

1969 OP REPORT

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DEPARTMENT OF THE ARMY
HEADQUARTERS 1ST AVIATION BRIGADE
APO SAN FRANCISCO 96384

AVBA-C

15 February 1969

SUBJECT: Operational Report of Headquarters, 1st Aviation Brigade for Period Ending 31 January 1969, RCS CSFOR-65 (R1) (U)

TO: SEE DISTRIBUTION

1. (C) Section 1, Operations: Significant Activities.

a. Command.

(1) (U) The mission of the 1st Aviation Brigade remained unchanged, that of providing effective responsive Army Aviation support to US, RVN, and FMAF ground elements.

(2) (U) Changes in Staff Personnel:

(a) Deputy Brigade Commander/Administration

COL William C. Boehm, IN 063051 1 Nov 68 - 31 Jan 69

(b) G1

LEO Edgar F. Todd, ADA 105845 1 Nov 68 - 18 Jan 69
LEO William C. Rousse, AR 068205 19 Jan 69 - 31 Jan 69

(c) G2

LTC John D. Moorer, Jr., IN 067193	1 Nov 68 - 29 Dec 68
LTC Robert B. Zion, IN 117479	30 Dec 68 - 24 Jan 69
LTC William C. Chamberlain, AT 071173	25 Jan 69 - 31 Jan 69

(d) G3

LTC Robert B. Zion, IN 117479 1 Nov 68 - 24 Jan 69
LTC William C. Chamberlain, AT 071173 25 Jan 69 - 31 Jan 69

(e) C_4

LTC Lewis J. Henderson, AT 066584	1 Nov 68 - 28 Nov 68
LTC Hazen C. Schouman, FA 081518	29 Nov 68 - 20 Dec 68
LTC William A. Walker, IN 082833	21 Dec 68 - 31 Jan 69

(3) (U) At the end of the reporting period the organization and location of major units were shown in the organization chart at Incl 1 and the station list at Incl 2.

DEGRADED AT 3 YEAR
INTERVALS; UNCLASS-
IFIED AFTER 12 YEARS
DOD DIR 5200.10

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(4) (U) During the reporting period, Commander's notes for the months of November, December 1968 and January 1969 were published. See Incl 3, 4, and 5.

(5) (U) During the reporting period, Brigade headquarters moved into new buildings on Long Binh Post. The relocation to building 5744, 5744A, 5745 and 5745A began on 7 November 1968 and was completed on 25 November 1968.

b. Gl.

(1) (C) The average strength of the 1st Aviation Brigade during the period November 1968 through January 1969 is as follows:

UNIT	OFFICERS	WARRANT OFFICERS	ENLISTED	TOTAL
HQ, 1st Avn Bde	41	12	167	220
12th CAG	765	925	6626	8316
*16th CAG	260	249	2506	3015
17th CAG	686	831	6064	7581
58th Gp (Prov)	74	11	1315	1400
164th CAG	366	342	2979	3687
**212th CAB	156	66	1126	1348
TOTALS	2348	2436	20,783	25,567

* Computed for the month of November only

** Computed for the months of December and January only

(2) (C) The strength of the 1st Aviation Brigade Officer personnel by grade as of 20 January 1969 is as follows:

GRADE	ASSIGNED & ATTACHED	
	HHC & DETACHMENTS	BDE TOTAL
GO	1	1
COL	3	7
LTC	7	55
MAJ	21	355
CPT	7	606
LT	6	979
WO	12	2223
TOTAL	57	4226

(3) (U) The following number of personnel transferred into or out of the 1st Aviation Brigade during the period November 1968 through January 1969:

(a) Inter-Theater Transfers:

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	<u>GAIN</u>	<u>LOSS</u>
Officers & WO's	53	34
Enlisted Men	187	83
TOTAL	240	117

(b) Replacements & Rotates:

	<u>REPLACEMENTS</u>	<u>ROTATEES</u>
Officers & WO's	1110	728
Enlisted Men	3819	3987
TOTAL	4929	4715

(4) (U) The following awards have been issued during the period 1 November 1968 through 27 January 1969.

<u>TYPE OF AWARD</u>	<u>NOV</u>	<u>DEC</u>	<u>JAN</u>	<u>TOTAL</u>
PH	0	0	16	16
ACM (Ser)	394	315	298	1007
ACM "V"	106	98	77	281
AM	5,761	6,720	9,594	22,075
AM "V"	176	200	120	496
BS (Ser)	163	268	122	553
BS "V"	24	10	5	39
DFC	106	112	55	273
SS	14	15	9	38
SM	4	8	6	18
TOTAL	6,748	7,746	10,302	24,796

(5) (FOUO) Appointments for Commissioned and Warrant Officers.

Warrant Officer Flight Training	7
Warrant Officer USAR	4
USARV Direct Commission	9
Regular Army Appointment	5
Direct Commission TAG	14
OCS	1

(6) (U) Orders Published by HQ, 1st Avn Bde.

	<u>GENERAL ORDERS</u>	<u>SPECIAL ORDERS</u>	<u>LETTER ORDERS</u>
Nov	596	30	57
Dec	614	31	58
*Jan	491	27	50
TOTAL	1,701	88	165

* Computed up through 27 Jan 69

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(7) (U) R&R Data. During the period 1 November 1968 through 31 December 1968, a total of 3,735 R&R spaces were allocated to the 1st Avn Bde. Of this number 92.2% were utilized.

c. G2.

(1) (FOUO) The following Personnel Security Investigative actions were processed through the 1st Aviation Brigade's Personnel Security Investigative Branch during this reporting period:

(a) Requests for Background Investigations:	15
(b) Requests for verification of Background Investigations:	154
(c) Requests for National Agency Checks:	48
(d) Requests for verification of National Agency Checks:	93
(e) Requests for verification on Entrance National Agency Checks:	18
TOTAL	328

Of the 328 PSI actions processed, 205 of these actions have been completed; 62.5% of these actions were completed in the clearance of Brigade Personnel.

(2) (FOUO) Other Intelligence Activities:

(a) Security inspection of subordinate units conducted:	10
(b) Other visits conducted:	293

1. USARV AOC & G2	184
2. LONG BING POST S2	92
3. II FF HQ G2	10
4. Subordinate Units (Bde)	7

(c) Number of INTSUM submitted to Higher HQs:	92
(d) Number of lost document investigations (AR 15-6):	2
(e) Number of lost document investigations pending:	2

d. G3.

