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PROPOSED VNAF HELICOPTER CONVERSION PROGRAM

I. PROBLEM: To convert four VNAF OH-6A helicopter squadrons to UH-1H aircraft.

II. ASSUMPTIONS:

1. UH-1H aircraft will be made available in accordance with the schedule supplied by DA (Tab A). A total of 85 aircraft will be provided by 31 July 1969 to equip the four squadrons with 20 aircraft each, plus attrition.
2. Aircraft support equipment, supplies, facilities and US augmentee personnel will be made available as required.
3. The four converted VNAF squadrons will remain at their present VNAF base of operations.
4. Initial UH-1H spare parts and equipment will be provided by USAF and from USARV resources for the converting squadrons. USARV support will continue until adequate USAF supply levels have been established.
5. The JCS will concur in the proposed UH-1H conversion program.

III. FACTS RELATING TO THE PROBLEM:

1. There are sufficient VNAF pilots for a manning of 100% per squadron (one pilot per assigned aircraft) for four squadrons of 20 Unit Equipment (UE), i.e., 80 pilots plus four staff for normal manning of 20 pilots plus five staff.
2. The level of supply support for UH-1H aircraft currently programmed for by the USAF will be accelerated to support a rapid

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3. Transfer of certain VNAF personnel among existing squadrons will be required.

4. The 213th, 215th and 217th squadrons will each require 26 US maintenance augmentees to assist in maintenance support from start of conversion until a minimum of 30 days after the VNAF squadron is operationally ready. (Tab B).

IV. DISCUSSION:

1. Current Status of Phase I Helicopter Conversion Program: As provided for in the currently approved RVNAF Improvement and Modernization Plan there are four VNAF CH-34 helicopter squadrons to be converted to UH-1H aircraft. These are the 211th and 217th located at Binh Thuy, the 215th at Nha Trang, and the 213th at Da Nang. The fifth VNAF helicopter squadron, the 219th located at Da Nang, will remain equipped with CH-34s for special missions.

a. The four squadrons will be converted to UH-1H aircraft with an initial UE of 20 aircraft each. An increase of UE to 31 aircraft, to provide gunship capability for each squadron, is projected for 1 Jan 1970.

b. Pilot transition training for this conversion program is being conducted by USARV. As of 1 Feb 1969, 115 pilots have completed UH-1 training. These pilots are distributed among the five VNAF helicopter squadrons.

c. Formal maintenance transition training for the 211th and 217th squadrons, conducted by two civilian technical representatives, will be completed by 1 April 1969.

d. Currently, the 211th has assigned nine UH-1H helicopters, three of

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conversion of the four WNAF squadrons during PQ 3/69 and PQ 4/69.

2. Requirements for Squadron Conversions:

a. Since the four squadrons to be converted to UH-1H aircraft are currently operating organizations, the controlling factors are conversion training of assigned squadron personnel, disposition of CH-34 assets and the need for a stand-down period to effect the conversion.

b. To meet an 80% manning level for pilots and flight engineers in all four squadrons, an additional 55 pilots and 60 flight engineers will require UH-1 transition training.

c. The transition training requirement for the available maintenance personnel in the four squadrons totals 260.

3. General Considerations:

a. The total pilot transition training requirement can be accomplished by 22 August 1969. This pilot training will be conducted by selected US Army aviation units at designated locations. The training program is designed to provide maximum operational experience for each WNAF pilot while minimizing the operational degradation of the US Army aviation units involved.

b. Maintenance transition training will be conducted in the converting units, except for the 211th Helicopter Squadron, using a mobile training team concept. The training will extend over a three month period for each squadron.

c. One engine and one airframe technical representative will be required on an initial basis in each converted squadron. These representatives will be provided by USAF.

