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DISPOSITION FORM

For use of this form, see AR 340-15; the proponent agency is The Adjutant General's Office.

REFERENCE OR OFFICE SYMBOL AVHAV-OPT	SUBJECT Aviation Command and Control Headquarters
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TO DCS, OPS CofS DCG <i>any</i>	FROM Aviation Officer	DATE 9 OCT 1970	CMT 1 LTC Aikman/dg/LBN 6786
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- (U) PROBLEM: To obtain DCG's approval of message at TAB A.
- (C) DISCUSSION:
 - In January 1968, the 16th Combat Aviation Group (CAG) was activated at Da Nang and placed OPCON to CG, III MAF, for the purpose of providing a highly experienced senior (O-6) Army aviator commander and staff to:
 - Provide command and control for the employment and management of non-divisional aviation assets in the I Military Region (MR).
 - Coordinate and assist the senior US headquarters staff in the I MR in handling aviation logistical and operational matters for all aviation units in the region.
 - Serve as the principal advisor to the senior US commander in I MR on aviation safety, planning, and operations of all aircraft in the region.
 - In late 1968, the 16th CAG was attached to the Americal Division to establish the most effective range of organic aviation support for a ROAD infantry division, a level thought to be somewhere between that of an infantry division but less than that of an airmobile division. At the time, the 14th Bn and the 123d Bn of the Americal Division were placed under the command of the 16th CAG. The 212th Bn then became the senior Army non-divisional aviation element in the I MR. At this time, OPCON of the 212th Bn was placed with XXIV Corps where it remains today.
 - The evaluation of the aviation group concept within the Americal Division has been completed. In the meantime, the non-divisional aviation resources in the I MR have increased 60 percent. From an aviation command and control standpoint, it is now desirable to locate an aviation group OPCON to the senior tactical headquarters in that MR. This is especially important to the management of aviation resources during the months of declining assets which lie ahead.
- (U) RECOMMENDATION: That the message at TAB A be approved for dispatch.

Jack W. Hemingway
 JACK W. HEMINGWAY
 Brigadier General, USA
 Aviation Officer

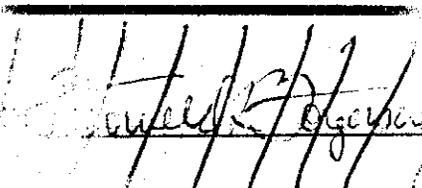
LIST OF TABS
 A - Proposed Msg

Classified by CG, 1st Avn Bde
 SUBJECT TO GENERAL DECLASSIFICATION
 SCHEDULE O EXECUTIVE ORDER 11652
 AUTOMATICALLY DOWNGRADED AT TWO YEAR
 INTERVALS
 DECLASSIFIED ON 31 DEC 1976

~~GROUP 4
 DOWNGRADED AT 4 YEAR INTERVALS
 ASSIGNED AFTER 17 FEB 1983 BY FAR 5200.10~~

~~CONFIDENTIAL~~

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JOINT MESSAGE FORM						SECURITY CLASSIFICATION CONFIDENTIAL			
PAGE	DRAFTER OR RELEASER TIME	PRECEDENCE		LMF	CLASS	CIC	FOR MESSAGE CENTER/COMMUNICATIONS CENTER ONLY		
1 OF 4		ACT	INFO		CC		DATE - TIME	MONTH	YR
		PP	-					OCT	70
BOOK NO	MESSAGE HANDLING INSTRUCTIONS								
<p>FROM: CG USARV LBN RVN</p> <p>TO: CG XXIV CORPS DNG</p> <p>C O N F I D E N T I A L</p> <p>MCCAFFREY for SUTHERLAND</p> <p>SUBJ: Aviation Command and Control Headquarters (U)</p> <p>1. (C) In Jan 1968, the 16th Combat Aviation Group (CAG) was activated at Da Nang and placed under the operational control of CG, III MAF. The 14th and 212th Avn Bns were assigned to this group. This aviation command and control headquarters was activated and based at Da Nang with a highly experienced senior (O6) Army aviator commander and staff to:</p> <p>a. Provide command and control for the employment and management of non-divisional aviation assets in the I Military Region (MR).</p> <p>b. Coordinate and assist the senior US headquarters staff in the I MR in handling aviation logistical and operational matters for all aviation units in the region.</p> <p>c. Serve as the principal advisor to the senior US commander in I MR on aviation safety, planning, and operations of all aircraft in the region.</p>									
DISTR:									
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LTC Aikman, AVHAV-OPT, LBN 6786									
R E L E A S E R	TYPED NAME, TITLE, OFFICE SYMBOL AND PHONE								
	RALPH J. RAGOSTA, CPT, AVHAV-AA, 6524								
SIGNATURE						CLEARING OFFICER			
						SECURITY CLASSIFICATION CONFIDENTIAL			