(1) (C) Plans.

(a) MTOE 29-2011T was submitted to USARV on 20 December 1968; this MTOE proposed 189 spaces for HHC 1st Aviation Brigade.

(b) The following approved MTOE's were received since 31 October 1968; implementation began on 13 January 1969 and will be completed by 10 February 1969.

1. MTOE 01-077G P1C 2/68: Assault Helicopter Companies.
2. MTOE 01-077G P1C 3/68: 120th Assault Helicopter Company.

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3. MTOE 01-111T PAC 1/68: 334th, 235th Aerial Weapons Companies.
4. MTOE 01-128T PAC 1/68: Surveillance Airplane Companies.
5. MTOE 01-252G PAC 1/68: HHC Combat Aviation Groups.
6. MTOE 01-256G PAC 1/68: HHC Combat Aviation Battalions.
7. MTOE 01-257G PAC 1/68: 21st, 183rd, 184th, 185th, 199th, 203rd Recon Airplane Companies.
8. MTOE 01-257F PAC 2/68: 74th, 219th, 220th, 221st Recon Airplane Companies.
9. MTOE 01-257F PAC 3/68: 18th, 54th Utility Airplane Companies.
10. MTOE 01-258G PAC 1/68: Assault Support Helicopter Companies.
11. MTOE 10-500G PAC 1/68: QM Detachments.
12. MTOE 11-303E PAC 1/68: 16th Signal Radio Operation Company.

(2) (FOUO) Training.

(a) Pilot Training. Units of the 1st Aviation Brigade continue to conduct pilot training classes to transition VNAF and ROKF-V in the UH-1D/H. These classes are of approximately 90 days duration.

1. Courses ending during the period:

<u>COURSE</u>	<u>GRADUATION DATE</u>	<u>NO. OF STUDENTS</u>
VNAF	5 Nov 68	2 Staff Officers
VNAF	28 Dec 68	4
ROKF-V	3 Jan 69	4

2. Courses starting during the period:

<u>COURSE</u>	<u>STARTING DATE</u>	<u>NO. OF STUDENTS</u>
VNAF	3 Dec 68	5
VNAF	14 Jan 69	8

(b) Quotas Received. Quotas received by the 1st Aviation Brigade for Army Aviation Refresher Training School (AARTS), USARV AH-1G/OH6A Training Team Course (conducted in-country for US personnel), Jungle Environmental Survival Training, Jungle Survival School and UH-1 Instructor Pilot School, are as follows:

1. AARTS

<u>COURSE</u>	<u>NO OF QUOTAS</u>	<u>FILLED</u>
AH-1G Airframe	15	14
OH-6A Airframe	45	36
UH-1D/H Airframe	36	28
UH-1B/C Airframe	18	13

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CH-47 Airframe	27	27
T-53 Engine	22	18
T-53-13 Engine	49	46
T-55 Engine	35	31
T-63 Engine	29	25
Supply	30	27
Officer Armament	24	21
Enlisted Armament	41	37

2. USARV AH-1G/OH-6A Training Team:

AH-1G	12	12
OH-6A	2	2

3. Survival Schools:

Jungle Survival School	76	76
Jungle Environmental Survival School	44	44

4. Brigade IP School:

UHL-1 IP School	35	35 (4 Failures)
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(3) (FOUO) Operations.

(a) Aviation Operational Procedures Guide. The 1 February 1967 edition of the 1st Avn Bde Operations Manual, now titled "Aviation Operational Procedures Guide", has been revised, updated and forwarded to the printer for publication. A copy of the Guide will be attached to the ORLL for the reporting Period 1 February - 30 April 1969.

(b) Night firing of Communist Rockets. A sixteen minute color film was produced by USARV which depicted the day and night firing signatures of Communist rockets in comparison to conventional US weapons signatures. This film was disseminated to all subordinate Groups and the 212th C.A.B. This training aid was a valuable asset in training aviators in the signatures of Communist rockets and US weapons systems.

(c) The following R&D projects have been tested by units of the Brigade and monitored by the Brigade G3 Section.

1. Evaluation of Requirement for 2.75" Rocket capability for OH-6A. It was felt there was insufficient justification or requirement to recommend the LOH Rocket Launcher either as a primary or auxiliary weapons system.

2. Floating landing zone markers for directing helicopters to a desired location over water was operationally tested and recommended for service use.

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3. The Dual Helmet Fire Control System and the modified M-5 Sighting Station were operationally tested. The modified M-5 Sighting Station proved not to be a significant improvement and was not recommended for acceptance into the Army inventory. The Dual Helmet Fire Control System proved to be far superior to any fire control system in Vietnam and a basis of issue of one system per each M-21 or M-5 armament system was recommended.

4. The STABO extraction harness has not been issued for evaluation. USARV had requested a Basis for Issue to aviation units. Although the harness may provide a more efficient means of air crew recovery, data and experience were not available on which to recommend a basis of issue. The Brigade requested 422 STABO Harnesses from USARV to be made available for evaluation prior to establishment of a Basis of Issue.

c. G4.

(1) (U) Project COLES: The USARV program, CONEX Operating Levels for Essential Storage, has been implemented. Group CONEX Control Officers evaluate requests for CONEX retention as long as the quantity requested does not exceed the operating levels established by the USARV program and by the 1st Aviation Brigade.

(2) (U) 250-Barrel POL Storage Tanks: Installation of the tanks has been delayed. Status of the various sites is as follows:

- (a) Chi Lang - installed but not operational (4 ea).
- (b) Moc Hoa - installed but not operational (4 ea).
- (c) Tra Vinh - installed but leaking (5 ea).
- (d) Ben Tre - installed but leaking (2 ea).
- (e) Can Tho - on hand but not installed at the sites (5 ea).
- (f) 4 ea have not been assembled. Estimated completion date is now 15 April 1969.

(3) (U) Ammo Basic Loads: Units are now receiving their approved requests for established basic loads and base camp defense stocks; the units are drawing the stocks from supporting ASP's as rapidly as stocks become available.

(4) (U) Project Dog: The 1st Aviation Brigade and 1st Logistical Command have implemented "Project Dog" to coincide with submission of the quarterly Materiel Readiness Report (DA Form 2406). The report will be utilized to identify and report those items of equipment which are considered "war weary" or continued maintenance problems that require replacement or need to be retrograded for depot overhaul. Instructions require unit commanders to follow the criteria established by their supporting DSU's for identifying worn-out or "war weary" equipment and report in Block 12 of DA Form 2406 all equipment so identified.

