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

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15 Aug 1969

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

(1) (C) Brigade Strength. The average strength of the 1st Aviation Brigade during the period 1 May 1969 through 31 July 1969 is as follows:

<u>UNIT</u>	<u>OFFICERS</u>	<u>WARRANT OFFICERS</u>	<u>ENLISTED</u>	<u>TOTAL</u>
HQ, 1st Avn Bde	44	11	159	214
12th CAG	742	922	6094	7758
17th CAG	636	1017	6194	7847
164th CAG	452	387	3310	4149
165th Avn Gp	120	68	1644	1832
212th CAB	146	89	1166	1401
TOTAL	2140	2494	18567	23201

(2) (U) Officer Strength. The strength of the 1st Aviation Brigade Officer personnel by grade as of 31 July 1969 is as follows:

<u>GRADE</u>	<u>ASSIGNED & ATTACHED</u>	
	<u>HHC & DETACHMENTS</u>	<u>BDE TOTAL</u>
GO	1	1
COL	2	6
LTC	7	54
MAJ	17	218
CPT	9	918
LT	4	928
WO	11	2560
TOTAL	59	4585

(3) (U) Personnel Transferred. The following number of personnel transferred into or out of the 1st Aviation Brigade during the period 1 May 1969 through 31 July 1969:

Replacements & Rotatees:

	<u>REPLACEMENTS</u>	<u>ROTATEES</u>
Officers & WO's	1023	731
Enlisted Men	4060	3255
TOTAL	5083	3986

(4) (U) Awards. Quarterly Report of Awards as of 31 July 1969:

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<u>AWARD</u>	<u>MAY</u>	<u>JUNE</u>	<u>JULY</u>	<u>TOTAL</u>
SS	27	17	20	64
SM	4	16	9	29
DFC	141	84	114	339
BS'V'	16	26	21	63
BS	244	451	266	961
AM'V'	129	97	152	378
AM	4822	9289	5936	20,047
ACM'V'	56	51	106	213
ACM	711	855	523	2089
PH	3	0	49	52
	<u>6,153</u>	<u>10,886</u>	<u>7,196</u>	<u>24,235</u>

(5) (U) Appointments. Appointments for Commissioned and Warrant Officers:

Warrant Officer Flight Training	2
Warrant Officer USAR	1
USARV Direct Commission	6
Regular Army Appointment (Warrant)	0
Regular Army Appointment	4
Direct Commission TAG	6
OCS	2

(6) (U) Orders. Orders Published by HQ, 1st Aviation Brigade

	<u>GENERAL ORDERS</u>	<u>SPECIAL ORDERS</u>	<u>LETTER ORDERS</u>
MAY	532	31	35
JUNE	497	29	42
JULY	426	30	37

c. G-2.

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

(a) Request for Background Investigations:	- 19
(b) Request for verification of Background Investigation:	- 211
(c) Request for National Agency Check:	- 55
(d) Request for verification of National Agency Checks:	- 88
(e) Request for verification of Entrance National Agency	

Check:

	<u>- 48</u>
TOTAL	<u>421</u>

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Of the 421 actions processed, 263 (62.4%) of those actions have been completed.

(2) (FOUO) Other Intelligence Activities:

- | | |
|--|------|
| (a) Security inspection of subordinate units conducted: | - 6 |
| (b) Other visits conducted: | |
| 1. USARV AOC G-2 | -230 |
| 2. LONG BINH POST S-2 | - 92 |
| 3. II FF HQ G-2 | - 6 |
| 4. Subordinate Units (Bde) | - 7 |
| 5. 702 MID | - 3 |
| 6. Combined Materiel Exploitation Center, Vietnam | - 1 |
| 7. Combined Intelligence Center, Vietnam | - 1 |
| (c) PRE AGI Inspections: | - 6 |
| (d) Number of INTSUM's submitted to higher headquarters: | - 92 |
| (e) Number of lost document investigations (AR 15-6): | - 0 |
| (f) Number of lost document investigations pending: | - 0 |

d. G-3.

(1) (C) Plans

(a) MTOE 1-252G was submitted to USARV on 8 May 1969. This document will modify MTOE 1-252G dtd 28 October 1968, for HHC, Aviation Groups (Combat).

(b) MTOE 17-96T was submitted to USARV on 17 May 1969. This document will modify MTOE 17-96T dtd 2 July 1968 for HHT, Air Cavalry Squadrons, and provide for minor restructuring within the squadron headquarters.

(c) MTOE's 17-98T and 17-99T were submitted to USARV on 26 May 1969. These documents will modify MTOE's dtd 2 July 1968 for the Air Cavalry Troops and the Cavalry (ground) Troops. These actions provide for the integration of the TC Detachment (KD) and Signal Detachment (RL) into MTOE 17-98T and minor administrative changes in MTOE 17-99T.

(d) The following unit was reorganized: 652nd Transportation Detachment (KE) was reorganized under MTOE 55-570G USCONARC 1/68, effective 10 April 1969. This action resulted in minor personnel changes; capabilities, mission or aggregate strength was not modified.

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(e) The following organizational changes were initiated during the reporting period:

1. The 129th Medical Detachment (OA) was reassigned from the 12th Avn Gp (Cbt) to the 165 Avn Gp to provide medical facilities for the 120th Avn Co (Aslt Hel) and units located at Sanford AAF.
2. The 59th Signal Detachment (RL) was assigned to the 1st Avn Bde on 13 May 1969 and further assigned to the 212th Avn Bn (Cbt) for the purpose of providing avionics support in the Hue Phu Bai area. This unit was formerly assigned to the 101st Airborne Division (AM).
3. The 335th Avn Co (Aslt Hel) was reassigned from the 17th Avn Gp (Cbt) to the 164th Avn Gp (Cbt) effective 1 July 1969.
4. The following units were reassigned from the 12th Avn Gp (Cbt) to the 164th Avn Gp (Cbt) effective 1 July 1969:
 - a. HHC, 214th Avn Bn (Cbt)
 - b. 758th Medical Detachment (OA)
 - c. 162nd Avn Co (Aslt Hel)
 - d. 191st Avn Co (Aslt Hel)
 - e. 135th Avn Co (Aslt Hel)
 - f. 147th Avn Co (Aslt Spt Hel)

(2) (FOUO) Training.

