY  
 AIRCRAFT ACCIDENT RATES  
 BY MODEL AIRCRAFT

FIXED WING

<u>MODEL</u> <u>A/C</u>	<u>TOTAL</u> <u>HOURS FLOWN</u>	<u>HOURS</u> <u>FLOWN J.A.N</u>	<u>ACCIDENTS</u> <u>J.A.N</u>	<u>TOTAL</u> <u>ACCIDENTS</u>	<u>CUMULATIVE</u> <u>RATE</u>
O-1	104,765	16,227	3	27	25.7
U-1	17,140	2,130	0	4	23.3
U-6	16,102	1,779	0	3	18.6
U-8	15,102	1,715	0	1	6.6
CV-2	44,325	-	-	15	33.8
OV-1	<u>18,190</u>	<u>2,457</u>	<u>0</u>	<u>4</u>	<u>21.9</u>
<b>TOTAL</b>	<b>215,624</b>	<b>24,308</b>	<b>3</b>	<b>54</b>	<b>25.0</b>

FY 1967  
 JULY THRU JANUARY  
 AIRCRAFT ACCIDENT RATES  
 BY MODEL AIRCRAFT

<u>MODEL</u> <u>A/C</u>	<u>TOTAL</u> <u>HOURS FLOWN</u>	<u>ROTARY WING</u> <u>HOURS</u> <u>FLOWN J.A.N</u>	<u>ACCIDENTS</u> <u>J.A.N</u>	<u>TOTAL</u> <u>ACCIDENTS</u>	<u>CUMULATIVE</u> <u>RATE</u>
UH-1B/C	180,396	26,718	4	62	34.3
UH-1D	390,025	64,941	27	143	36.6
OH-13	59,139	9,397	7	24	40.5
CH-23	27,829	7,614	8	15	53.9
CH-47	31,757	5,242	1	5	15.7
CH-54	<u>694</u>	<u>115</u>	<u>0</u>	<u>1</u>	<u>111.8</u>
<b>TOTAL</b>	<b>690,040</b>	<b>114,027</b>	<b>47</b>	<b>250</b>	<b>36.2</b>

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

## AIRCRAFT ACCIDENT RATE PER 100,000 HOURS, FY 66-67

BOTH FIXED AND ROTARY WING

MONTH	FLYING HOURS	MAJOR	MINOR	MONTHLY RATE	CUMULATIVE RATE
JAN, 66	87,560	22	1	26.0	28.0
FEB	86,457	18	1	22.0	27.0
MAR	100,917	31	2	32.7	28.2
APR	103,836	32	0	30.8	28.5
MAY	106,985	28	3	28.9	28.4
JUN	<u>113,154</u>	<u>19</u>	<u>3</u>	<u>19.4</u>	<u>27.5</u>
TOTAL FY 66	948,689	248	13		27.5
JUL	119,584	35	1	30.1	30.1
AUG	123,500	36	2	30.7	30.4
SEP	124,643	30	1	24.8	28.5
OCT	132,401	50	2	39.2	31.3
NOV	133,473	46	4	37.4	32.7
DEC	133,728	43	4	35.1	33.1
JAN, 67	<u>138,335</u>	<u>44</u>	<u>6</u>	<u>36.1</u>	<u>33.5</u>
TOTAL FY 67	905,664	284	20		33.5

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AIRCRAFT ACCIDENT RATE PER 100,000  
FLYING HOURS BY MAJOR COMMAND, FY 1967  
1 JULY 1966 THRU 31 JANUARY 1967

<u>UNIT</u>	<u>JANUARY FLYING HRS</u>	<u>CUMULATIVE FLYING HRS</u>	<u>DECEMBER RATE</u>	<u>JANUARY RATE</u>	<u>FY 67 CUMULA- TIVE RATE</u>	<u>JANUARY ACCIDENTS</u>	<u>TOTAL ACCIDENTS</u>
1ST CAV DIV	27,672	179,454	52.6	36.1	44.0	10	79
1ST INF DIV	6,550	43,610	15.3	15.2	29.8	1	13
1ST LOG CMD	2,631	16,975	74.6	86.7	29.4	1	5
1ST SIG. BDE	1,153	7,201	0.0	0.0	41.6	0	3
ENG CMD USARV	850	4,893	0.0	0.0	61.3	0	0
3/25TH INF DIV	213	1,928	0.0	0.0	0.0	0	3
25TH INF DIV	6,422	36,243	0.0	46.7	16.5	3	6
23D ARTY GP	1,440	9,212	108.2	0.0	21.7	0	2
34TH GS GP (AM&S)	2,476	13,992	42.9	0.0	28.5	0	4
1ST BDE 101ST ABN DIV	495	2,899	0.0	0.0	34.4	0	1
173D ABN BDE	1,756	13,796	0.0	56.9	43.4	1	6
525TH MI GP	309	2,112	0.0	0.0	0.0	0	0
ACTIV	181	1,521	0.0	0.0	58.1	0	1
I FFORCEV	524	3,375	0.0	0.0	0.0	0	0
II FFORCEV	747	4,072	0.0	0.0	24.5	0	0
1ST AVN BDE	77,826	533,475	35.2	34.6	29.8	27	+ 161
4TH INF DIV	4,019	15,069	0.0	49.7	66.3	2	10
196TH INF BDE	427	2,064	0.0	702.5	145.3	3	3
11TH ACR	1,199	4,064	131.9	83.4	98.4	1	4
199TH INF BDE	504	504	0.0	198.4	198.4	1	1
9TH INF DIV	941	941	0.0	0.0	0.0	0	0
<b>TOTALS</b>	<b>138,335</b>	<b>905,664</b>	<b>35.8</b>	<b>36.1</b>	<b>33.5</b>	<b>50</b>	<b>304</b>

+ Includes 1 CH-47(A) test aircraft and 1 CV-2B hit by C-47.  
(Not counted in Unit Rates)

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