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(5) (U) CMNI: The 1st Aviation Brigade Command Maintenance Management Inspection Team (CMMI) conducted a total of 27 CMMI's during the quarter. Of the 27 CMMI's conducted, 22 units were rated satisfactory and 5 units rated unsatisfactory.

(6) (U) Technical Supply Operating Procedures Classes: The 1st Aviation Brigade conducted classes during the quarter for all company commanders on Technical Supply Operating Procedures. The instructional material was designed to acquaint commanders with the forms, records, and procedures used in aircraft supply activities and to enable the commanders to more adequately inspect and evaluate the effectiveness of his technical supply operation. In order to standardize the instructional material and presentation, and to simplify preparation for the conduct of future classes, packets of instructional material, to include a detailed lesson plan, were distributed to each battalion/squadron in the 1st Aviation Brigade.

(7) (C) 1st Aviation Brigade Aircraft Density as of 31 January 1969:

AIRCRAFT	BRIGADE AUTH	ON HAND
AH-1G	142	132
OH-6A	134	112
UH-1B/C	257	257
UH-1D/H	843	782
CH-47	144	135
CH-54	27	24
O-1	272	275
U-6A	32	33
U-21	39	38
U-1A	39	35
CV-1	90	88

f. Information Office. NONE

g. Signal.

(1) (C) KY-28 Status: 1st Aviation Brigade has received 1132 devices and have installed 736 (65%) of these in aircraft: 1st Aviation Brigade units are authorized 1968 devices. The remaining KY-28's are in COMSEC Log Supply awaiting distribution to companies or battalions.

(2) (C) The ZYR retrofit program for the standardization of aircraft radios to the new series and the ZYS retrofit program to modify aircraft for the installation of secure voice (KY-28) equipment has reached the following level of completion throughout the Brigade. The ZYR retrofit program is 96% complete and the ZYS program is 91% complete. The ZYR program has not been completed primarily due to non-availability of kits for fixed-wing aircraft.

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Fixed-wing aircraft comprise the majority of those aircraft requiring ZYR and ZYS modification.

(3) (C) Secure Voice Device, TSEC/KY-8 Status: The 1st Aviation Brigade has received 81 (65%) of the total KY-8's authorized. The Brigade has 50% of the KY-8's received in operational secure voice nets.

h. Surgeon.

(1) (U) Aeromedical coverage. During this report period, aeromedical coverage maintained a superior level of coverage: this was made possible by the arrival of numerous flight surgeons in both October and November. The number of flight surgeons who arrived in-country was so large that excesses developed, necessitating the assignment of several surgeons to non-aviation slots within RVN. By January, surgeons who had been assigned to the 44th Medical Brigade were being reassigned to the 1st Aviation Brigade.

(2) (U) MTOE Test. The test MTOE is designed to render the battalion medical section more sophisticated in personnel and equipment, while reducing the medical detachment personnel authorization from one physician and eight enlisted men to one physician and five enlisted men. The newly approved battalion MTOE F-256G is the same as the battalion test MTOE. During this period, progress on the MTOE test within the medical sections and detachments of the 11th and 268th Battalions was slow: delays in obtaining all the required equipment continued. In the latter part of December and early January, a MSG lieutenant was assigned to each of these two battalions. However, shortages of enlisted men existed in both battalions. As a result, the preparation stage of the test, scheduled to end 30 November 1968, has been changed, with the approval of USARV, to end 31 January 1969.

(3) (U) Operations.

(a) The 154th Medical Detachment, which had been assigned to the 164th Combat Aviation Group, was reassigned to the 17th Combat Aviation Group and stationed at Kontum in support of the 57th Assault Helicopter Company.

(b) Also during this quarter, numerous medical detachments, collocated with battalion medical sections, were reassigned to the Headquarters and Headquarters Companies of their respective battalions. This rearrangement was brought about to reorganize these airfield dispensaries along functional lines. The prior arrangement of assigning medical detachments to an Aviation Company resulted in different chains of command for both surgeons (Battalion and Company) in the same dispensary. Assigning the detachment to the Headquarters Company of the battalion makes possible more effective management, of these surgeons, by the battalion surgeon.

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(4) (U) Administration. During the reporting period 1st Aviation Brigade Regulation 40-41 (Physical Conditioning and Fitness) was revised to make physical conditioning compulsory. In addition, 1st Aviation Brigade Regulation 40-43 (Medical Qualification Requirements for Aviation Personnel) was revised to allow review, by subordinate surgeons, of medical examinations for flying Class 2, certain applications for flying Class 3 and requests for waivers for flying Classes 2 and 3.

i. Aviation Safety/Flight Standardization.

(1) (U) The 1st Aviation Brigade flew 450,334 hours during the quarter and experienced 92 aircraft accidents. The aircraft accident rate for the quarter, based on 100,000 flying hours, was 20.3.

(2) (U) During the month of December there was an increase in the number of accidents as the result of engine failures. For the five months prior to December the Brigade averaged 7 aircraft accidents each month due to engine failures while in December there were 12 accidents resulting from engine failure. In January, there were 11 engine failure accidents. This number of engine failures is comparable to the months of December and January of the previous year when the number of engine failure accidents increased markedly from other months of the year. The cause of this increase is suspected to be the extreme dry and dusty season in Southeast Asia.

(3) (U) During the period November through January the Safety Section visited 37 company and battalion size units of the 1st Aviation Brigade. Those assistance visits continue to prove beneficial in the furtherance of the Brigade accident prevention program.

(4) (U) The Flight Standardization Section completed 51 assistance visits to units within the Brigade from 1 November through 31 January 1969. Only fifteen percent of units assigned remain to be visited during the next quarter. Problems continue to exist in the areas of aircraft available for training, experienced and mature aviators for (IP) instructor pilot, and adequate standardization material available to train new IPs. The first Standardization Instructor Pilot's Conference was conducted at Brigade Headquarters during this quarter and the Brigade Supervisory Flight Standardization Board was designated in conjunction with the Group Standardization Boards.