(a) Training Quotas. The following data is a recapitulation of the training quotas allocated to subordinate units of the Brigade during this quarter. Quotas include those from the Army Aviation Refresher Training School (AARTS), USARV AH-1G/OH6A training team, Jungle Survival School and the Brigade UH-1 IP School, as follows:

1. AARTS COURSESQUOTAS

AH-1G/UH-1C Airframe	42
UH-1D/H Airframe	38
OH-6A Airframe	28
CH-47 Airframe	43
T-53-L-11 Engine	48
T-53-L-13 Engine	55
T-55-L-7 Engine	41
T-55-L-11 Engine	42
T-63 Engine	18

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Enlisted Armament	53
Officer Armament	33
Aircraft Technical Supply	35
Aircraft Technical Inspector	24
CH-47 Maintenance Supervisor	9

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

AH-1G	10
OH-6A	11

3. BDE UH-1 IP School 464. Survival School 87

b. Pilot Training. Units of the 1st Aviation Brigade continued to conduct training classes to transition Vietnamese Air Force (VNAF) and Republic of Korea Forces-Vietnam (ROKF-V) aviators in the UH-1D/H. These classes are approximately 90 days duration. A summary of this training is as follows:

1. Courses starting during period

<u>COURSE</u>	<u>CLASS START DATE</u>	<u>NO STUDENTS</u>
ROKF-V	3 May	4
VNAF	21 May	14
ROKF-V	2 Jun	4
ROKF-V	7 Jul	4

2. Courses graduating during period:

<u>COURSE</u>	<u>GRADUATION DATE</u>	<u>NO STUDENTS</u>
VNAF	10 May	3 Staff
VNAF	18 May	4
VNAF	25 May	7
VNAF	14 Jun	6
VNAF	22 Jun	5
ROKF-V	29 Jun	4
VNAF	5 Jul	2 Staff
VNAF	20 Jul	4
VNAF	27 Jul	4

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(3) (FOUO) Operations

(a) Counter-Sapper Training. 1st Aviation Brigade Regulation 350-5 was published on 27 May 1969. This regulation directed all subordinate units to conduct counter-sapper training in conjunction with increased perimeter and internal security training. This training was undertaken due to the increasing number and effectiveness of enemy sapper attacks. Army aircraft and airfields have been a prime target for enemy sapper units. This regulation directs that counter-sapper training be given to each individual prior to performance of security duties, lists all available references on the subject and directs major subordinate units to provide this headquarters copies of their directives implementing this regulation.

e. G-4.

(1) (U) GMI: During the period 1 May through 31 July 1969, 31 units were inspected by the Brigade GMI Team. Satisfactory ratings were achieved by twenty-five units and six units were rated unsatisfactory.

For the period 1 January 1969 to 31 July 1969, sixty-nine units were inspected, completing 68% of the annual inspection requirements. During that time 58 units received a satisfactory rating and 11 were found unsatisfactory. The overall Brigade rate of satisfactory was 80%. All scores were consolidated and averaged to present a Brigade average by category and area. Scores were categorized into Material, Maintenance Operations, and Command Emphasis Items. The Brigade average of adjusted scores is reflected below:

MATERIEL

Weapons	82%
Electronics and Communications	94%
Tactical and Support Vehicles	66%
Aircraft	84%
Special Purpose Equipment	75%
Ammunition	76%
Overall Rating	80%

MAINTENANCE OPERATIONS

Vehicular	64%
Avionics	81%
Signal	100%
Aircraft	78%
Overall Rating	81%

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COMMAND EMPHASIS

POL	85%
Equipment Serviceability Criteria	50%
Parts and Equipment Excess	83%
Repairable Parts Turn-in	95%
CONEX Control	98%
Moss	100%
Supply	79%

(2) (U) CMMI Team: Enlisted team members TDY from subordinate units were reduced from nine to six. The length of TDY was extended from 90 days to 6 months. Under this concept, inspectors are assigned TDY to the CMMI team during their initial six months in-country. The experience and knowledge gained with the CMMI Team is then applied in a unit to which the inspector is assigned during his last 6 months in-country.

(3) (U) DA Pamphlet 750-10: DA Pamphlet 750-10, Command Maintenance Inspection Handbook, dated January 1969, was partially implemented in July. The scoring procedures, deviations from standards, and scoring points were some of the major changes in the latest Command Maintenance Management Inspection Handbook. As a result of this change, and for updating purposes, the CMMI Inspection Checklists were revised. Ambiguous questions were eliminated and references pertaining to checklist questions were inserted.

(4) (U) Roadside Spot Checks: Brigade Regulation 750-10, dated 11 July 1969, Spot Check Inspection of Motor Vehicles, was implemented. This regulation applies to all subordinate units of this command. It directs group and separate battalion commanders to establish an internal Roadside Inspection Program.

(5) (U) Logistics: Unit and Organizational Supply Inspection Checklist, 1st Aviation Brigade Form 28-18R, was revised on 21 July 1969. The revised checksheet will allow a comprehensive overall supply inspection required by the commander in determining his operational capabilities. It was prepared in seven sections, with each section being rated individually and an average of the total used to determine the unit rating.

(6) (U) R1340-61 Engine Status: The high failure rate of the Spartan rebuilt R1340-61 engine was an issue that received much command attention this past quarter. An inspection of the quality of the engines overhauled by the Spartan Corporation resulted in the overhaul contract being transferred to a Pratt-Whitney associated firm. A combination of maintenance practices

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and an inferior push rod was determined to be the two major contributing factors to the high R1340-61 engine failure rate. The change in overhaul contractors and the new improved steel push rod should provide a more reliable power plant for the time proven U1A "Otter". In the meantime, the inspection procedures called for by Technical Bulletin 55-1510-205-40/1, and the new "time between overhaul" (TBO) of six hundred hours should provide adequate reliability improvements for existing U1A engine assets.

(7) (U) CH-47A Rotor Blade Retrofit Program: The CH-47A rotor blade retrofit program was completed 31 July 1969. Starting with the one-time inspection of all CH-47A aft rotor blades, in compliance with Technical Bulletin 55-1520-209-20/27, the in-country CH-47A forward and aft rotor blade assets have since been one-hundred per cent inspected and retrofitted as needed. The new time between overhaul (TBO) of six hundred hours, for the aft rotor blades should be adequate to guarantee safe future operations of the Chinook helicopter. Due largely to the outstanding efforts made by the 1st Aviation Brigade units, the CH-47 rotor blade retrofit program was completed ahead of schedule.