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7. CONVERSION CONCEPT:

1. Although the delivery schedule of UH-1H aircraft, the disposition of CH-34 assets and the conversion training of assigned squadron personnel are controlling factors in establishing a time phased conversion schedule, there are other considerations which have a direct influence on a feasible conversion program. Of particular importance in developing the conversion schedule, is the selection of the most effective sequence of squadron conversions which minimizes the period of reduced operational capability within the Corps Tactical Zones by facilitating the earliest possible return of the converted units to operational status.

a. The WNAF maintenance and supply system in support of squadron aircraft is centralized at base level in a Technical Support Group. The Technical Support Group of the 74th Wing at Binh Thuy supports both the 211th and the 217th Squadrons assigned to the Wing. Since the 211th Squadron is currently in the process of a previously programmed conversion program (nine UH-1H aircraft presently assigned), a significant portion of the supplies and equipment needed to support the squadron at a 20 aircraft authorization level is on hand in the Technical Support Group. This will not only permit a reduced period for completing the conversion by the 211th Squadron, but will also accelerate the conversion of the 217th Squadron (supported by the same Technical Group). In contrast, the 213th and 215th Squadrons and their Technical Support Groups, located at Da Nang and Nha Trang respectively, are equipped at present to operate and support only the CH-34 helicopter.

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b. Further, the 211th, 217th and supporting Technical Group, located at Binh Thuy, will have completed required maintenance transition training by 1 April 1969 when the helicopter delivery schedule will permit conversion stand down of both squadrons. On the other hand, maintenance training for the 213th and 215th Squadrons and their respective Technical Groups will not begin before 1 April 1969 when the programmed maintenance training teams become available.

2. In terms of the foregoing considerations, the most efficient conversion sequence would begin with the 211th and 217th Squadrons at Binh Thuy, followed by the 215th at Nha Trang and the 213th at Da Nang. (Tab B).

a. This sequence will permit the earliest attainment of the overall conversion program by fully exploiting the previously accomplished training and equipping activities at Binh Thuy.

b. It would preclude the loss of proficiency among trained personnel which would result from a reversed sequence delaying initiation of accelerated conversion of the 211th and 217th Squadrons.

3. Training Considerations:

a. Pilot Transition Training. Transition training requires a period of 90 days to include aircraft and airmobile assault qualifications.

b. Refresher Training. This involves providing qualified UH-1 pilots enough time in the aircraft to insure currency in aircraft flight procedures. It will be accomplished by VNAF instructor pilots within each squadron.

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c. Maintenance Training. Maintenance personnel in the 213th and 215th Squadrons will receive three months of formal instruction in the UH-1H aircraft. This will be conducted by contract civilian personnel at each squadron location. Additionally, all squadrons, except the 211th, will require on-the-job maintenance training (OJT) with US augmentee teams at each squadron location. The three augmentee teams have been requested from CSAF and the first team is scheduled to arrive at Binh Thuy o/a 1 March 1969.

d. Unit Training. Training in the techniques and procedures of air assault operations will be conducted at each squadron location under the auspices and guidance of a US Army airmobile advisor.

4. Equipment Considerations:

a. Disposition of CH-34 Assets. The initial action required after standdown in each squadron will be the disposition of CH-34 assets. This must be completed prior to receipt of UH-1H aircraft and supplies. Since the conditions at each squadron location differ, each equipment transfer will be handled individually.

b. Receipt of UH-1H Assets. UH-1H aircraft will be transferred to the squadrons as rapidly as the receipt, processing and transfer actions permit. Support equipment and spares must be in place at the squadron location prior to arrival of the aircraft.

c. Supply and Maintenance. Supply support beyond the capabilities of VNAF and USAF will be provided by USARV with point of contact established between the 34th General Support Group and the VNAF Air

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Logistics Wing at Bien Hoa. Back-up direct support and general support maintenance will be provided by the 34th General Support Group as required. This supply and maintenance support will be provided until adequate USAF supply levels and USAF/VNAF maintenance capability can be established.

d. Planning. Detailed planning between the 34th General Support Group and AFGP has been initiated to provide for the degree of support necessary to augment USAF supply and maintenance capabilities.

VI. TASK RESPONSIBILITIES:

1. The requirement for joint MACV/USARV/AFGP participation in support of the proposed conversion program, necessitates a careful delineation of task assignments to insure its successful completion. Tab C lists the task responsibilities for MACV, USARV and AFGP to accomplish the conversion program.