(5) (FOUO) Aircraft Accident Statistics

Month	Total Flying Hours	Number Accidents	Rate*
November	149,378	35	23.4
December	150,622	26	17.3
January	150,334	31	20.6

* Per 100,000 flying hours

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November Accident Experience

Type	R/W	F/W	Total
Major Accidents	28	4	32
Minor Accidents	3	0	3
Incidents	23	1	24
Forced Landings	31	2	33
Precautionary Landings	46	11	57

December Accident Experience

Type	R/W	F/W	Total
Major Accidents	23	1	24
Minor Accidents	2	0	2
Incidents	30	3	33
Forced Landings	31	2	33
Precautionary Landings	62	18	80

January Accident Experience

Type	R/W	F/W	Total
Major Accidents	26	4	30
Minor Accidents	1	0	1
Incidents	27	5	32
Forced Landings	30	2	32
Precautionary Landings	62	8	70

j. Chaplain.

(1) (U) Religious Activities

(a) Group Religious Services:

1. Number Conducted:	899
2. Number Attending:	28,504

(b) Religious Education:

1. Number Occasions:	520
2. Number Attending	5,596

(c) Character Guidance:

1. Number Occasions:	121
2. Number Attending:	30,945

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(d) Number Pastoral Visits: 12,994

(2) (U) Brigade Chaplain Activities:

(a) Staff Assistance Visits:	18
(b) Memorial Services:	1
(c) Civic Action Programs:	2

k. Headquarters Commandant.

(1) (U) There were no changes or additions to the mission of Headquarters Company.

(2) (U) There were no organizational changes in the Headquarters Company.

(3) (U) There were no personnel changes within the command group of Headquarters Company.

(4) (C) Overstrength of HHC. The 1st Aviation Brigade has been operating at overstrength since activation in March 1966. This has been necessary in order to perform our assigned functions. The original MTOE was inadequate to accommodate expanded strength and scope of the Brigade. The latest MTOE was submitted on 13 September 1968 and amended by USARV to authorize HHC 190 personnel

(5) (FOUO) Unit Strength as of 31 January 1969:

Military Personnel Assigned:

Officers <u>Auth O/H</u>	WO <u>Auth O/H</u>	EM <u>Auth O/H</u>	Total <u>Auth O/H</u>
28 42	4 8	86 149	118 199

Military Personnel Attached:

Officers	WO	EM	Total
1	0	11	12

Civilian:

D/C <u>Auth O/H</u>	VN <u>Auth O/H</u>	3rd Ntlt <u>Auth O/H</u>	Contractor <u>Auth O/H</u>
1 1	26 24	0 0	0 0

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(6) (FOUO) Aircraft Strength Figures as of 31 January 1969:

<u>UH-1D</u> <u>Auth O/H</u>	<u>LOH-6</u> <u>Auth O/H</u>	<u>U-6A</u> <u>Auth O/H</u>	<u>U-21</u> <u>Auth O/H</u>
4 3	4 1	2 2	2 2

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2. (C) Section 2. Lessons Learned: Commander's Observations, Evaluations, and Recommendations.

a. Personnel. Reenlistment Counsolor.

(1) (U) OBSERVATION: AR 601-280 and AR 611-201 prescribe the minimum staffing for full-time reenlistment officers and career counsolors. 1st Aviation Brigade is not currently authorized a reenlistment officer or career counsolor at any level within the command.

(2) (U) EVALUATION: The lack of authorized full-time career counsolor positions makes it necessary for commanders to divert personnel from other, authorized positions or to assign career counseling on an "additional duty" basis. Either course of action has a detrimental effect upon the efficiency of the unit and obtains fewer roonlistments. Current MTOE action, if approved, will provide one full-time career counsolor for the Brigade Headquarters. Additional career counsolors could not be programmed due to austerity of personnel spaces; no career counsolor positions are programmed in subordinate group headquarters. Conversely, each division, although smaller than the Brigade in troop strength, is authorized a full-time reenlistment officer and up to 12 full-time career counsolors by current TOE/MTOE.

(3) (U) RECOMMENDATION: That 1st Aviation Brigade and any other commands which meet the criteria in AR 601-280 but which are not currently authorized full-time career counsolors on TOE/MTOE be authorized such personnel through appropriate action at higher headquarters.

b. Operations. Protective Masks for aircraft crewmembers.

(1) (U) OBSERVATION: In a recent incident a UH-1 crew was given a mission to transport cargo which, they were told, included only flamethrowers. The crew was not aware that the cargo which had been loaded was, in fact, CS Containers, until one of the containers was accidentally discharged in flight.

(2) (U) EVALUATION: Aircraft crewmembers supporting combat operations are not always informed of the contents of the cargo to be carried and there has been no mandatory requirement to have protective masks available in the aircraft. In addition some LZ's have been gassed, creating a very dangerous situation for aircraft crewmembers who are not properly equipped.

(3) (U) RECOMMENDATION: That all aircraft supporting combat operations have as a minimum one readily available protective mask on board the aircraft for use by the pilot or co-pilot.

c. Training. Officer Invictor Training.

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(1) (U) OBSERVATION: Experience within the 1st Aviation Brigade has revealed a deficiency in the aircraft maintenance, technical supply and maintenance management training of the commissioned aviators who command sections, platoons and companies.

(2) (U) EVALUATION: This problem has been compounded by recent accelerated promotion policies. Younger officer/aviators are being promoted to the ranks of Captain and Major without the time in grade which previously provided the opportunity to gain on-the-job experience in the field of maintenance and technical supply under the supervision of more experienced personnel. As a result, these personnel are frequently assigned to positions of responsibility in aviation units without having had a base of experience or schooling needed to properly establish and operate sound unit maintenance management programs. These units whose commanders have had experience or schooling in the technical aspects of aircraft maintenance and supply, to provide the necessary detailed command emphasis on all areas of the maintenance effort, invariably attain and sustain high operational availability rates. Formal classes have been scheduled, for company commanders, to provide guidance in correcting the current deficiencies which have been identified through the CRM program. Command emphasis has been placed on learning by individual study and liaison with supporting maintenance units; however, due to the limited time available from operational requirements and the rapid turnover in personnel, these solutions are generally inadequate and produce short-term improvements.

(3) (U) RECOMMENDATION: All Regular Army and indefinite category officer aviators be programmed for attendance at an aviation maintenance management course immediately following completion of flight training.

d. Intelligence. NONE

e. Logistics.

(1) (U) POL Shortage in IV CTZ.

