

THAI, ROK, VNAF PILOTS

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AVEAGC-0 (28 Nov 69) 3d Ind

SUBJECT: Utilization of Temporary Excess Thai Helicopter Pilots (U)

S-15 Jan 70

DA, HEADQUARTERS, 1ST AVIATION BRIGADE, APO 96334

TO: Commanding Officer, 12th Aviation Group (Combat), ATTN: S3, APO 96266

1. (U) Reference: 1st Avn Bde Reg 95-26, subject: Indoctrination of Commanders and Army Aviators in Aircraft Operating Procedures, dtd 29 Oct 69.

2. (C) The CG, RTAVF requests that Thai pilots, presently in an OJT status with the 222d CAB, be permitted to fly as co-pilots on missions flown in support of the RTAVF. This HQ interposes no objections to this request since the basic correspondence states that the CO, 222d CAB has informally concurred in the proposal. Request you submit a letter of agreement setting forth in detail the relationship between the Thai co-pilot and the US aircraft commander to this HQ, ATTN: AVBAGC-0 NLT 15 Jan 70. This document may also include administrative procedures and programs to enhance operational effectiveness.

3. (U) Type copies of previous letters of agreement/instruction, published in support of Vietnamese and Korean training programs, are at Incls 1 and 2 for your information and guidance.

FOR THE COMMANDER:

2 Incl  
asJ. M. TUMLINSON  
Colonel, Infantry  
Chief of Staff

MFR:

Summary: (C) The RTAVF Aviation Company presently has an excess number of helicopter pilots (six of its eight OH-13 helicopters are deadlined due to lack of spare parts). These excess pilots are assigned in an OJT role to the 222d CAB, 12th CAG, which supports RTAVF operations and have been trained to fly the UH-1 in CORUS. Additional experience was obtained by flying in Thailand prior to assignment in RVN.

Basis for Action: (C) Ltr request, subj as above, received from HQ, RTAVF requesting Thai helicopter pilots be permitted to fly co-pilot's seat of UH-1 aircraft

Coordination: (U) S3, 12th CAG.

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MAJ, ASST G3Downgraded at 3 year intervals  
Unclassified after 12 years  
DOD Dir 5200.103/20/87  
DOD

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2006-10-16 10:00:00 2006-10-16 10:00:00

M. S. AFV

$$x^* \in \mathcal{C} \cap \Lambda^{1/2} \mathcal{W}^\perp \cap$$

Sincerely yours

SHAVENY V. MICHIGAN.  
Michigan v. Michigan,  
"Michigan, 1875.

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Regraded unclassified  
when separated from  
classified inclosures

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AF/AV-007 (28 May 87), 2d Inf  
SUBJECT: Utilization of Temporary Access Trail Rule (TAR) in

Headquarters, United States Army, Vietnam, AFM 10-50

TO: Commanding General, 1st Aviation Brigade, AFM 10-50

RTAVV interposes no objections to this request from CG, RTAVV. If you concur in the RTAVV proposal, request you submit a Letter of Agreement to clearly identify relationship between this Thai organization and USAF 35 Aircraft Commander to this Headquarters for approval and coordination with RTAVV.

**FOR THE AVIATION OFFICER:**

WILLIAM A. WADDELL, JR.  
COL, USA  
Deputy Aviation Officer

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

1. Reference. Letter, HQ RTTV No. MCD 0312 (RTTV)/3966, dated 26 Nov 69, subject: Utilization of Temporary Excess Thai Helicopter Pilots (inclosed).

2. Under, JEWSON, RTAVF-SIS and 20, 2206 Jun Bn have concurred informally in this proposal.

3. Recommend approval.

*Walter E. Revis*

WALTER E. REVIS  
Colonel, USA  
Cmtr, MACV-SO

**RECOMMENDATION**

**RECOMMENDATION**

REPLACES FORM 16, EXISTING COPY OF WHICH WILL BE  
ISSUED AND USED WHILE THIS IS USED DURING APPROVAL.