VII. RECOMMENDATION:

1. The conversion program be approved for implementation.

TABs

A - DA Delivery Schedule of UH-1H Helicopters

B - UH-1H Augmentee Personnel

C - Task Responsibilities

D - Execution Sequence

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DA DELIVERY SCHEDULE OF UH-1H HELICOPTERS

<u>MONTH</u>	<u>NO OF A/C</u>	<u>ASSIGNMENT LOCATION</u>
February	3	Binh Thuy
March	8	Binh Thuy
April	21	Binh Thuy
May	22	Nha Trang
June	21	Da Nang
July	1	Tan Son Nhut
TOTAL:	<u>76</u>	

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UH-1H AUGMENTED PERSONNEL

1. Augmentation of UH-1H personnel is not intended to provide maintenance capability for VNAF, but will be utilized in a training capacity to advise and support the VNAF maintenance capability while VNAF is in a training status. Temporary duty (TDY) period for each increment of augmentees will be a maximum of 179 days. It is essential that augmentation personnel be qualified in maintenance of UH-1H aircraft and associated installed equipment. Since the UH-1H series is not a major line aircraft in the USAF inventory it may be necessary to coordinate on-loan technicians from US Army resources.

2. Following is a list of total augmentee requirements:

<u>NO EACH</u>				<u>REQUESTED REPORTING DATE</u>		
<u>AFSC</u>	<u>GRADE</u>	<u>SITE</u>	<u>TOTAL</u>	<u>BINH THUY</u>	<u>DA NANG</u>	<u>NHA TRANG</u>
30170	MSgt	1	3	1 Mar 1969	1 May 1969	1 May 1969
30170	TSgt	1	3	1 Mar 1969	1 May 1969	1 May 1969
30171	MSgt	1	3	1 Mar 1969	1 May 1969	1 May 1969
42172	MSgt	1	3	1 Mar 1969	1 May 1969	1 May 1969
42172	TSgt	1	3	1 Mar 1969	1 May 1969	1 May 1969
42270	MSgt	1	3	1 Mar 1969	1 May 1969	1 May 1969
42370	MSgt	1	3	1 Mar 1969	1 May 1969	1 May 1969
42370	TSgt	1	3	1 Mar 1969	1 May 1969	1 May 1969
43170B	MSgt	6	18	1 Mar 1969	1 May 1969	1 May 1969
43170B	TSgt	3	24	1 Mar 1969	1 May 1969	1 May 1969
43270	MSgt	2	6	1 Mar 1969	1 May 1969	1 May 1969

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TASK RESPONSIBILITIES

MACV

1. Coordinate joint plans for implementation of the conversion program.
2. Provide additional personnel space allocations as necessary to subordinate commanders for the conduct of the conversion program.
3. Coordinate with Corps Commanders.

AFGP

1. Assist VNAF in accepting and processing UH-1H aircraft into VNAF squadrons.
2. Assist VNAF in assuming all supply and maintenance responsibilities and initiating documentation.
3. Arrange and monitor the conduct of all necessary maintenance training to include flight engineers, mechanics and higher echelon maintenance personnel.
4. Coordinate all matters requiring direct VNAF contact.
5. Arrange and monitor the disposition of CH-34 aircraft and associated assets.
6. Provide three augmentation teams (26 personnel per team) for assistance and CJT.
7. Monitor the input of VNAF personnel into the training programs as scheduled.
8. Arrange for technical representatives to provide necessary specialized maintenance assistance.
9. Establish requirements for US personnel and equipment necessary for the conversion program.