(a) OBSERVATION: Resupply of POL within the Delta continues to be a major problem.

(b) EVALUATION: At the present time transportation of POL is a major problem in IV CTZ. The fuel resupply of Rach Gia has been given the highest priority; however, aircraft continue to have difficulty in delivering sufficient fuel to support mission aircraft which refuel at this stage field.

(c) RECOMMENDATION: That additional nodes of transportation be utilized to support the POL staging fields in IV CTZ. The use of barges is recommended: they can transport sufficient fuel to Rach Gia to prestock that stage field.

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(2) (U) Ammunition Shortage in IV CTZ.

(a) OBSERVATION: A critical shortage of H490 Rockets exists in the IV CTZ.

(b) EVALUATION: A review of ASP's at Vinh Long, Soc Trang and Can Tho was conducted on 9 January 1969: only 1124 H490 rockets were available at these three ASP's.

(c) RECOMMENDATION: That an increase in the supply of H490 Rockets is needed: the H490 Rocket is used on gunships in greater quantity than any other type of rocket. The manufacture of H489 Rockets should be discontinued and all emphasis be placed on the manufacture and supply of the H490 Rockets.

f. Organization. NONE

g. Information. NONE

h. Signal.

(1) (U) Shortage of MOS 35P40 personnel.

(a) OBSERVATION: There is presently a 4% strength level in the 1st Aviation Brigade of the Avionics MOS 35P40.

(b) EVALUATION: The shortage of 35P40, Avionics NCO's, at the avionics detachment level denies the commanders the guidance necessary for avionics personnel in administration, supply and maintenance of Signal Detachments. This shortage further prevents the establishment of a supervisory chain of NCOs for avionics from Brigade through all levels of command to the lowest unit.

(c) RECOMMENDATION: That action be taken by higher headquarters to increase the output of 35P40 personnel from signal schools. Requisition of personnel by higher headquarters to insure at least a 70% fill in Viet Nam of this critical MOS.

(2) (U) Deletion of the avionics mechanic (35K20) in all TOE 1-257F Reconnaissance Airplane Companies.

(a) OBSERVATION: MTOE action has deleted all avionics mechanics (35K20) from RAC units.

(b) EVALUATION: RAC units have been authorized 1 avionics mechanic for organizational maintenance of avionics equipment. There is no other TOE authorization of avionics personnel. It is vital to the mission of RAC units to have avionics mechanics for the testing and replacing of radio

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equipment. RIC units will be required to obtain direct support avionics repair from other units; however, organizational repairs will not be authorized from other avionics units. A letter of implementation of MTOE's to all Brigade units was distributed 12 January 1969; this letter reinstated one 35K20 per RIC unit. Due to the wide dispersion of RIC Platoons from company headquarters locations, one 35K20 per company is insufficient to handle the volume of work.

(c) RECOMMENDATIONS: That action be taken to increase the number of 35K20 personnel in TOE 1-257F.

i. Surgeon.

(1) (U) Assignment of medical detachments:

(a) OBSERVATION: The assigning of medical detachments, which are collocated with battalion medical sections, to aviation companies, has proved less effective than assigning such detachments to the headquarters and headquarters company of the parent battalion.

(b) EVALUATION: When a medical detachment is collocated with a battalion medical section is assigned to a unit other than the headquarters and headquarters company of the battalion, the different chains of command which result for the two surgeons lead to less effective leadership and less efficient management by the battalion surgeon. It is more effective to assign the detachment to the headquarters and headquarters company of the battalion.

(c) RECOMMENDATION: That detachments collocated with medical sections be assigned to the headquarters and headquarters company of the battalion.

j. Aviation Safety/Flight Standardization.

(1) (U) Accident Prevention.

(a) OBSERVATION: Past experience within this Command has indicated a rapid rise in accident experience due to operations in dusty locations during the dry season.

(b) EVALUATION: The exposure in dusty locations can be expected to increase during October and continuing through April. The gradual drying out, with its resultant increase in the hazards presented by dust, usually starts in the Delta area (164th Combat Aviation Group) during the month of October and moving northward through the other Aviation Group areas.

(c) RECOMMENDATION: That units survey their areas of operation in order to determine those areas which could become unacceptable hazards to

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flight. In addition, units should formulate an effective plan which identifies areas of concern, requirements for stockpiling propane and methods planned for dispensing of dust suppressants.

(2) (U) Ground Guides for Helicopters.

(a) OBSERVATION: A study on utilization of ground guides for helicopters entering and exiting parallel revetments indicates that the use of ground guides is an unsafe means of moving aircraft into and from parallel revetments.

(b) EVALUATION: The following reasons are some examples:

1. The pilot can better ascertain clearance in a "tight" area, and react more quickly to direct communication with gunner and crew chief in the case of UH-1 type aircraft.

2. The ground guide is subjected to flying debris (gravel, sand, etc.) caused by rotor wash; several cases of eye injuries have occurred.

3. The ground guide would be in a highly vulnerable position if a tail rotor failure or other mishap occurred while in the revetment.

4. The pilot can better concentrate on aircraft control, especially under conditions of turbulence, by scanning, rather than concentrating on, a fixed figure directing the hover movement from the front.

(c) RECOMMENDATION: That all units in RWM utilize the following recommendations in order to minimize the problems associated with helicopters entering and exiting parallel revetments.

1. That the helicopter crew be required, and used, in verbally directing the pilot when entering and exiting revetments.

2. That no passengers be aboard while entering and exiting revetments.

3. That all revetments be marked with 6" reference lines lengthwise through the center of the revetment and extending at least 10 feet forward and rearward of the revetment.