WALTER E. REVIS

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LETTER OF AGREEMENT  
 BETWEEN  
 THE VIETNAMESE AIR FORCE (VNAF)  
 AND  
 1ST AVIATION BRIGADE (USARV)

**DISCUSSION**

Since 1966 the 1st Aviation Brigade has conducted an in-country training program to transition qualified VN aviators in the UH-1 helicopter. This program has been successful and has accomplished the basic objectives of alleviating the shortage of US Army aviators and providing an in-country UH-1 check-out for VNAF pilots. Because of changing conditions the time is now propitious to review this program and to promulgate a new letter of agreement reflecting the current situation.

The ultimate goal is to develop a VN airmobile capability of supporting ARVN units in the same manner they are presently being supported by US Army aviation units. This encompasses training in the operation and employment of UH-1 troop carriers including practical experience in the conduct of assault helicopter operations. To attain this goal a limited number of VNAF aviators will participate in UH-1 transition and assault helicopter training with the 1st Aviation Brigade. The revised objectives of this training are as follows:

- (1) To pave the way for VN airmobile support of ARVN operations.
- (2) To assist the 1st Aviation Brigade in its support of ARVN operations.

To effect these objectives and to finally set forth the mutual understanding, the provisions of the training agreement are formally outlined below.

**AGREEMENTS**

It is agreed that:

1. Headquarters VNAF will place on TDY to the 1st Aviation Brigade, a total of 55 pilots who are rotary wing rated for UH-1D/H transition and operational training. This training will commence on or about 21 February 1969, at the rate of thirteen pilots the first month and fourteen pilots for the three succeeding months. A maximum of 42 VNAF pilots will be in training at any one time.
2. There will be four training cycles of 90 days each. Each training cycle will be divided into two phases.
  - a. Phase I will be transition training into the UH-1 of 30 days duration.

Inclosure #1

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- b. Phase II will consist of practical experience flying various types of missions with special emphasis on airmobile operation for 60 days duration.
3. VNAF pilots will receive a minimum of 20 hours flying time during the transition phase. Non combat resupply and administrative missions may be included in this 20 hours.
4. Only USARV pilots will be designated as Aircraft Commander.
5. VNAF pilots will fly all types of missions flown by unit to which attached, and will not be relocated or restricted to any "specialized" flying.
6. VNAF pilots may be transferred to other units for Phase II training upon completion of Phase I transition.
7. VNAF pilots will not exceed a maximum of 100 flying hours per month during training.
8. Bилleting facilities will be provided by the USARV unit and will be comparable to that furnished US officers of similar rank.
9. Subsistence/living allowance will be provided by the USARV unit and reimbursement will be made by the US Air Force at a rate not to exceed \$3.45 per day per pilot. Where a field ration mess is not available, sufficient chit books will be provided to defray the cost of meals in an Officers Open Mess. Chits will not be accepted for personal expenses incurred outside of the open mess.
10. VNAF pilots will be released to parent organization when requested by Headquarters VNAF.
11. Transportation to the parent unit will be provided by Headquarters VNAF. It will be the individual pilot's responsibility to return to the USARV unit at which he is receiving training at times designated by that unit. Transportation to and from transitioning unit and operational unit will be provided by USARV.
12. VNAF pilots will adhere to rules, regulations, and policies applicable to USARV pilots.
13. Any recommendation for disciplinary action will be forwarded through the 1st Aviation Brigade to Headquarters VNAF, ARG for appropriate action.
14. The 90 day period is to be considered a period of intense training and as such VNAF pilots will perform the same duties and be accorded similar privileges as USARV crew members. Because of this intense training, operational considerations will dictate whether Sundays, Vietnamese holidays or pay days will be observed as non-duty days. This decision will be made by the USARV unit conducting training.