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JOINT MESSAGE FORM						SECURITY CLASSIFICATION CONFIDENTIAL			
PAGE	DRAFTER OR RELEASER TIME	PRECEDENCE ACT INFO		LMF	CLASS	CIC	FOR MESSAGE CENTER/COMMUNICATIONS CENTER ONLY		
2 OF 4		PP			CC		DATE - TIME		MONTH YR
									OCT 70
BOOK NO	MESSAGE HANDLING INSTRUCTIONS								
<p>2. (C) In late 1968, the 16th CAG was attached to the FROM: Americal Division to establish the most effective range TO: of organic aviation support for a ROAD infantry division, a level thought to be somewhere between that of an infantry division but less than that of an airmobile division. At the time, the 14th Bn and the 123d Bn of the Americal Divi- sion were placed under the command of the 16th CAG. The 212th Bn then became the senior Army non-divisional aviation element in the I MR. OPCON of the 212th Bn was placed with XXIV Corps where it remains today.</p> <p>3. (C) The evaluation of the aviation group concept within the Americal Division has been completed and the report rendered. In the meantime, the non-divisional aviation resources in the I MR have increased 60 percent, placing three additional companies under full administra- tive and partial operational control of the 212th Bn (an increase from five to eight companies).</p> <p>4. (C) Of great importance now and in the future is the essentiality of providing for the best possible management of aviation resources in the months of declin-</p>									
<p>DISTR: ing assets ahead. I believe there is a good possibility that you might want to shift aviation assets within the</p>									
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JOINT MESSAGE FORM						SECURITY CLASS CONFIDENTIAL			
PAGE 3 OF 4	DRAFTER OR RELEASER TIME	PRECEDENCE		LMF	CLASS CC	CIC	FOR MESSAGE CENTER/COMMUNICATIONS CENTER ONLY		
		ACT	INFO				PP	DATE - TIME	MONTH
								OCT	70
BOOK NO	MESSAGE HANDLING INSTRUCTIONS								
<p>I MR to support at different times the Americal Division,</p> <p style="text-align: center;">FROM:</p> <p>101st Airborne Division, 1st Brigade, 5th Infantry Division</p> <p style="text-align: center;">TO:</p> <p>(Mechanized), and ARVN forces. Prying such support away from the Americal Division under the present arrangement would be most painful and difficult.</p> <p>5. (C) My Aviation Officer, Jack Hemingway, has come forth with a plan to restore the 16th CAG to the posture maintained prior to the Americal test. This would position the 16th CAG at Marble Mountain under your operational control. The 14th Bn would remain at Chu Lai in direct support of the Americal but would be available to support other forces as you direct. The 212th Bn would manage those other aviation assets not in direct support of the Americal and would remain at Marble Mountain. The 335th Aviation Maintenance Company, formerly a part of the 34th General Support Group, would be returned to that command. The 123d Aviation Battalion, of course, would remain organic to the Americal. The 16th CAG would provide for your centralized command and management of all facets of non-divisional aviation in I MR.</p> <p>DISTR:</p> <p>6. (C) I recognize fully that the Americal Division Commander will most probably object to this proposal since the division</p>									
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JOINT MESSAGE FORM SECURITY CLASSIFICATION ~~CONFIDENTIAL~~

PAGE	DRAFTER OR RELEASER TIME	PRECEDENCE		LMF	CLASS	CIC	FOR MESSAGE CENTER/COMMUNICATIONS CENTER ONLY			
		ACT	INFO				DATE - TIME	MONTH	YR	
4 OF 4		PP			CC				OCT	70

BOOK NO MESSAGE HANDLING INSTRUCTIONS

has become accustomed to operating in the mode of an airmobile
FROM:
 division. Nevertheless, I can see merit to Hemingway's
TO:
 plan. I would appreciate your comments. If you agree with
 the proposal, I visualize the change taking place on 1 Nov or
 as soon thereafter as is administratively possible.

GP4

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DAIM-FAR-RR #

19-enn

DATE:

17 June 1987



REPORT IS AS OF 30 JUN 1970

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- TAB A Memorandum to General C.W. Abrams
- TAB B Broad Characteristic Differences
- TAB C 16th Aviation Group (Combat) Aviation Organization
- TAB D ROAD Division Aviation Organization
- TAB E Americal Division and the ROAD Division Aircraft Authorization
- TAB F Americal Division Aviation Maintenance Organization
- TAB G Company E, Maintenance Battalion
- TAB H 335th Transportation Company
- TAB I 4th Division Aviation Maintenance Organization
- TAB J Statistical Data

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DEPARTMENT OF THE ARMY
 HEADQUARTERS UNITED STATES ARMY VIETNAM
 OFFICE OF THE DEPUTY COMMANDING GENERAL
 APO SAN FRANCISCO 96375



AVHAV-OPT

16 NOV 1968

MEMORANDUM FOR: GENERAL C. W. ABRAMS

SUBJECT: Army Aviation Organization

1. At the present time, the 23d Infantry Division (Americal) has the normal organic aviation assets which include the 12d Aviation Battalion. In addition, the Americal Division exercises operational control of the 14th Combat Aviation Battalion (CAB) which is subordinate to the 16th Aviation Group. The 14th CAB is co-located with Headquarters, Americal Division at Chu Lai. This aviation support arrangement provides the Americal Division with two separate aviation battalions with diverse responsibilities toward these battalions and the aviation control headquarters over the battalions.

2. The 16th Aviation Group, located in Da Nang, has complete responsibility for the 14th CAB co-located with Headquarters, Americal Division and the 213th CAB located at Da Nang. The 16th Aviation Group consists of a variety of aviation companies supporting operations within I CTZ. The 16th Aviation Group provides the operational control of III MAF and accomplishes required liaison and planning with III MAF. The liaison and planning functions of the 16th Aviation Group can be absorbed by the 14th CAB. This would free the Headquarters and Headquarters Company (HHC), 16th Aviation Group for transfer to Chu Lai for attachment to the Americal Division.