4. Chaplain. NONE

5. Headquarters Commandant. NONE

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Period Ending 31 January 1969, RCS CSFOR-65 (RL) (U)

FOR THE COMMANDER:

5 Incl
as

Jay B. Williams
JAY B. WILLIAMS
Colonel, Infantry
Chief of Staff

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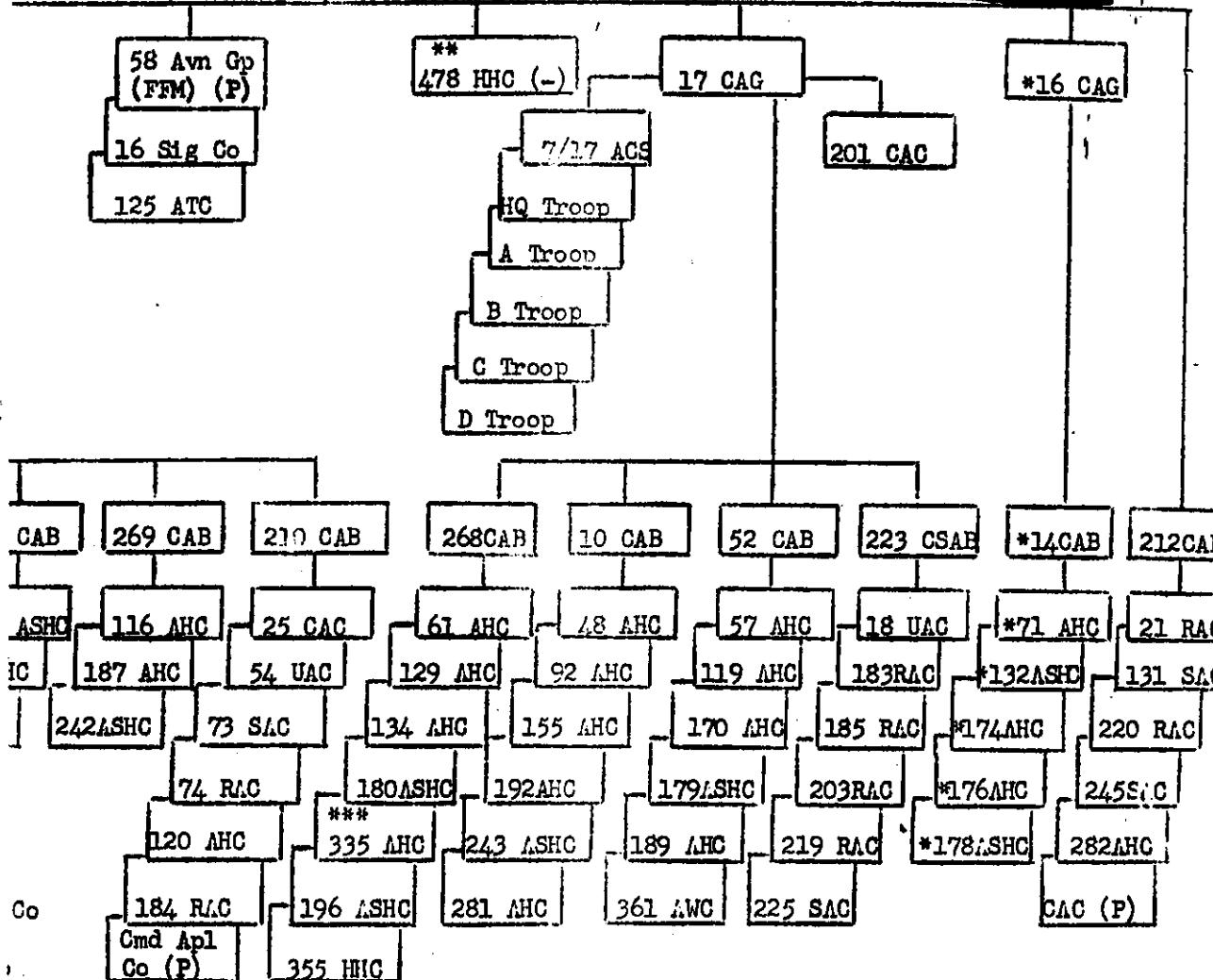
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1st Avn Bde

1 FEB 1969

1st Avn Bde



rical Division **/attached 101st Airborne Division ***/attached 214th CAB

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1ST AVIATION BRIGADE AND ATTACHMENTS

1 February 1969

<u>UNIT</u>	<u>LOCATION</u>	<u>APO</u>
<u>1ST AVIATION BRIGADE</u>		
HQ & HQ Co	Long Binh	96384
5th Avn Det	Long Binh	96384
8th Mil Hist Det	Long Binh	96384
12th Pub Info Det (TM FB)	Long Binh	96384
478th Hvy Hel Co (-)	Gia Le (Atch 101st Abn Div (Ambl))	96337
382d TC Det (JE)	Gia Le (Atch 101st Abn Div (Ambl))	96337
<u>58th AVN GP (IRM) (PROV)</u>		
HQ & HQ Co	Long Binh	96384
313th Avn Spt Det	Tan Son Nhut (Atch 34th Gen Spt Gp)	96307
314th Avn Spt Det	Lai Khe (Atch 1st Inf Div)	96289
317th Avn Spt Det	Di An (Atch 1st Inf Div)	96345
319th Avn Spt Det	Dau Tieng (Atch 25th Inf Div)	96289
320th Avn Spt Det	Quang Ngai (Atch MACV Adv Team #2)	96260
322nd Avn Spt Det	Quan Loi (Atch 1st Cav Div (Ambl))	96490
325th Avn Spt Det	Long Giao (Atch 11th ACR)	96257
326th Avn Spt Det	Da Lat (Atch 1st Log Cmd)	96204
327th Avn Spt Det	Duc Pho (Atch 23d Inf Div)	96217
338th Avn Spt Det	Vung Tau (Atch 1st Log Cmd)	96491
340th Avn Spt Det	Phu Loi (Atch 82nd Abn Div)	96289
341st Avn Spt Det	Cu Chi (Atch 25th Inf Div)	96353
343rd Avn Spt Det	Qui Nhon (Atch 1st Log Cmd)	96238
359th Avn Spt Det	Phuoc Vinh (Atch 1st Cav Div (Ambl))	96289
360th Avn Spt Det	Dragon Mt (Atch 4th Inf Div)	96262
361st Avn Spt Det	Dong Tam (Atch 9th Inf Div)	96372
362nd Avn Spt Det	Tay Ninh (Atch 25th Inf Div)	96256
366th Avn Spt Det	Dak To (Atch 4th Inf Div)	96250
16th Sig Co (Hyper Nav)	Tan Son Nhut	96307
125th ATC Co	Bien Hoa	96227
<u>12TH COMBAT AVN GP</u>		
HQ & HQ Co	Long Binh	96266
87th QM Det (PETRL)	Long Binh	96266
390th QM Det (PETRL)	Ham Tan (Atch 222nd CIB)	96257
365th Avn Spt Det	Duc Hoa (Atch 25th Inf Div)	96314
	Long Thanh (Atch 210th CIB)	96350
<u>11TH COMBAT BN</u>		
HQ & HQ Co	Phu Loi	96289
391st QM Det (PETRL)	Phu Loi	96289
	Song Be (Atch 1st Cav Div (Ambl))	96279
128th Aslt Hel Co	Phu Loi	96289