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15. Units of assignment will be coordinated with HQ VMF prior to the initiation of training.
16. A monthly progress report, including flying time, missions and pilot performance, will be submitted by concerned USARV units. The report should also include any problem areas encountered. One copy will be forwarded to Air Force Advisory Group, ATTN: CDC.
17. Any Problem that cannot be resolved at unit level will be forwarded through the 1st Aviation Brigade to Headquarters VNAF, AFGP for appropriate action.
18. Air Force Advisory Team (AAT) chiefs and HQ VNAF staff officers, or their designated representatives, are authorized to conduct periodic visits to USARV units to observe progress and discuss any problems that may arise.

These agreements may be rescinded at any time if either signatory is of the opinion that they compromise, interfere, or in any way deter their respective agency's capability to successfully accomplish its primary mission

s/ Tran Van Minh  
t/ Major General TRAN VAN MINH  
VNAF Commander

s/ Robert R Williams  
t/ ROBERT R WILLIAMS, Major General, USA  
Commander, 1st Aviation Brigade

s/ Charles W Carson  
t/ CHARLES W CARSON, Brigadier General, USAF  
Chief, Air Force Advisory Group

"A TRUE COPY"

*Joe E. Neely*  
JOE E NEELY  
Major, Infantry

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DEPARTMENT OF THE ARMY  
HEADQUARTERS, 1ST AVIATION BRIGADE  
APO San Francisco 96384

20 March 1987

AVBAGC

SUBJECT: Letter of Instruction, ROKF-V UH-1 Pilot Transition Training

Commanding Officer  
17th Combat Aviation Group  
APO 96240

1. Purpose: To provide guidance and prescribe policies to be followed in the training of ROKF-V aviators assigned to units within the 1st Aviation Brigade.

2. General: Under an agreement between CG, 1st Aviation Brigade and ROKF-V (Inclosure 1), a revised in-country program has been established to provide transition and combat operational training for Rotary Wing qualified ROKF-V aviators in the UH-1D helicopter. In accordance with this agreement, Battalions/Companies of your group will be prepared to conduct a UH-1 transition course in accordance with TC 1-34, dated 7 June 1968. Transition and combat operational training will last for 90 days.

3. Initial Orientation:

a. Upon arrival at Battalion, the assigned ROKF-V aviators will receive an orientation briefing by the Battalion S-3 or the Battalion training officer prior to further unit assignment.

b. The objectives of this briefing are:

(1) To welcome ROKF-V aviators to the Battalion.

(2) To explain the mission of the battalion and ROKF-V aviator involvement in it.

(3) To outline the content of the training program and to issue training schedules and -10 manuals for ground school.

(4) To discuss administrative procedures, policies, and associated requirement.

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AVBAGC

20 March 1969

SUBJECT: Letter of Instruction, ROKF-V UH-1 Pilot Transition Training

(5) To explain the rules, regulations and policies applicable to expected conduct and behavior. (NOTE: Upon arrival for training at the designated host companies, the company commander should counsel each ROKF-V Officer concerning these matters).

(6) To issue courtesy (no cost) club cards and to explain the chit book system if appropriate or other method of payment for food and services.

c. Upon completion of the battalion briefing, the S-3 or his designated representative will personally introduce the ROKF-V aviators to their respective company commanders. Each company commander, in turn, will appoint a sponsor to insure expeditious processing of quarters assignments, arrangements for maid/laundry service and other associated inprocessing details. The sponsor will effect daily liaison with ROKF-V aviators and will assist in solving any problems which may arise.

#### 4. Organization for Training:

a. ROKF-V aviators will be provided with the UH-1 checklist and standardization guide.

b. Transition training for ROKF-V aviators will be conducted in three phases:

(1) Phase 1 - Ground School: Upon assignment for training, ROKF-V aviators will attend a minimum of two days of classroom instruction on the UH-1 series helicopter. This training will be conducted utilizing instructors from host companies, Bell Helicopter, and Lycoming technical representatives. A standard -10 written exam will be administered at the completion of ground school instruction. A score of 80% or better will be considered passing.