(8) (U) UH-1B/C/D/H Main Transmission Status: The UH-1B main transmission P/N 204-040-009-31 one-time inspection, to determine erroneous installation of "B" model transmission on UH-1D/H helicopters, proved to be a records procedure error. The one-time inspection and investigation revealed some converted transmissions had not had the data plate changed to reflect the new configuration on that transmission. It is imperative that converted transmissions which are no longer a one model peculiar and item have the data plate changed to reflect the new part number, the TAERS Form 2408-16 so annotated, and a DA Form 2410 prepared and forwarded in accordance with TM 38-750, para 3-8. 1-5. All transmissions are usable on UH-1B/C/D/H model helicopters as they are all 1100 HP rated. Therefore, there is no operational limitation or any technical reason for removing a UH-1B transmission from a UH-1D/H aircraft providing it functions satisfactorily and was converted correctly.

(9) (U) AH-1G Armament Retrofit Program Status: 1st Aviation Brigade units completed the MWO 55-1520-221-40/z modification of TAT-102A armament systems to accept the XM-28 armament system (AH-1G A/C) during this quarter. The retrofit program was initiated 7 April 1969 with a civilian contract team located at the 56th Transportation Company (DS) to accomplish the work. Although the program was scheduled to last twenty-seven weeks it was completed in seventeen. The retrofit team coordinator stated that the outstanding cooperation and flexibility of the participating units and high maintenance state of the aircraft when they were turned over to the team were key factors in the successful and early completion

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of the Brigade and USARV programs. The 1st Aviation Brigade aircraft were completed by 10 July 1969, thirteen weeks ahead of schedule.

(10) (C) During the period of this report the brigade aircraft inventory decreased primarily because there was a reduction in the number of aircraft allocated by USARV. Of especial significance and import was the 60% fill rate for OH-6 aircraft, 79% for UH-1B/C and 91% for UH-1D/H. The fill rates for these three aircraft systems are interrelated. UH-1 aircraft had to be used in many cases to make up the shortages of OH-6s; accordingly, UH-1D/H inventory level was in reality substantially lower in company units than the 91% figure. As an example the 31 assault helicopter companies of the brigade averaged only 19 aircraft out of an authorized 23 and 7 UH-1B/C gunships out of the authorized 8. While brigade units continued to meet their commitments to their supported units, this shortage caused difficulty and impacted on required training.

Set forth below is a breakout of aircraft authorizations and inventory for the months of May, June and July:

ORILL PERIOD AVERAGES/AUTHORIZED/PERCENT FILL

<u>A/C</u>	<u>May</u>	<u>June</u>	<u>July</u>	<u>ORILL Period Average</u>	<u>Authorized</u>	<u>Percent Fill</u>
O-1	256.7	251.7	249.2	252.8	272	93.0
U-1	36.0	34.5	33.0	34.5	33	100.4
U-6	28.6	28.7	30.5	29.2	8	365.0
U-21	36.0	37.7	38.0	37.2	38	98.0
OV-1	93.4	95.0	96.5	94.9	90	100.5
OH-6A	110.2	96.7	103.2	103.3	172	60.0
AH-1G	146.0	146.5	148.5	147.0	141	100.4
UH-1B/C	242.3	236.0	225.7	234.0	293	79.0
UH-1D/H	775.0	753.0	756.2	763.0	838	91.0
CH-47	150.0	149.2	147.2	148.8	144	103.0
CH-54	22.0	22.0	22.0	22.0	18	102.0

f. IO.

(1) (U) During the reporting period considerable press interest was generated in the Saigon Press Corps as a result of the Brigade's April safety record. UPI, NBC, ABC, and Newsweek visited the Brigade during May and all were primarily interested in helicopter losses.

(2) (U) These media were most interested in the helicopter accident rate which appeared high. Press interviews with the Commanding General, Deputy Brigade Commander, and Brigade Safety Officer, and briefings showing all

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Brigade Statistical data on the subject, cleared up the questions and misconceptions that these media had. A situation that could have resulted in unfavorable publicity for the 1st Aviation Brigade and Army Aviation was avoided through an accurate account from Brigade Officials.

C. Signal.

(1) (C) Secure Voice Device, TSEC/KY-8 status: The 1st Aviation Brigade has received 124, or 100%, of the total KY-8's authorized. The KY-8's that are on hand, but not in operational sets, lack radio adapter cards or x-mode cables.

(2) (C) Secure Voice Device, TSEC/KY-28 status: The 1st Aviation Brigade has received 1877 KY-28's and has installed 367, or 46%, in aircraft. The percentage of installed KY-28's dropped because the UH-1H's arriving in

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country are not equipped with the necessary mounts or control heads.

(3) (C) Secure Voice Device, TSEC/KY-38 status: The 1st Aviation Brigade has received 206, or 92%, of the total KY-38's authorized. All KY-38's on hand are operational and in use.

h. Surgeon.

(1) (U) Aeromedical Coverage continued at high level. Surgeons had sufficient overlap to provide for continuity.

(2) (U) Evaluation of Aviation Medical Capabilities at the Battalion Level: An evaluation of the organizational structure of battalion medical sections (MTOE 1-256G) and the Medical Detachment (O1) (MTOE 8-500G) was concluded during the reporting period. The purpose of this test was to determine the optimum organization for aviation medical support at the battalion level. Five medical detachments and two combat aviation battalions were designated to conduct the test. It was determined that current medical detachments could be incorporated into the battalion medical sections (MTOE 1-256G, para 06) which would result in a reduction of four personnel spaces in each battalion size unit. The results of the test were forwarded to HQ, USAFV, on 5 June 1969.

(3) (U) General. No significant changes in operations, organization, or disease rates occurred during the reporting period.

i. Aviation Safety/Flight Standardization.

(a) (U) The 1st Aviation Brigade flew 447,555 hours during the reporting period and experienced 82 aircraft accidents. The aircraft accident rate for the quarter, based on 100,000 flying hours, was 18.3.