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<u>UNIT</u>	<u>LOCATION</u>	<u>APO</u>
173rd Aslt Hel Co 759th Med Det (OA)	Lai Khe Lai Khe	96289 96289
205th Aslt Spt Hel Co	Phu Loi	96289
213th Aslt Spt Hel Co	Phu Loi	96289
<u>145th COMBAT AVN BN</u> HQ & HQ Co 145th Sec Plt 324th Avn Spt Det	Bien Hoa Bien Hoa Bien Hoa Bien Hoa	96227 96227 96227 96227
68th Aslt Hel Co 430th Med Det (OA)	Bien Hoa Bien Hoa	96227 96227
118th Aslt Hel Co	Bien Hoa	96227
190th Aslt Hel Co 520th Med Det (OA)	Bien Hoa Bien Hoa	96227 96227
334th Aerial Wpns Co	Bien Hoa	96227
<u>210th COMBAT AVN BN</u> HQ & HQ Co 85th Med Det 312th Avn Spt Det 316th Avn Spt Det 197th Med Det (OA) 323rd Avn Spt Det	Long Thanh Long Thanh Vung Tau Long Binh Long Binh Long Thanh Xuan Loc	96530 96530 96291 96266 96266 96530 96376
Cmd Apl Co (Prov)	Long Thanh	96530
25th Avn Co (Corps)	Long Binh	96266
54th Util Apl Co	Vung Tau	96291
73rd Surv Apl Co	Vung Tau	96291
74th Recon Apl Co	Phu Loi	96289
120th Aslt Hel Co 129th Med Det (OA)	Long Binh Long Binh	96384 96384
184th Recon Apl Co	Phu Loi	96289
<u>214th COMBAT AVN BN</u> HQ & HQ Co	Dong Tam Dong Tam	96372 96372
162nd Aslt Hel Co 758th Med Det (OA)	Dong Tam Dong Tam	96372 96372

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191st Aslt Hel Co	Dong Tam	96372
147th Aslt Spt Hel Co	Vung Tau	96291
221st Aslt Hel Co	Boar Cat	96370
TQ & HQ Co	Boar Cat	96370
315th Avn Spt Det	Boar Cat	96370
117th Aslt Hel Co	Long Binh	96266
135th Aslt Hel Co	Bear Cat	96370
195th Aslt Hel Co 93rd Med Det (OA)	Long Binh Long Binh	96266 96266
240th Aslt Hel Co 772nd Med Det (OA)	Bear Cat Bear Cat	96370 96370
273rd Heavy Hel Co 65th TC Det (JE)	Long Binh Long Binh	96384 96384
<u>269th COMBAT AVN BN</u> HQ & HQ Co	Cu Chi Cu Chi	96353 96353
116th Aslt Hel Co 431st Med Det (OA)	Cu Chi Cu Chi	96353 96353
187th Aslt Hel Co 541st Med Det (OA)	Tay Ninh Tay Ninh	96216 96216
242nd Aslt Spt Hel Co	Cu Chi	96353
<u>3rd SQDN 17th AIR CAVALRY</u> HQ & HQ Co	Di An	96289
A Troop	Di An	96289
575th TC Det (KD)	Long Binh	96266
812th SC Det (RL)	Long Binh	96266
	Long Binh	96266
B Troop	Di An	96289
576th TC Det (KD)	Di An	96289
813th SC Det (RL)	Di An	96289
C Troop	Di An	96289
369th TC Det (KD)	Di An	96289
816th SC Det (RL)	Di An	96289
D Troop	Di An	96289
<u>16th COMBAT AVN GP</u> HQ & HQ Co	Chu Lai (itch 23d Americal Div)	96325
	Chu Lai (itch 23d Americal Div)	96325

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<u>UNIT</u>	<u>LOCATION</u>	<u>IPO</u>
<u>14th COMBAT AVN BN</u> HQ & HQ Co 14th Scty Plat 534th Med Det (OA)	Chu Lai (Latch 23d Americal Div) Chu Lai (Latch 23d Americal Div) Chu Lai (Latch 23d Americal Div) Chu Lai (Latch 23d Americal Div)	96325 96325 96325 96325
71st Aslt Hel Co	Chu Lai (Latch 23d Americal Div)	96325
132nd Aslt Spt Hel Co	Chu Lai (Latch 23d Americal Div)	96325
174th Aslt Hel Co 756th Med Dot (OA)	Duc Pho (Latch 23d Americal Div) Duc Pho (Latch 23d Americal Div)	96217 96217
176th Aslt Hel Co	Chu Lai (Latch 23d Americal Div)	96325
178th Aslt Spt Hel Co	Chu Lai (Latch 23d Americal Div)	96325
<u>212th COMBAT AVN BN</u> HQ & HQ Co	Da Nang Da Nang	96337 96337
21st Recon Apl Co	Chu Lai	96374
131st Surv Apl Co	Hue Phu Bai	96308
220th Recon Apl Co 134th Med Dot (OA)	Hue Phu Bai Hue Phu Bai	96308 96308
245th Surv Apl Co	Da Nang	96337
262nd Aslt Hel Co 519th Med Det (OA)	Da Nang Da Nang	96337 96337
Corps Avn Co (Prov)	Hue	96308
<u>17th COMBAT AVN GP</u> HQ & HQ Co 25th Med Det (OA) An Khe Ifld Cmd	Nha Trang Nha Trang Nha Trang An Khe	96240 96240 96240 96490
201st Corps Avn Co 58th Avn Det	Nha Trang Nha Trang	96240 96240
<u>10th COMBAT AVN BN</u> HQ & HQ Co 339th Avn Spt Det 130th Med Det (OA)	Dong Ba Thin Dong Ba Thin Dong Ba Thin Dong Ba Thin	96377 96377 96377 96377
48th Aslt Hel Co 286th Med Det (OA)	Ninh Hoa Ninh Hoa	96240 96240
92nd Aslt Hel Co	Dong Ba Thin	96377