3. Attachment of HHC, 16th Aviation Group, and the 14th CAB and its subordinate units, to the Americal Division for all purposes would permit restructuring of the assets now supporting the Americal Division into a more effective aviation organization, provide the division commander complete control of the aviation assets supporting the division and provide a much needed command, control and planning

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SUBJECT: Army Aviation Organization

26 NOV 1969

headquarters for aviation within the division. This can be accomplished with no changes in current MTOEs but will require the transfer of company-size units between the 14th CAB and the 123d Aviation Battalion to equalize command control responsibilities. The proposed organization is shown at the inclosure.

4. General Gettys has been briefed on the plan and considers it to be feasible and desirable, with one minor exception. He desires to retain the 406th TC Detachment (Aircraft Division Support) to provide direct support maintenance to his aircraft squadrons. Our proposal is to attach the 335th TC Company (Aircraft Maintenance and Supply) to the division which would, in actuality, take over the mission of the 406th TC Det. We believe this difference can be resolved with no difficulty.

5. The plan has been presented to Headquarters, III MAF. It was discussed with General Cushman by General Williams. III MAF concurs.

6. It is believed this plan will be a significant improvement over the current organization. The action can be accomplished with no loss of productive time or degradation of the combat capabilities of the Americal Division but will greatly improve the command and control structure and the responsiveness of aviation to the division.

7. I recommend approval of this reorganization plan.

1 Incl
as

Frank T. Milder
FRANK T. MILDREN
Lieutenant General, US Army
Deputy Commanding General

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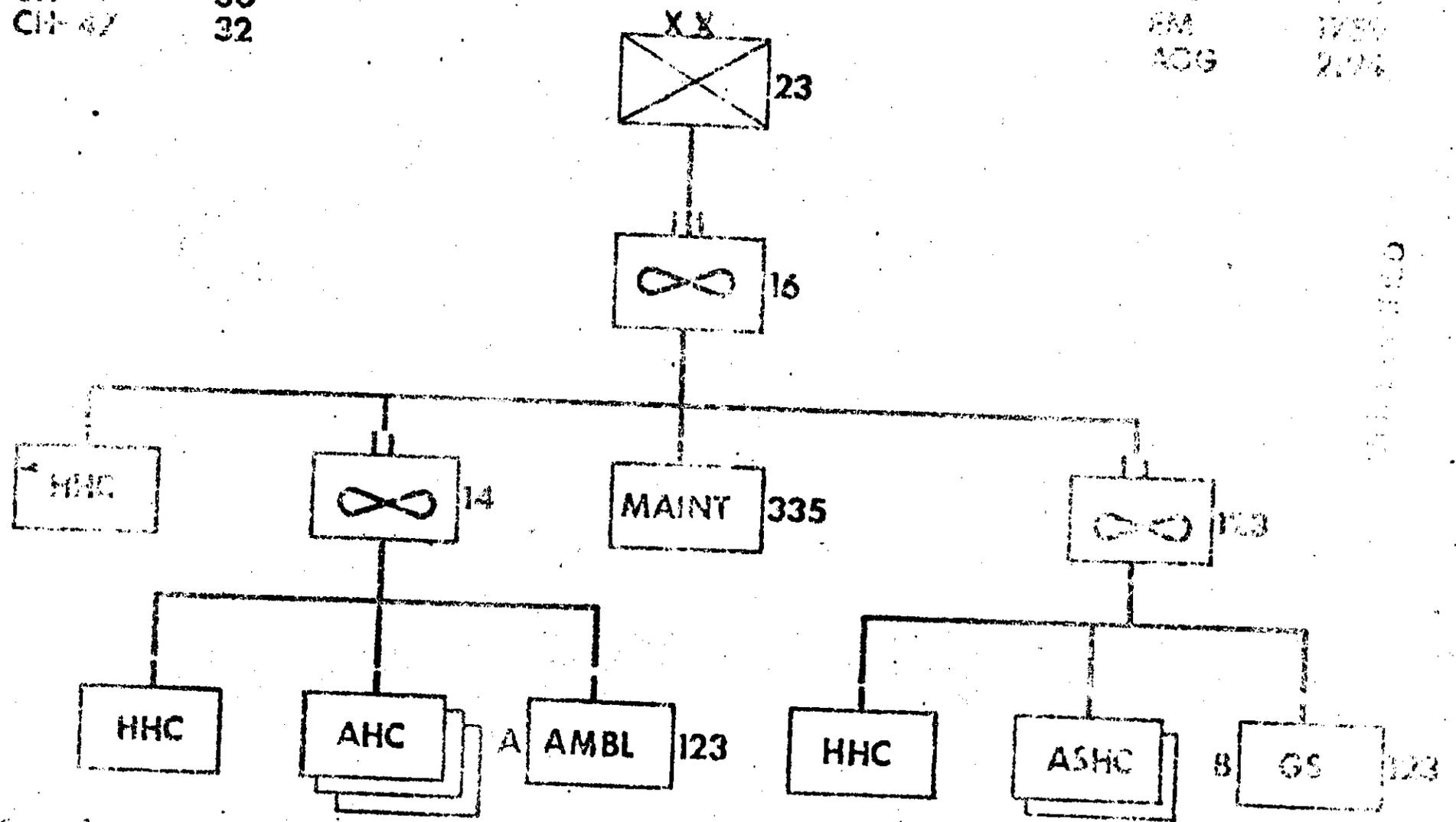
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DAM-FAR-RR # 19-Ann DATE: 17 June 1987