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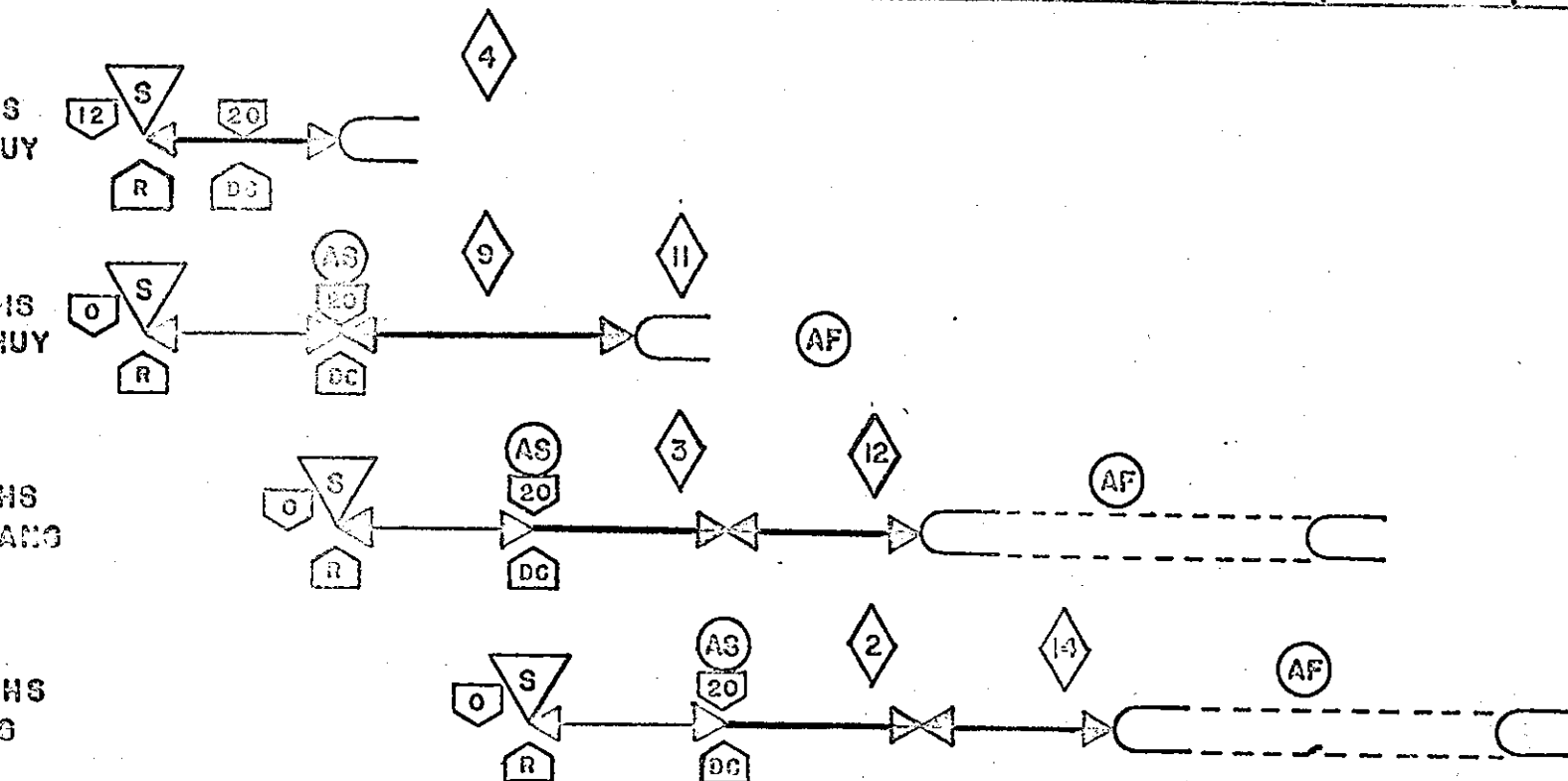
10. Provide administrative correspondence translations.
11. Program attrition aircraft as required.

USARV

1. Arrange for US Army airmobile training advisors for VNAF squadrons.
2. Provide supply support to VNAF AEM ~~as required~~ *with the same priority as US units*
3. Provide back-up direct support and general support maintenance to VNAF ~~as required~~ *with the same priority as US units*
4. Conduct UH-1 pilot transition training for 55 VNAF pilots.
5. Establish requirements for US personnel and equipment necessary for the conversion program.

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PROPOSED CONVERSION SCHEDULE / UH-1H
211 TH, 213 TH, 215 TH, 217 TH VNAF SQUADRONS

MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV



LEGEND

STANDDOWN OF SQUADRON

NUMBER OF UH-1H ACFT AVAILABLE

BEGIN RECEIPT OF SELECTED EQUIPMENT & SPARES

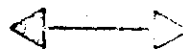
COMPLETED REDISTRIBUTION OF CH-34 ASSETS

START OF US AUGMENTATION

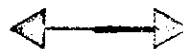
END OF US AUGMENTATION

4

NUMBER OF VNAF PILOTS COMPLETING UH-1 TRANSITION



PREPARATION FOR UH-1H RECEIPT



PILOT & MAINTENANCE TRAINING



UNIT TRAINING



OPERATIONALLY READY PARAMETERS

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

DAIM-FAR-RE # 19- Jmm DATE: 17 June 1987

EXECUTION SEQUENCE

1. The time-phased sequence of events is portrayed graphically on the opposite chart. The identified personnel, training and equipment goals are the controlling factors in executing the conversion program. Each event depicts an essential goal that must be either initiated or completed by the time indicated to successfully accomplish the conversion schedule.