(b) (U) 52% of the total accidents during this quarter resulted from human cause factors. Engine failures were the greatest material cause factor and accounted for 27% of the total accidents. Tail rotor failures decreased from the previous quarter with a total of 6 tail rotor failure accidents. Loss of RIM accidents increased with total of 11 accidents

(c) (U) The quarterly aviation safety conference was held at Vung Tau, RVN, in June. The conference was attended by all group and battalion safety officers and proved extremely successful. Many ideas were exchanged in the furtherance of the Brigade accident prevention program.

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(d) (U) A quarterly standardization instructor pilot conference was conducted at this headquarters in June. The conference was highly successful in pointing out mutual problems and in discussing meaningful and practical solutions. During this meeting, the Brigade adopted a policy that any pilot overdue a 90 day standardization ride in any particular type and model aircraft would be grounded in that type and model until the standardization ride is satisfactorily completed.

(e) (U) During the last quarter, Safety and Flight Standardization Section visited a total of 55 battalion and company size units. These visits proved beneficial in assisting the aviation accident prevention and flight standardization programs down to the lowest level. Records were reviewed and selected flight checks were conducted by the standardization team when training aircraft were available.

(f) (U) 1st Aviation Brigade Regulation 385-10, "Aviation Safety" and 95-6, "Flight Orientation and Standardization Program", were revised and distributed this quarter.

(g) (U) Aircraft Accident Statistics

<u>MONTH</u>	<u>TOTAL FLYING HOURS</u>	<u>NO ACCIDENTS</u>	<u>RATE*</u>
May	153,902	31	20.1
June	148,478	29	19.5
July	145,175	22	15.2

*per 100,000 flying hours

May Accident Experience

<u>TYPE</u>	<u>R/W</u>	<u>F/W</u>	<u>TOTAL</u>
Major Accidents	28	3	31
Minor Accidents	0	0	0
Incidents	32	1	33
Forced Landings	13	2	15
Precautionary Landings	91	18	109

June Accident Experience

<u>TYPE</u>	<u>R/W</u>	<u>F/W</u>	<u>TOTAL</u>
Major Accidents	27	2	29
Minor Accidents	0	0	0

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<u>TYPE</u>	<u>R/W</u>	<u>F/W</u>	<u>TOTAL</u>
Incidents	37	6	43
Forced Landings	16	2	18
Precautionary Landings	82	22	104

July Accident Experience

<u>TYPE</u>	<u>R/W</u>	<u>F/W</u>	<u>TOTAL</u>
Major Accidents	15	6	21
Minor Accidents	0	1	1
Incidents	32	4	36
Forced Landings	20	4	24
Precautionary Landings	57	11	68

(h) (U) The 1st Aviation Brigade completed FY 69 with an accident rate of 21.2. This is the lowest rate ever achieved by the brigade. This rate is 20% less than the FY 68 rate of 26.9.

j. Chaplain.

(1) (U) Religious Activities

(a) Group Religious Services

1. Number conducted	1037
2. Number attending	37,316

(b) Religious education

1. Number occasions	637
2. Number attending	13,811

(c) Character Guidance

1. Number occasions	334
2. Number attending	50,487

(d) Number Pastoral Visits	26,626
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(2) (U) Brigade Chaplain Activities

(a) Staff Assistance Visits	31
(b) Memorial Services	2
(c) Civic Action Program	1

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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) (FOUO) Unit Strength as of 31 July 1969.

Military Assigned:

OFF		WO		EM		TOTAL	
Auth	OH	Auth	OH	Auth	OH	Auth	OH
28	41	4	9	86	157	118	207

Military Attached:

OFF	WO	EM	TOTAL
0	0	9	9

Civilians:

DAC		VN		3rd NATL		CONTRACTORS	
Auth	OH	Auth	OH	Auth	OH	Auth	OH
1	1	29	28	0	0	0	0

(4) (FOUO) Aircraft Strength Figures as of 31 July 1969:

UH-1		OH-6		U-6A		U-21		TOTAL	
Auth	OH	Auth	OH	Auth	OH	Auth	OH	Auth	OH
4	3	5	1	0	3	2	3	11	10

1. Historian.

(1) (U) On 25 May 1969 the Brigade Organizational Day was held. This marked the 3rd year of the Brigade in Vietnam. Of special significance on this day was the placing of the streamers on the Brigade Colors for the 2nd Award of the Vietnamese Cross of Gallantry with Palm which was awarded the Brigade for the period 22 February 1967 to 17 May 1968.

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(2) (U) The 335th Aviation Company (Aslt Hel) was awarded the Presidential Unit Citation per General Order No. 42, Headquarters, Department of the Army dated 16 June 1969. The award was for the period 6 November 1967 to 23 November 1967 while the 335th was supporting the 173rd Airborne Brigade (Separate) during Operation MacArthur in Kontum Province.

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

- a. Personnel. NONE
- b. Operations. NONE
- c. Training. NONE
- d. Intelligence. NONE
- e. Logistics.

(1) (C) 2.75 Inch Folding Fin Aerial Rockets (FFAR)

(a) Observation: The shortage of 2.75 Inch FFAR throughout RVN has had an unfavorable impact within the 1st Aviation Brigade.

(b) Evaluation: The usage rate of the 2.75" FFAR point detonating (PD) fused (H-490) ammunition has exceeded the anticipated and projected usage rate. The available assets have reached a point where other types of 2.75" FFAR, Variable Time (VT) (H-489) have had to be allocated to protect the overall rocket posture within the command. Still the usage rate of the 2.75" FFAR is not decreasing. This usage rate, coupled with the inability of CONUS to meet the total requirements, has placed this item in a critical state of supply. It is anticipated that this condition will continue for at least 6 months.

(c) Recommendation: That every effort be expended to increase production of this item, and establish a more realistic system to accurately estimate future rocket ammunition requirements.

(d) Command Action: This headquarters has coordinated with 1st Log Command to monitor all requests for rockets. Further, all subordinate organizations have been notified that they must plan their operations within ammunition allocations assigned.

(2) (U) Authentication of Issue Priority Designator (IPD) O5 or Higher Requisitions.

(a) Observation: Paragraph 11b, USARV Regulation 735-35, requires the commander, deputy commander, or executive officer to authenticate the assignment of IPD O5 or higher by placing his signature in the

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Remarks Column of the Unit Document Register and on the reverse of each requisition submitted.