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PROPOSED ORGANIZATION

OH-6A 4
UH-1H 96
UH-1C 30
CH-53 32

OFF 145
WD 210
FA 1750
AGG 220



OFF 145

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AVHAY-OPT

12 October 1986

SUBJECT: Aviation Organization for the Tactical Division

1. Background Information: a. On 23 October 1986, the Army Commander General, USAFV directed a test of the feasibility and desirability of providing Army divisions with additional organic aviation. A proposed plan for evaluation and testing was developed and approved for implementation at a rate when sufficient aviators and aircraft became available. Subsequent tactical actions caused a delay in further evaluation of the test. Further experience gained through the calendar year of 1986 reduced the necessity for a test and evaluation of such a plan out gave strong indication supporting the possibility of providing non-division organic to combat units.

b. Various studies have been conducted to define aviation position requirements. A recent ACFOR paper indicated that a combination of factors of command and control, area of operation, operational concepts, mission missions and complexity of equipment best suited to operations that from G-32 aircraft is an approach to providing for the tactical units. Under the ROAD organizational concept, support functions are performed at battalion level. Army aviation, on the other hand, retains the company as the basic administrative unit. The transfer of logistics and administration from company to battalion level would bring Army aviation in line with ROAD organizational structure.

2. Discussion: a. A phased plan has been developed as a step towards meeting the ultimate objective of improving the organizational structure of Army aviation organic to and in support of the Tactical Division. The broad scope of each plan is as follows:

(1) Phase I: Attach the following aviation and aviation maintenance units to the Americal Division for all purposes:

- HHC, 16th Combat Aviation Group 16
- HHC, 14th Combat Aviation Battalion 14
- 71st Assault Helicopter Company 71
- 174th Assault Helicopter Company 174
- 176th Assault Helicopter Company 176
- 132nd Assault Support Helicopter Company 132
- 178th Assault Support Helicopter Company 178
- 235th TC Company (Aircraft Direct Support) 235

*Includes attached A-1H detachments.
 **Includes attached AS-332 detachments.

A copy of the attached organizational structure is being provided to the...

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AVHRY-OPT

SUBJECT: Aviation Organization for the 16th AVN Division

(2) Phase II: When the tactical situation permits and at the discretion of the division commander, reorganize the aviation group as shown at TAB B. It is envisioned this would coincide with standardization of the division base.

b. Phase I actions will require no unit reorganization or changing of any TO&As. The only physical move required is HHC, 16th Combat Aviation Group from Da Nang to Chu Lai. Withdrawal of the 16th CAG from III MAF control would require shifting of some personnel from the 16th CAG to continue their present mission. The 16th Group currently has liaison officers filling the following positions:

- One LTC G3 Air III MAF
- One LTC Avn Staff Off 1st MAF
- One LTC/WAS I Corps Advisor Headquarters

The LTC filling the G3 Air position at III MAF will be reassigned to Hq, MACV with duty at III RVF. This is as a result of a recent MACV decision to assign all Army officers filling a valid position at III MAF Hq to MACV with duty station at III RVF Hq. The LTC aviation Staff officer position at 1st MAF was requested by G3, III MAF. This position may be deleted as a result of recent changes in command and control of Tac Air, Recon aircraft and the helicopter support in the III MAF AO. The LtC to I Corps will be reassigned to the 16th CAG. There are certain other "housekeeping" personnel not required in the divisional group which would be reassigned to 213th AHB. In effect, the 16th Aviation Group Headquarters would be able to transfer to the Americal Division near authorized strength.

c. The 335th TC Company (Aircraft maintenance and supply) will be attached to the division to replace the 200th TC detachment (Aircraft Direct Support). The 335th TC Co supports only the 21st FAC and the 54th Med Det (Hel Amb) because these units included in the reorganization. That requirement will be shifted to the 339th TC Co at Da Nang. The 339th TC Co currently provides a large portion of all maintenance and maintenance to the 101st Avn Div. The 101st Avn Div's organic maintenance capability will have to be shifted to a point where the requirements placed on the 339th TC Co will be practically nil. Therefore, the majority of the maintenance for the 21st FAC and 54th Med Det will be covered by the maintenance of the 339th TC Co. Likewise, when the majority of the maintenance of the 54th Med Det, the 339th TC Co will be able to accept the customers normally supported by the 200th TC Co and release the 200th to be shifted to an area of greater requirements. This does not affect the status of the 200th TC Co, support of the 21st FAC, 54th Med Det.