2. The stand-down of the VNAF squadrons is a pre-requisite first step to the initiation of the conversion program. The equipment goals (redistribution of CH-34 assets and receipt of UH-1H assets) control the conversion schedule as indicated for each squadron.

3. This program provides for a pilot and maintenance personnel training period of three months. Pilot transition training is performed by USAFV at US Army unit sites; maintenance training is conducted at the VNAF squadron base by US technical representatives. The personnel training period is followed by unit training leading to operationally ready status as indicated on the chart.

4. Because the 211th squadron is currently in the process of converting to UH-1H aircraft, the training requirement has been substantially completed. This is also true of the 217th squadron, collocated with the 211th at Binh Thuy. The result, as indicated on the chart, is a two month shorter conversion period for the 211th and a fifteen day shorter period for the 217th in comparison with the 213th and 215th squadrons which require at least the projected three months for conversion.

5. For each of the four squadrons, the requirement immediately after stand-down will be redistributing or purging CH-34 assets and equipping the unit to make room for UH-1H replacement. The conditions which govern the period within which this can be accomplished vary at each VNAF location, the time allotted each squadron for this requirement differs. Since a CH-34 at Da Nang will remain active, the 213th squadron located at that base eliminates the need to redistribute CH-34 assets (less aircraft). Selection of personnel would be assigned immediately to the remaining squadrons.

6. The timing of UH-1H aircraft and related input is tied to the aircraft delivery schedule and disposition of CH-34 assets. Of special note is the fact that the 211th Squadron has already received initial equipment and spare parts input.

7. The start of US maintenance personnel training is concurrent with the receipt of UH-1H aircraft and is continued at least 30 days after receipt of aircraft. The augmentees are attached to maintenance support to the converting units and conduct on-the-job training after completion of formal training conducted by the technical representatives.

8. Under this program, all four squadrons will attain an operationally ready status within five months after initiation of the first stand-down.

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MACV/VNAF Augmentation Teams

15 Feb 69

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1. Extract at TAB A reflects the brigade's status in five MOS required for the augmentation teams.

2. Analysis:

a. Brigade is overstrength in two of the MOS needed. Nine personnel could be provided without causing the brigade to be short.

b. Brigade is understrength in one of the MOS. No personnel should be provided.

c. Brigade has a high percentage of authorized personnel in the remaining two MOS. The number of personnel required in these MOS would have substantial impact upon our maintenance capability.

d. Should the brigade be required to furnish personnel, the impact could be measured in terms of units affected. For example:

MOS	# RQR	No/Type Units Deprived of Skill
35L	6	3 AHC (Ea AHC authorized 2)
35M	3	2 AHC (Ea AHC authorized 2)
67N	54	64% of one AHC
68F	9	3 AHC (Ea AHC authorized 3)
68H	6	3 SAC or 3 ASHC (Ea SAC & ASHC authorized 2)

e. Desired grade cannot be met in any event. Requirement is indicated for personnel in grades E7 and E6 whereas Army MOS involved are primarily authorized Specialist Five and Specialist Four.

1 Incl
as

W. H. PIERCE
LTC, AGC
AG

DAIM-FAR-RE. # 19-*mm*

AFSC	ARMY MOSC	TITLE	No Rqr	AUTHORIZED							ASSIGNED			
				E7	E6	E5	E4	E3	AGG	E7	E6	E5	E4	
Overstrength														
30171	35M	Avionics Nav Eqp Rpmn	3		1	134				135		1	76	91
42172	68H	Acft Hydraulics Rpmn	6			17	19			36			9	57
Understrength														
42270	95B	Elec Instrument Rpmn	9			2*				2				1
42370	68F	Acft Electrician	9			127	73			200		1	49	49
Approximately At Strength														
30170	35L	Avionics Comm Eqp Rpmn	6			167				167			111	34
43170	67N	UH-1 Helicopter Rpmn	54	16	276	1874	815			2981	56	216	962	1876
43170B														
43270														

~~44th Sig Co. to be reactivated.~~

** Includes some door gunners, number not known.