(2) Phase II - Transition in the UH-1D: Upon successful completion of ground school training, the ROKF-V aviators will report to the host company instructor pilots for flight training. A minimum of 25 flying hours is required, and may continue if the instructor pilot feels that the ROKF-V aviator is not qualified to fly operational missions. A standard check ride will be administered at the completion of Phase II.

(3) Phase III - Operational Missions: When the ROKF-V aviator has successfully completed transition flight training he will be released by the instructor pilot as a qualified first pilot for daily operational missions. It is expected that the ROKF-V aviator will be given the opportunity to fly all types of missions flown by the company during the

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20 March 1969

SUBJECT: Letter of Instruction, ROKF-V UK-1 Pilot Transition Training

period of operational training, and will not be relegated or restricted to any "specialized" flying. Under no circumstances will ROKF-V aviators be allowed to fly as aircraft commanders during their stay with the battalion/company. In addition, ROKF-V aviators will be restricted from flying armed helicopters (gunships).

**5. Administration:**

- a. ROKF-V aviators will be afforded full use of unit officer clubs and will be extended the same courtesies as those extended to the officer members of the club.
- b. ROKF-V aviators will adhere to rules, regulations, and policies applicable to aviators of the battalion.
- c. Recommendations for disciplinary action will be forwarded thru 1st Aviation Brigade to Headquarters ROKF-V.

**6. Funding:**

- a. ROKF-V officers will pay for any drink or beverage consumed at the officers club.
- b. ROKF-V aviators will have access to unit field messes and will sign the guest register and not pay for meals.

**7. Reports:**

- a. A monthly progress report, as of the 6th day of each month, will be submitted through channels to Commanding General, 1st Aviation Brigade, ATTN: AVBAGC, and one copy to CG, ROKF-V, ATTN: J3 ROKF-V HQs, APO 96243, and will include the following:
  - (1) DA Form 759 for each ROKF-V aviator's flying time for the month.
  - (2) A grade sheet for each flight during Phase II training. This grade sheet will be completed by the IP conducting the training.
  - (3) A short narrative description of the ROKF-V aviator's progress and problem areas will accompany the report.
- b. A final report will be submitted at the completion of Phase III to include:
  - (1) Copies of all 759's.

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AVEAGC

20 March 1989

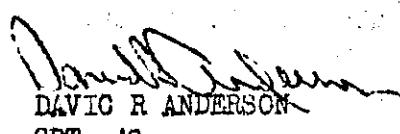
SUBJECT: Letter of Instruction, ROKF-V UH-1 Pilot Transition Training

(2) A statement as to overall progress and significant activities or accomplishments during the aviator's training period.

(3) If the ROKF-V aviator demonstrates exceptional ability, it should be indicated for possible future assignment as an IP for ROKF-V.

FOR THE COMMANDER:

1 Incl  
Letter of Agreement



DAVID R ANDERSON  
CPT, AG  
Assistant Adjutant General

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Letter of Agreement

between

The Republic of Korea Army (ROKF-V)

and

1st Aviation Brigade (USARV)

**DISCUSSION**

On 27 June 1968, a letter of agreement between LTC Chae Myung Shin (CG, ROKF-V) and MG Williams, CG, 1st Aviation Brigade, established an in country program to transition 16 ROKF-V pilots in the UH-1D/H helicopter. This program has been successful and has accomplished the basic objectives of providing an in country UH-1D/H transition for ROKF-V pilots. To effect the continuation of this program, and to finitely set forth the mutual understanding, the provisions of a continuing training agreement are formally outlined below.