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SUBJECT: Aviation Organization for the Americal Division

d. The space exchange during Phase II reorganization is figured using the standardized MTOE strengths. There are a total of 2285 spaces available for reorganization and a total of 2264 spaces required. This space total includes an 64 man ASHC and supporting 41 man maintenance detachment that would be transferred to the 212th CSAB. ~~A detailed break out of space transactions during Phase II is at TAB C.~~

e. ~~A recap of aircraft in the division is at TAB D.~~ During Phase I there would be no internal unit reorganization, therefore, no change in aircraft. It is proposed that during Phase II the general support company be increased to 8 UH-1D/H and 8 OH-6A aircraft. This company would provide sole user aircraft to the Commanding General, the AIGs, the Support Command Commander, the Aviation Group Commander and provide command and staff transportation for the division staff. In addition, it will be able to provide aviation support to those units in the division not having organic aircraft. There is no change in the number of UH-1D/Hs and UH-1B/Cs. The CR-17s will change from 32 to 24. The reorganization of the division to a standard division will reduce the number of OH-6A aircraft in the brigade headquarters to four each. It is proposed that three UH-1D/Hs be added to the brigade section to provide a command and control capability commensurate with the inherent airmobile capability without degrading the airlift capability in the aviation group.

f. Operationally, it is envisioned that the management of lift and gunship assets would be accomplished at group level, along with overall operational planning. Detailed planning and liaison would be accomplished at battalion level with execution at company level under battalion direction. Under this concept, the battalion rather than the company would become the basic unit of aviation employment. For normal day to day operations, the Phase II organization would provide one assault helicopter battalion in direct support of each brigade. The assault support helicopter battalion would be in general support of the division. The concept would enhance the establishment of a close working relationship, between the aviation units and the tactical units, a relationship that has proven to be extremely beneficial in insuring the close coordination required for effective combat operations. Further, it follows the principles of artillery command and control relationships and tactical employment which are time proven and are directly applicable to Army aviation units.

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SUBJECT: Aviation Organization for the Americal Division

3. Conclusion: a. The attachment of the 16th CAG, 14th CAB and 335th TC Co will result in more responsive aviation support to the Americal Division.

b. The planned action in Phase I can be implemented without degrading the combat mission capabilities of the units involved.

c. The implementation of Phase I and Phase II will meet the objective of improving the organizational structure of Army aviation organic to and in support of the Americal Division.

d. The Phase I action should take place on or about 1 Nov 68. Phase II action should coincide with the standardization of the Americal Division base.

List of TABs:

A - Phase I Organization

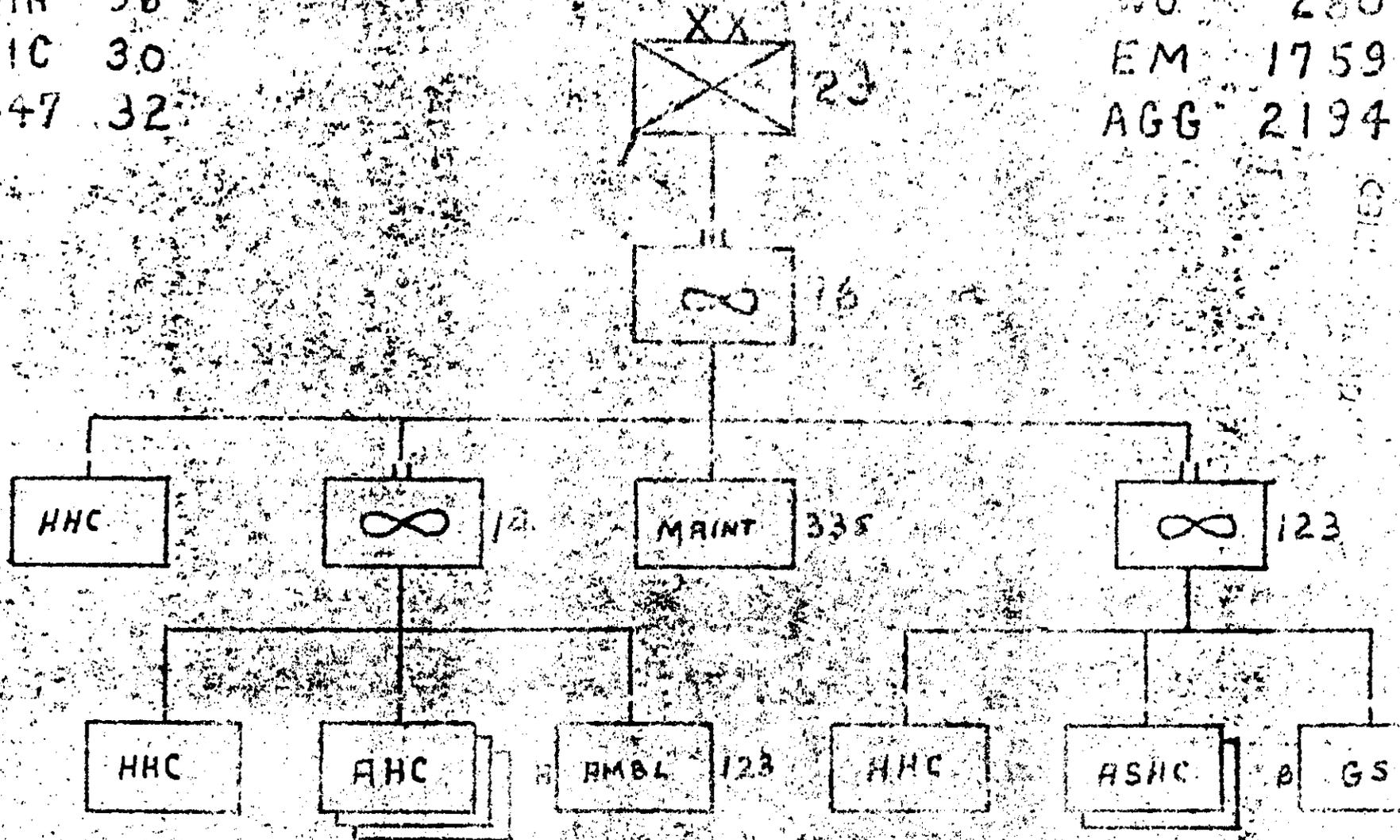
B - Phase II Organization

~~C - Space Transition - Phase II~~~~D - Aircraft Recap~~

PHASE I ORGANIZATION

OH-6R 4
UH-1H 96
UH-1C 30
CH-47 32

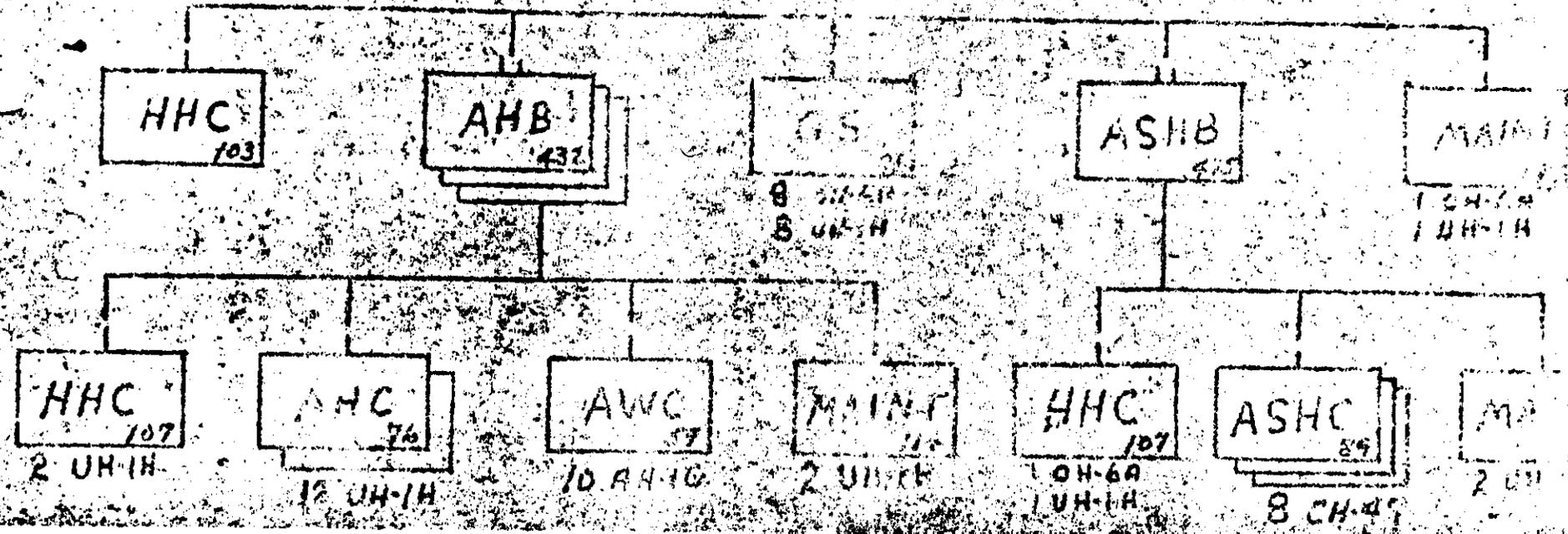
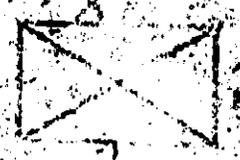
OFF 155
WO 280
EM 1759
AGG 2194



PHASE II ORGANIZATION

CH-6A 10
 UH-1H 96
 AH-1G 30
 CH-47 24

OFF 20
 WO 231
 EM 1707
 AGG 2139



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The following are the broad characteristic differences of the aviation of the Americal Division and a standard ROAD division which creates a need for the comparison being made in this study.

	<u>AMERICAL</u>	<u>ROAD</u>
I Aviation Group	Commanded by a Colonel. Group headquarters with 3 major units under its command and a staff.	Does not have a major senior headquarters (brigade level) Battalion is the highest aviation element.
II Senior Aviation Personnel	Colonel commanding the group	Lieutenant Colonel commanding the battalion
Division Aviation Officer	Colonel (group commander)	Lieutenant Colonel (battalion commander)
Asst. Div. Avn.	Lieutenant Colonel	Major
Aviation Lieutenant Colonels	5	1
III Organic Aircraft	255	88
UH-1H	(118)	(36)
LOH	(57)	(34)
UH-1C	(24)	(4)
AH-1G	(24)	(14)
CH-47	(32)	0
IV Tactical lift Capability		
UH-1H	118	36

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69 UH-1H's in the three assault helicopter companies (23 each).
25 UH-1H's in the general support company.
24 UH-1H's divided among the three air cavalry troops.

25 UH-1H's in the automobile company (light), 2 in the general support aviation company, 7 in the air cavalry troop, and 2 in the maintenance battalion.