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<u>UNIT</u>	<u>LOCATION</u>	<u>APO</u>
155th Aslt Hel Co	Ban Me Thuot	96297
8th Med Det (O.I.)	Ban Me Thuot	96297
255th QM Det (PETRL)	Ban Me Thuot	96297
348th Avn Spt Det	Ban Me Thuot	96297
192nd Aslt Hel Co	Phan Thiet	96317
198th Med Det (O.I.)	Phan Thiet	96317
363rd Avn Spt Det	Phan Thiet	96317
243rd Aslt Spt Hel Co	Dong Ba Thin	96377
281st Aslt Hel Co	Nha Trang	96240
<u>52nd COMBAT AVN BN</u>		
HQ & HQ Co	Pleiku	96318
52nd Scty Plt	Pleiku	96318
68th Inf Det (RADAR)	Pleiku	96318
344th Avn Spt Det	Pleiku	96318
154th Med Det (O.I.)	Kontum	96499
57th Aslt Hel Co	Kontum	96499
321st Avn Spt Det	Kontum	96499
119th Aslt Hel Co	Pleiku	96318
94th Med Det (O.I.)	Pleiku	96318
170th Aslt Hel Co	Pleiku	96318
755th Med Det (O.I.)	Pleiku	96318
179th Aslt Spt Hel Co	Pleiku	96318
189th Aslt Hel Co	Pleiku	96318
361st Aerial Wpns Co (Escort)	Pleiku	96318
665th TC Det (KD)	Pleiku	96318
621st SC Det (FL)	Pleiku	96318
<u>223rd COMBAT SPT AVN BN</u>		
HQ & HQ Co	Qui Nhon	96238
18th Util Apl Co	Qui Nhon	96238
163rd Med Det (O.I.)	Qui Nhon	96238
183rd Recon Apl Co	Dong Ba Thin	96377
185th Recon Apl Co	Ban Me Thuot	96297
203rd Recon Apl Co	Phu Hiep	96316
219th Recon Apl Co	Pleiku	96318

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<u>UNIT</u>	<u>LOCATION</u>	<u>APC</u>	
225th Surv Apl Co	Phu Hiep	96316	
<u>268TH COMBAT AVN BN</u>			
HQ & HQ Co	Phu Hiep	96316	
342nd Avn Spt Dct	Phu Hiep	96316	
433rd Med Dot (OA)	Phu Hiep	96316	
<u>61st Aslt Hel Co</u>	<u>An Son</u>	<u>96238</u>	
193rd Med Dot (OA)	LZ English	96238	
364th Avn Spt Dct	LZ English	96238	
129th Aslt Hel Co	An Son	96238	
134th Aslt Hel Co	Phu Hiep	96316	
180th Aslt Spt Hel Co	Phu Hiep	96316	
196th Aslt Spt Hel Co	An Son	96238	
546th Med Dot (OA)	An Son	96238	
313th Avn Spt Dct	An Son	96238	
335th Aslt Hel Co	Phu Hiep (atch to 214th C.B)	96316	
355th Hvy Hel Co	Phu Hiep	96316	
662nd TC Det	Phu Hiep	96316	
<u>7th SQDN 17th AIR CAVALRY</u>			
HQ & HQ Troop	Dragon Mountain	96262	
A Troop	Dragon Mountain	96262	
288th SC Det (RL)	Dragon Mountain	96262	
568th TC Det (KD)	Dragon Mountain	96262	
B Troop	Dragon Mountain	96262	
414th SC Det (RL)	Dragon Mountain	96262	
569th TC Det (KD)	Dragon Mountain	96262	
C Troop	Dragon Mountain	96262	
238th SC Det (RL)	Dragon Mountain	96262	
412th TC Det (KD)	Dragon Mountain	96262	
D Troop	Dragon Mountain	96262	
<u>164th COMBAT AVN GP</u>			
HQ & HQ Co	Can Tho	96215	
52nd QM Dot (PETRL)	Can Tho	96215	
Btry H (Search Light)	29th Arty	Can Tho	96215
62nd QM Dot (PETRL)	Can Tho	96215	
5th QM Dot (PETRL)	Vinh Long	96357	
53rd QM Dot (PETRL)	Soc Trang	96296	

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<u>UNIT</u>	<u>LOCATION</u>	<u>APC</u>
345th Avn Spt Det	Can Tho	96215
13th Security Plt	Can Tho	96215
774th Med Det (OA)	Can Tho	96215
78th Fl Det (RADAR)	Can Tho	96215
346th Avn Spt Det	Vinh Long	96357
63rd Med Det (OA)	Vinh Long	96357
261st Fl Det (RADAR)	Vinh Long	96357
347th Avn Spt Det	Soc Trang	96296
41st Med Det (OA)	Soc Trang	96296
69th Inf Det (RADAR)	Soc Trang	96296
262nd Fl Det (RADAR)	Soc Trang	96296
<u>13th COMBAT AVN BN</u>		
IC & HQ Co	Soc Trang	96296
	Soc Trang	96296
114th Aslt Hel Co	Vinh Long	96357
175th Aslt Hel Co	Vinh Long	96357
121st Aslt Hel Co	Soc Trang	96296
221st Recon Apl Co	Soc Trang	96296
336th Aslt Hel Co	Soc Trang	96296
<u>307th COMBAT AVN BN</u>		
IC & HQ Co	Can Tho	96215
	Can Tho	96215
199th Recon Apl Co	Vinh Long	96357
235th Aerial Wpns Co	Can Tho	96215
244th Surv Apl Co	Can Tho	96215
271st Aslt Spt Hel Co	Can Tho	96215
<u>7th SOW 1st AIR CAVALRY</u>		
IC & HQ Troop	Vinh Long	96357
	Vinh Long	96357
1 Troop	Vinh Long	96357
370th TC Det (KD)	Vinh Long	96357
819th SC Det (RL)	Vinh Long	96357
2 Troop	Vinh Long	96357
574th TC Det (KD)	Vinh Long	96357
811th SC Det (RL)	Vinh Long	96357

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<u>UNIT</u>	<u>LOCATION</u>	<u>LPO</u>
C Troop	Vinh Long	96357
3rd SC Det (RL)	Vinh Long	96357
371st TC Det (KD)	Vinh Long	96357
D Troop	Vinh Long	96357

NTOE: All Aviation Support Detachments on this listing are assigned to the 58th Aviation Group (Flight Facilities Mobile) (Provisional) and further attached to Brigade units or other Commands as indicated. Those attached to Brigade units are listed under the Brigade unit to which attached.

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