(b) Evaluation: 1 Prior to November 1968, the aviation companies within the 1st Aviation Brigade had a transportation detachment attached for aircraft maintenance support. Since the sole function of these detachments was to provide aircraft maintenance support, the detachment commander was immediately available to insure that materials requested on an IPD 05 or higher was essential for mission accomplishment and requisitions were submitted in an expeditious manner. However, in November 1968, the transportation detachments were inactivated and the maintenance capability was incorporated in to the aviation companies as a result of MFOE action.

2 The duties and responsibilities of the Commander and Executive Officer often require one of them to fly daily missions with the unit. Since the aircraft maintenance facilities are separated from the immediate company area, the officer remaining in the company area is not always readily available to review and sign IPD 05 and higher requisitions for aircraft parts and major assemblies. As a result, a lag time of four to eight hours is created for submission of IPD 05 and higher requisitions for the required repair parts and major assemblies.

(c) Recommendation: That favorable consideration be given to the deviation of paragraph 11b, USARV Regulation 735-35, in order to allow the unit Tech Supply Officer to sign the IPD 05 and higher requisitions when authorized in writing by the unit commander.

(d) Command Action: A letter requesting deviation of paragraph 11b, USARV Regulation 735-35 was forwarded to HQ, USARV on 22 April 1969. A reply to this request has not been received.

(3) (U) Base Construction

(a) Observation: Critical shortages of materials have affected the construction of aviation maintenance facilities for 24 hour maintenance.

(b) Evaluation: Aviation maintenance facilities; i.e., hangars and technical supplies, are essential for performing adequate maintenance where aviation units are located at one installation for extended period of time. Tentage is satisfactory only for limited periods of time because of high replacement costs. Current shortages of lumber

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have caused the construction to be delayed indefinitely. Pre-engineered buildings, which are acceptable substitutes, are being requested for those units which can utilize the substitutes. The substitute hangars cannot be utilized for CH-47, CH-54, U-21, or OV-1 aircraft.

(c) Recommendation: That urgent action be taken to procure the required materials for maintenance facilities and that these facilities be placed on the construction priority listing of base construction to insure early completion of projects.

(d) Command Action: This headquarters has submitted a troop construction priority list by Corps area to HQ, USARV. Quarterly contractor construction priority meetings were conducted in II, III, and IV Corps in June 1969, with representatives from this headquarters attending. Thus far, one troop construction priority meeting was conducted by the 159th Engineer Group (Construction) in the quarter beginning July 1969.

f. Organization. NONE

g. Information. NONE

h. Signal. NONE

i. Surgeon. NONE

j. Aviation Safety/Flight Standardization.

(1) (U) Plenum Chamber and Particle Separator Inspection

(a) Observation: During the period October 1968 through March 1969 there were 283 UH-1 engine replacements in the brigade as the result of foreign object damage (FOD), the leading cause for all engine replacements within the brigade. A policy previously initiated required a plenum chamber and particle separator inspection by the pilot prior to the first flight of each day. This inspection was suspected of being the cause of much of the foreign object damage and a 90 day test period was initiated on 1 May 1969 to evaluate possible foreign object damage.

(b) Evaluation: The test period FOD inspection was as follows: A thorough inspection of the plenum chamber and particle separator was required at each intermediate inspection and no longer required by the pilot prior to the first intended flight of the day. Cleaning of the particle separator and plenum chamber was required to be accomplished by the crew-chief and inspected and signed off as completed by a qualified technical

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inspector on the DA Form 2408-13. When the aircraft was operated in an area that was extremely dusty or if the aircraft had been subjected to extensive debris (grass, leaves) the FOD inspection was performed on a daily basis or when deemed necessary. Any nonscheduled maintenance requiring safety wire and other materials to be brought to the pylon area or cabin roof also required an FOD inspection. The 90 day test period conducted in the brigade resulted in a 34% decrease in foreign object damage to the UH-1 engines.

(c) Recommendation: That the above inspection policy be instituted throughout USARV.

(d) Command Action: The Brigade has established the new particle separator and plenum chamber inspection as standard policy.

(2) (U) CH-47A Load Limitation

(a) Observation: The Brigade experienced a CH-47A accident on 6 May 1969 with 73 RVN persons aboard.

(b) Evaluation: A load of this magnitude is unsafe in the event of an emergency even though the aircraft can be within gross weight limitation with RVN passengers. A maximum load of 33 US passengers or 50 Vietnamese passengers was established by this headquarters for the CH-47A. The normal load may be less due to density altitude and fuel conditions. A hover check must be completed prior to flight to determine the effect of varying loads and density altitudes. All passengers must be secured prior to take off.

(c) Recommendation: That the above maximum load guide be adopted throughout USARV.

(d) Command Action: The Brigade adopted this as a maximum load guide.

(3) (U) Loss of RPM, UH-1B/C aircraft

(a) Observation: The Brigade experienced many loss of rotor RPM type accidents involving the UH-1B/C gunships. The accepted hover check outlined in USARV Flight Standardization Letter 69-1 established the hover check for the UH-1B/C gunships as follows: establish a stabilized 1 foot hover at or above 6300 RPM; return to the ground for take off.

(b) Evaluation: The use of this hover check proved to be inadequate because of the criticality of RPM control with a fully loaded gunship.

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(c) Recommendation: That the policy stated below in paragraph 2.j.(3)(a) be adopted by all units within USARV.

(d) Command Action: The Brigade has established the following hover check for the UH-1B/C: stabilize at 1 foot hover at 6600 RPM, no bleed off; return to the ground for take off.

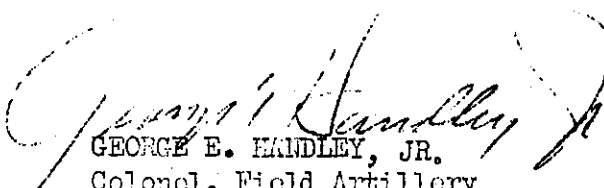
k. Chaplain. NONE

l. Headquarters Commandant. NONE

m. Historian. NONE

FOR THE COMMANDER:

4 Incl
as


GEORGE E. HANDLEY, JR.
Colonel, Field Artillery
Chief of Staff

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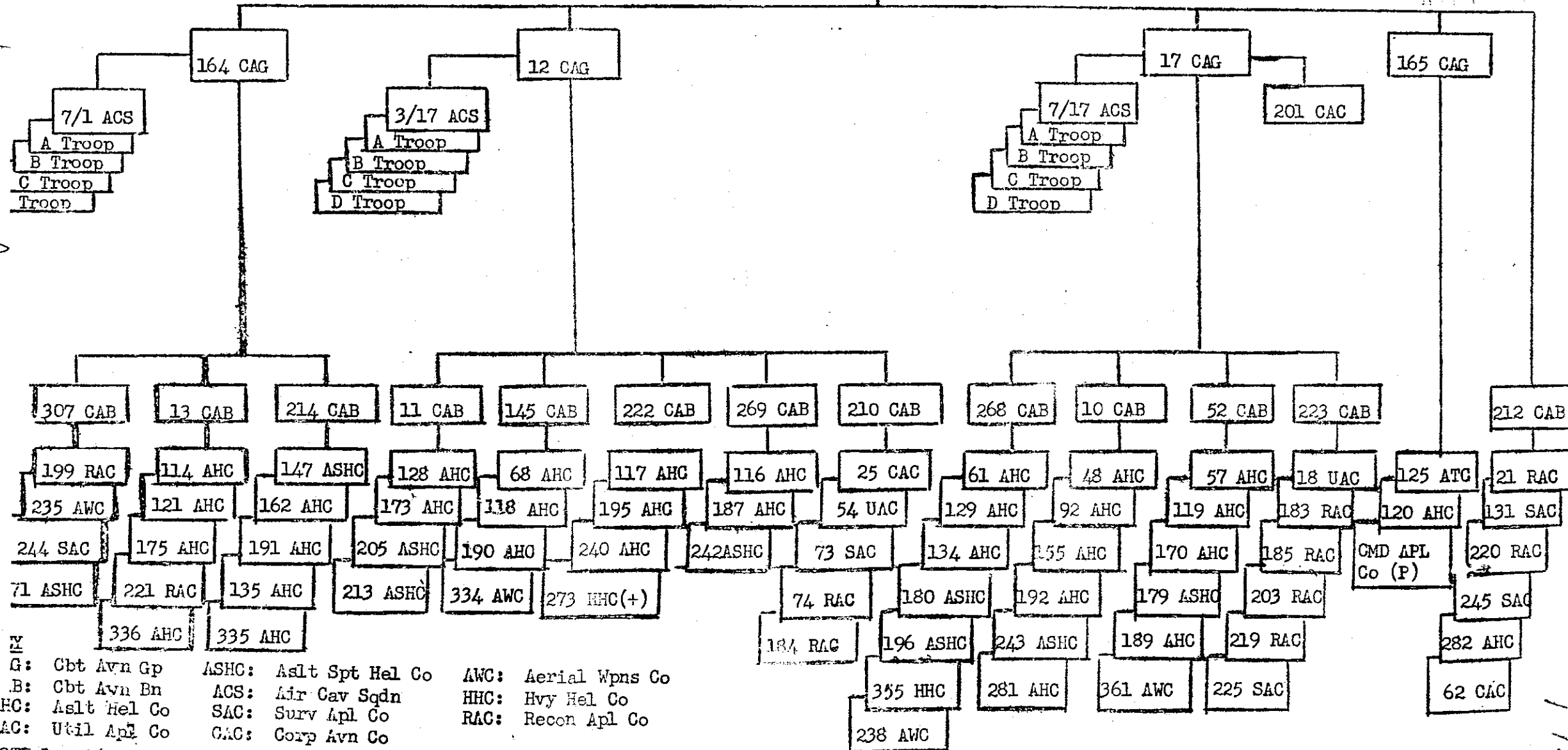
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NOTE 1: 16th CAG, 14th CAB, 71st, 174th & 176th AHCs and 132d & 178th ASHCs attached to 23d Americal Division for all purposes (not shown above).
 2: 478th Hvy Hel Co attached to 101st Airborne Division (AmB) for all purposes (not shown above).

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1ST AVIATION BRIGADE AND ATTACHMENTS

1 July 1969

UNIT	LOCATION	APO
1ST AVIATION BRIGADE	Long Binh	96384
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
165TH AVN GP	Long Binh	96384
HQ & HQ Co	Long Binh	96384
129th Med Det (OA)	Long Binh	96384
312th Avn Spt Det	Long Binh (Sanford)	96384
313th Avn Spt Det	Tan Son Nhut H-3 (Atch 34th Gen Spt Gp)	96307
314th Avn Spt Det	Lai Khe (Atch 1st Inf Div)	96345
315th Avn Spt Det	Bearcat (Atch 12th CAG)	96370
316th Avn Spt Det	Long Binh (Plantation) (Atch 12th CAG)	96266
317th Avn Spt Det	Di An (Atch 1st Inf Div)	96345
318th Avn Spt Det	An Son (Lane) (Atch 17th CAG)	96238
319th Avn Spt Det	Dau Tieng (Atch 25th Inf Div)	96268
320th Avn Spt Det	Quang Ngai (Atch MACV TM #2)	96260
321st Avn Spt Det	Kontum (Atch 17th CAG)	96499
322nd Avn Spt Det	Quan Loi (Atch 1st Cav Div)	96490
323rd Avn Spt Det	Xuan Loc (Atch MACV TM #87)	96376
324th Avn Spt Det	Bien Hoa (Spartan) (Atch 12th CAG)	96277
325th Avn Spt Det	Long Giao (Blackhorse) (Atch 11th ACR)	96257
326th Avn Spt Det	Dalat (Atch 1st Log Cnd)	96204
327th Avn Spt Det	Duc Pho (Atch Americal Div)	96217
338th Avn Spt Det	Vung Tau (Atch 1st Log Cnd)	96294
339th Avn Spt Det	Dong Ba Thien (Atch 17th CAG)	96377
340th Avn Spt Det	Phu Loi (Atch 82d Abn Div)	96289
341st Avn Spt Det	Gu Chi (Atch 25th Inf Div)	96353
342nd Avn Spt Det	Phu Hiep (Atch 17th CAG)	96316
343rd Avn Spt Det	Qui Nhon (Atch 1st Log Cnd)	96238
344th Avn Spt Det	Pleiku (Atch 17th CAG)	96318
345th Avn Spt Det	Can Tho (Atch 164th CAG)	96215
346th Avn Spt Det	Vinh Long (Atch 164th CAG)	96357
347th Avn Spt Det	Soc Trang (Atch 164th CAG)	96296
348th Avn Spt Det	Ban Me Thuot (City) (Atch 17th CAG)	96297
359th Avn Spt Det	Camp Evans (Atch 101st Abn Div)	96383
360th Avn Spt Det	Hensel (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)	96216