CH-47

16 CH-47's in each of the two assault support helicopter companies.

None organic

V Air Cavalry Capability

3 organic troops in general support of the Division, direct support of the Brigades on a day to day basis.

1 organic troop, plus non-organic support.

Command and Staff

The 3 troops are commanded by a battalion commander (LTC). With an experienced battalion aviation staff-Troop commanders are majors.

1 organic troop, commanded by a Major.

VI Aviation Maintenance Capability

Direct support

All DS aviation maintenance support is organic to the 16th Avn Gp.

Direct support performed by Co E/704th (organic to division maintenance battalion).

Direct support back-up

Provided by 330th TC

Provided by non-divisional Transportation company (604th Trans Co).

VII Aviation Planning

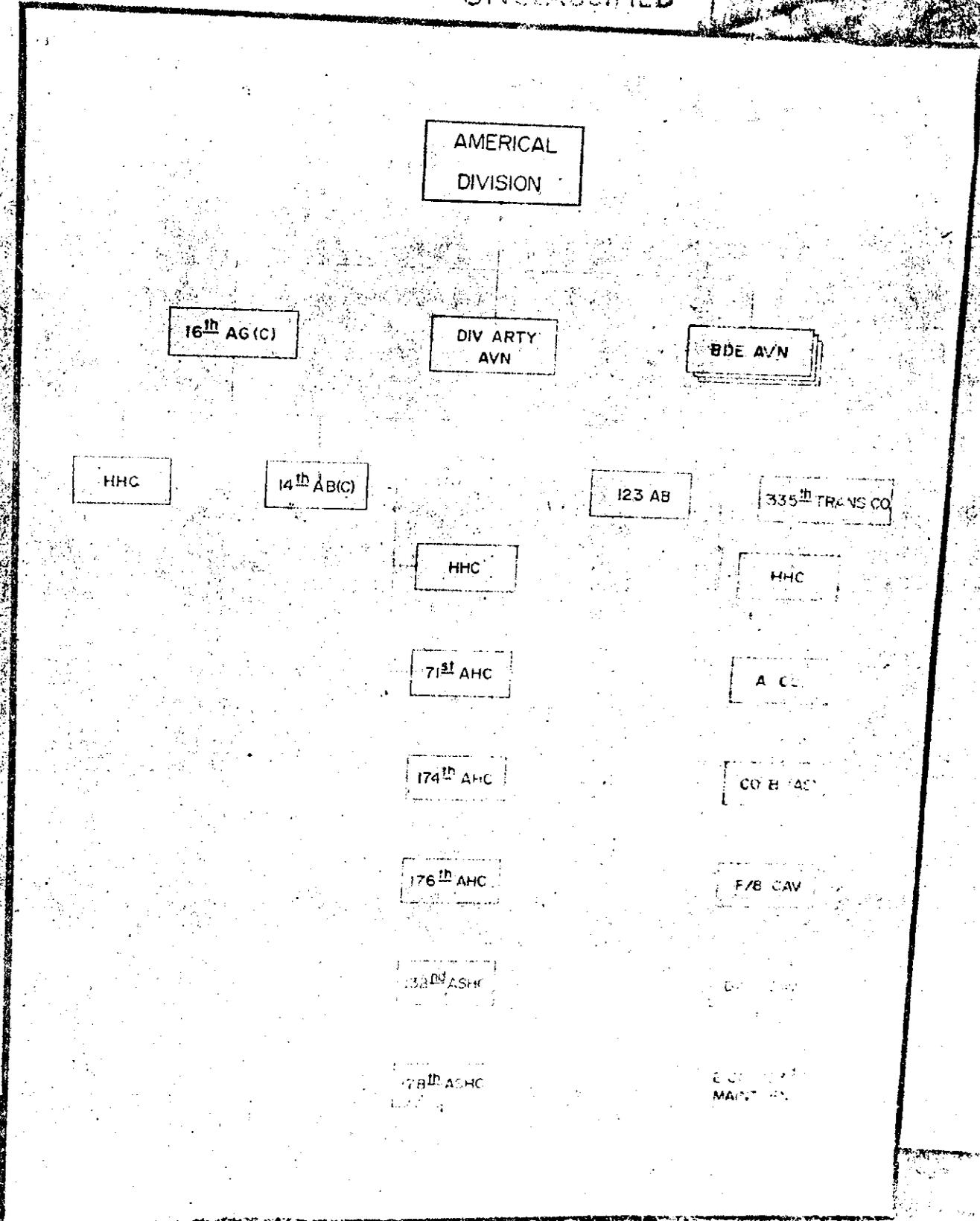
Centralized - full time Lieutenant Colonel ADAO.

Split between ADAO and the non-divisional supporting aviation unit commander(s).

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Army Aviation Element	Full time Lieutenant Colonel, 1 Major, 3 Captains, 4 TM.	Full time Captain and 2 TM.
Aviation Group	Colonel with an experienced staff to plan and supervise	None.
Aviation Battalion	2 Aviation Battalions.	1 Aviation Battalion.
VIII Aviation Special Staff		
Aviation Safety	1 Major at group 1 Captain in each battalion.	1 Captain in Battalion.
Standardization Officer	Authorized 1 Major.	None authorized.
Brigade Aviation Officer	3 Majors.	None.
Aviation Medicine	3 Flight Surgeons Authorized.	1 Flight Surgeon Authorized.