**AGREEMENTS**

It is agreed that:

1. Headquarters, ROKF-V will place on TDY to the 1st Aviation Brigade, a total of 24 pilots who are rotary wing rated for UH-1D/H transition and operational training. This training will commence on or about 7 April 1969, at the rate of 4 pilots per class.
2. For purposes of this agreement, rotary wing rated will be defined as follows: ROKF-V pilots will have graduated from a rotary wing qualification course and have logged a minimum of 60 hours rotary wing flying time as pilot or student pilot. Any pilot who arrives for training who does not meet this criteria will be considered unqualified for this instruction and returned to the ROKF-V unit.
3. 1st Aviation Brigade will report immediately to HQ, ROKF-V any ROKF-V aviator who in the opinion of the instructor pilot is not able to demonstrate satisfactory progress. Headquarters, ROKF-V will take immediate action to eliminate the aviator from the training program.
4. The training for each class will be of 90 days duration.
5. ROKF-V aviators will receive a minimum of 25 hours flying time during transition. Non combat resupply and administrative missions may be included in this 25 hours.

INCLUSION 1

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6. ROKF-V aviators will be transitioned to become first pilots. Upon completion of the transition training, these aviators may fly assigned missions as either pilot or co-pilot, but at least 50 per cent of their flying time will be as first pilot.
7. Only 1st Aviation Brigade pilots will fly as Aircraft Commander on missions in which ROKF-V aviators participate.
8. ROKF-V pilots will fly all types of missions flown by the unit to which assigned, and will not be relegated or restricted to any "specialized" flying.
9. ROKF-V aviators will be able to speak and understand the English language. In order to preclude any language difficulty, an interpreter will be provided by ROKF-V at each training location.
10. B billeting and messing facilities will be made available by the US Army.
11. ROKF-V aviators will not pay for meals at government mess facilities but will sign appropriate guest register. ROKF-V aviators will be required to pay for other services and items purchased.
12. ROKF-V aviators will be released to their parent organization when requested by HQ, ROKF-V.
13. Transportation to and from attached unit will be provided by HQ, ROKF-V.
14. ROKF-V aviators will adhere to rules, regulations and policies applicable to 1st Aviation Brigade aviators.
15. Violations of discipline by ROKF-V pilots will cause their immediate suspension from training and recommendation for disciplinary action will be forwarded through channels for appropriate action.
16. ROKF-V pilots will be afforded similar privileges and perform the same duties as 1st Aviation Brigade crew members.
17. Selection of units to which the ROKF-V pilots are placed on TDY will be coordinated with HQ, ROKF-V prior to pilot training.
18. A monthly progress report, including flying time, missions, pilots performance and any problem areas encountered, will be submitted through 1st Aviation Brigade channels to CG, ROKF-V, ATTN: J3 ROKF-V, AFPO 96243.
19. Any problems that cannot be resolved at unit level will be forwarded through respective channels to HQ, ROKF-V and the 1st Aviation Brigade as appropriate.

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20. Headquarters, ROKF-V representatives are authorized to conduct periodic visits to 1st Aviation Brigade units to observe progress and discuss any problems that may arise.

21. ROKF-V aviators will report with their personal flight equipment, field uniforms and personal weapon. 1st Aviation Brigade units will provide flight helmets, if available, for use by ROKF-V aviators during the training program.

22. ROKF-V aviators will be honorary members of any Officer's Open Mess or Officer's Club existing at the unit to which attached.

23. Training program. (Annex A)

s/Chae Myung Shin  
t/CHAE MYUNG SHIN  
Lieutenant General ROKA  
Commander ROKF-V

s/Robert R Williams  
t/ROBERT R WILLIAMS  
Major General, United States Army  
1st Aviation Brigade  
Commanding General

"A TRUE COPY"

*DUANE R BROFER*

DUANE R BROFER  
Major, Infantry

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April 7	May 5	June 2	July 7	August 4	September 1	October 6	November 3	November 28
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DAIM-FAR-RR # 19-Imm DATE: 17 June 1987

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