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UNIT	LOCATION	
363rd Avn Spt Det	Phan Thiet (Atch 17th CAG)	96317
364th Avn Spt Det	English (Atch 173d Avn Spt Det)	96226
365th Avn Spt Det	Long Thanh (North) (Atch 12th CAG)	96530
366th Avn Spt Det	Oasis (Atch 4th Inf Div)	96262
An Khe Airfield Cnd	An Khe (Atch 17th CAG)	96294
120th Aslt Hel Co	Long Binh	96384
125th ATC Co	Bien Hoa	96227
Cmd Airplane Co (Prov)	Long Thanh	96530
12TH COMBAT AVN GP	Long Binh	96266
HQ & HQ Co	Long Binh	96266
87th QM Det. (PERTL)	Ham Tan (Atch 222d CAG)	96257
390th QM Det (PERTL)	Duc Hoa (Atch 25th Inf Div)	96314
365th Avn Spt Det	Long Thmah (Atch 210th CAG)	96350
11TH COMBAT AVN BN	Phu Loi	96289
HQ & HQ Co	Phu Loi	96289
391st QM Det (PERTL)	Song Be (Atch 1st Cav Div (Imbl))	96279
128th Aslt Hel Co	Phu Loi	96289
432nd Med Det (OA)	Phu Loi	96289
173d Aslt Hel Co	Lai Khe	96289
759th Med Det (OA)	Lai Khe	96289
205th Aslt Spt Hel Co	Phu Loi	96289
213th Aslt Spt Hel Co	Phu Loi	96289
145TH COMBAT AVN BN	Bien Hoa	96227
HQ & HQ Co	Bien Hoa	96227
145th Sec Plt	Bien Hoa	96227
324th Avn Spt Det	Bien Hoa	96227
68th Aslt Hel Co	Bien Hoa	96227
430th Med Det (OA)	Bien Hoa	96227
118th Aslt Hel Co	Bien Hoa	96227
190th Aslt Hel Co	Bien Hoa	96227
520th Med Det (OA)	Bien Hoa	96227
334th Aerial Wpns Co	Bien Hoa	96227

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UNIT	LOCATION	APD
<u>210th COMBAT AVN BN</u>		
HQ & HQ Co	Long Thanh	96530
85th Med Det (OA)	Long Thanh	96530
316th Avn Spt Det	Vung Tau	96291
197th Med Det (OA)	Long Binh	96266
	Long Thanh	96530
25th Avn Co (Corps)	Long Binh	96266
54th Util Apl Co	Vung Tau	96291
73d Surv Apl Co	Vung Tau	96291
74th Recon Apl Co	Phu Loi	96269
184th Recon Apl Co	Phu Loi	96269
<u>222D COMBAT AVN BN</u>		
HQ & HQ Co	Bear Cat	96370
315th Avn Spt Det	Bear Cat	96370
	Bear Cat	96370
117th Aslt Hel Co	Long Binh	96266
195th Aslt Hel Co	Long Binh	96266
93d Med Det (OA)	Long Binh	96266
240th Aslt Hel Co	Bear Cat	96370
772d Med Det (OA)	Bear Cat	96370
273d Hvy Hel Co	Long Binh	96384
652d TC Det (JE)	Long Binh	96384
<u>269TH COMBAT AVN BN</u>		
HQ & HQ Co	Cu Chi	96353
	Cu Chi	96353
116th Aslt Hel Co	Cu Chi	96353
431st Med Det (OA)	Cu Chi	96353
187th Aslt Hel Co	Tay Ninh	96216
541st Med Det (OA)	Tay Ninh	96216
242d Aslt Spt Hel Co	Cu Chi	96353

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UNIT	LOCATION	APO
<u>3D SQDN 17TH AIR CAVALRY</u>		
HQ & HQ Co	Di An	96289
A Troop	Di An	96289
575th TC Det (KD)	Di An	96289
812th SC Det (RL)	Di An	96289
B Troop	Dong Tam	96370
576th TC Det (KD)	Dong Tam	96370
813th SC Det (RL)	Dong Tam	96370
C Troop	Di An	96289
369th TC Det (KD)	Di An	96289
816th SC Det (RL)	Di An	96289
D Troop	Bien Hoa	96289
<u>16TH COMBAT AVN GP</u>		
HQ & HQ Co	Chu Lai (Atch 23d Amer Div)	96325
	Chu Lai (Atch 23d Amer Div)	96325
<u>14TH COMBAT AVN BN</u>		
14th Scty Plat	Chu Lai (Atch 23d Amer Div)	96325
534th Med Det (OA)	Chu Lai (Atch 23d Amer Div)	96325
	Chu Lai (Atch 23d Amer Div)	96325
71st Aslt Hel Co	Chu Lai (Atch 23d Amer Div)	96325
132d Aslt Spt Hel Co	Chu Lai (Atch 23d Amer Div)	96325
174th Aslt Hel Co	Duc Pho (Atch 23d Amer Div)	96217
756th Med Det (OA)	Duc Pho (Atch 23d Amer Div)	96217
176th Aslt Hel Co	Chu Lai (Atch 23d Amer Div)	96325
178th Aslt Spt Hel Co	Chu Lai (Atch 23d Amer Div)	96325
<u>212TH COMBAT AVN BN</u>		
HQ & HQ Co	Da Nang	96337
	Da Nang	96337
59th SC Det (RL)	Da Nang	96337
21st Recon Apl Co	Chu Lai	96374
131st Surv Apl Co	Hue Phu Bai	96308
220th Recon Apl Co	Hue Phu Bai	96308
134th Med Det (OA)	Hue Phu Bai	96308

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<u>UNIT</u>	<u>LOCATION</u>	<u>APC</u>
245th Surv Apl Co	Da Nang	96337
282d Aslt Hel Co	Da Nang	96337
519th Med Det (OA)	Da Nang	96337
62d Corps Avn Co	Hue Phu Bai	96306
<u>17TH COMBAT AVN GP</u>		
HQ & HQ Co	Nha Trang	96240
25th Med Det (OA)	Nha Trang	96240
An Khe Afl'd Cmd	Nha Trang	96240
	An Khe	96490
210st Corps Avn Co	Nha Trang	96240
58th Avn Det	Nha Trang	96240
<u>10TH COMBAT AVN BN</u>		
HQ & HQ Co	Dong Ba Thien	96377
339th Avn Spt Det	Dong Ba Thien	96377
130th Med Det (OA)	Dong Ba Thien	96377
	Dong Ba Thien	96377
48th Aslt Hel Co	Ninh Hoa	96316
286th Med Det (OA)	Ninh Hoa	96316
92d Aslt Hel Co	Dong Ba Thien	96377
155th Aslt Hel Co	Ban Me Thuot	96297
8th Med Det (OA)	Ban Me Thuot	96297
348th Avn Spt Det	Ban Me Thuot	96297
192d Aslt Hel Co	Phan Thiet	96317
198th Med Det (OA)	Phan Thiet	96317
363d Avn Spt Det	Phan Thiet	96317
243d Aslt Spt Hel Co	Dong Ba Thien	96377
281st Aslt Hel Co	Nha Trang	96240
<u>52D COMBAT AVN BN</u>		
HQ & HQ Co	Pleiku	96318
52d Scty Plat	Pleiku	96318
68th Inf Det (RADAR)	Pleiku	96318
344th Avn Spt Det	Pleiku	96318
	Pleiku	96318

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<u>UNIT</u>	<u>LOCATION</u>	<u>APC</u>
57th Aslt Hel Co	Kontum	96499
321st Avn Spt Det	Kontum	96499
154th Med Det (OA)	Kontum	96499
119th Aslt Hel Co	Pleiku	96318
94th Med Det (OA)	Pleiku	96318
170th Aslt Hel Co	Pleiku	96318
755th Med Det (OA)	Pleiku	96318
179th Aslt Spt Hel Co	Pleiku	96318
189th Aslt Hel Co	Pleiku	96318
361st Aerial Wpas Co (Escort)	Pleiku	96318
665th TC Det (ND)	Pleiku	96318
621st SC Det (RL)	Pleiku	96318
<u>223D COMBAT AVN BN</u>	Qui Nhon	96238
HQ & HQ Co	Qui Nhon	96238
18th Util Apl Co	Qui Nhon	96238
163d Med Det (OA)	Qui Nhon	96238
163d Recon Apl Co	Dong Ba Thin	96377
185th Recon Apl Co	Ban Me Thuot	96297
203d Recon Apl Co	Phu Hiep	96316
219th Recon Apl Co	Pleiku	96318
225th Surv Apl Co	Phu Hiep	96316
<u>268TH COMBAT AVN BN</u>	Phu Hiep	96316
HQ & HQ Co	Phu Hiep	96316
342d Avn Spt Det	Phu Hiep	96316
433d Med Det (OA)	Phu Hiep	96316
61st Aslt Hel Co	LZ English	96266
193d Med Det (OA)	LZ English	96266
129th Aslt Hel Co	An Son	96238
134th Aslt Hel Co	Phu Hiep	96316
180th Aslt Hel Co	Phu Hiep	96316

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UNIT	LOCATION	APO
196th Aslt Spt Hel Co	An Son	96226
546th Med Det (OA)	An Son	96226
318th Avn Spt Det	An Son	96226
355th Hvy Hel Co	Phu Hiep	96316
662d TC Det	Phu Hiep	96316
238th Aerial Wpns Co	An Khe	96294
587th TC Det (KD)	An Khe	96294
<u>7TH SQDN 17TH AIR CAVALRY</u>	Dragon Mountain	96262
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	Phan Thiet	96317
414th SC Det (RL)	Phan Thiet	96317
569th TC Det (KD)	Phan Thiet	96317
C Troop	An Son	96226
238th SC Det (RL)	An Son	96226
412th TC Det (KD)	An Son	96226
D Troop	Dragon Mountain	96262
<u>164TH COMBAT AVN GP</u>	Can Tho	96215
HQ & HQ Co	Can Tho	96215
52d QM Det (PETRL)	Can Tho	96215
Btry H (Search Lt) 29th Arty	Can Tho	96215
62d QM Det (PETRL)	Can Tho	96215
5th QM Det (PETRL)	Can Tho	96215
53d QM Det (PETRL)	Can Tho	96215
345th Avn Spt Det	Can Tho	96215
13th Scty Plat	Can Tho	96215
774th Med Det (OA)	Can Tho	96215
78th FA Det (RADAR)	Can Tho	96215
346th Avn Spt Det	Vinh Long	96357
83d Med Det (OA)	Vinh Long	96357
261st FA Det (RADAR)	Vinh Long	96357

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<u>UNIT</u>	<u>LOCATION</u>	<u>APO</u>
347th Avn Spt Det	Soc Trang	96296
69th Inf Det (RADAR)	Soc Trang	96296
41st Med Det (OA)	Soc Trang	96296
262d FA Det (RADAR)	Soc Trang	96296
<u>13TH COMBAT AVN BN</u>		
HQ & 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>214TH COMBAT AVN BN</u>		
HQ & HQ Co	Dong Tam	96370
	Dong Tam	96370
758th Med Det (OA)	Dong Tam	96370
135th Aslt Hel Co	Bear Cat	96370
162d Aslt Hel Co	Dong Tam	96370
191st Aslt Hel Co	Dong Tam	96370
147th Aslt Spt Hel Co	Vung Tau	96291
335th Aslt Hel Co	Bear Cat	96370
<u>307TH COMBAT AVN BN</u>		
HQ & 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 SQDN 1ST AIR CAVALRY</u>		
HQ & HQ Troop	Vinh Long	96357
	Vinh Long	96357

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<u>UNIT</u>	<u>LOCATION</u>	<u>APO</u>
A Troop	Vinh Long	96357
370th TC Det (KD)	Vinh Long	96357
819th SC Det (RL)	Vinh Long	96357
B Troop	Vinh Long	96357
574th TC Det (KD)	Vinh Long	96357
811th SC Det (RL)	Vinh Long	96357
C Troop	Vinh Long	96357
3d SC Det (RL)	Vinh Long	96357
371st TC Det (KD)	Vinh Long	96357
D Troop	Vinh Long	96357

NOTE: All Aviation Support Detachments on this listing are assigned to the 165th Aviation Group and further attached to Brigade units or other Command as indicated. Those attached to Brigade units are listed under the Brigade unit to which attached.

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