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

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4th INF DIV

DIV ARTY AVN

AVN BN

BDE AVN

HHC

AIRMOBILE CO

AVN SQ CO

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ROTARY WING AIRFIELD

AMERICAL DIVISION

	<u>UH-1H</u>	<u>UH-1C</u>	<u>AH-1G</u>	<u>CH-47</u>	<u>OH-6A</u>	<u>TOTALS</u>
16 th CAG						
14 th CAB	70	24		32		126
123 ^d AVN BN	46		24		32	102
335 th TRANS CO.	2					2
TOTALS	118	24	24	32	32	230

OTHER DIVISIONS

11 th INF BDE					4	4
106 th INF BDE					4	4
108 th INF BDE					4	4
DIVARTY					13	13
TOTALS					25	25
TOTALS	<u>118</u>	<u>24</u>	<u>24</u>	<u>32</u>	<u>57</u>	<u>255</u>

4th DIVISION (ROAD) TOE

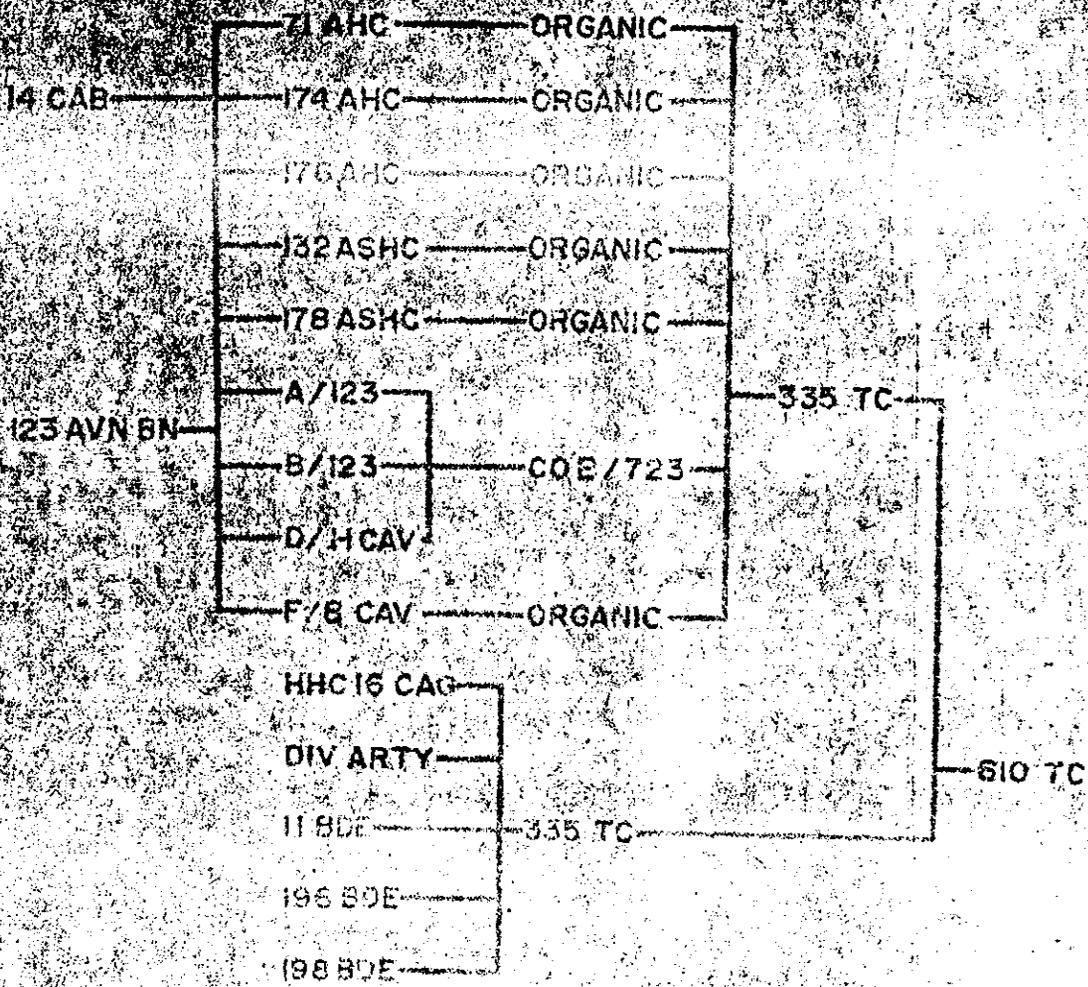
	<u>UH-1H</u>	<u>UH-1C</u>	<u>AH-1G</u>	<u>CH-47</u>	<u>OH-6A</u>	<u>TOTALS</u>
AVIATION BN						
COMPANY A	25					25
COMPANY B	2		6		4	12
DI/IO	7	2	8		2	26
3 BDE HQ					2	2
DIVISION ARTY		2			3	5
MAINT BN	2					2
TOTALS	<u>36</u>	<u>4</u>	<u>14</u>		<u>9</u>	<u>63</u>

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AIRCRAFT MAINTENANCE ORGANIZATION

UNIT DS DS BACK UP GS



UNCLASSIFIED

E CO

0-9 E-166

CO HQ

FWD
SUP PLAT

MAINT
SUP PLAT

SUP PLAT

0-5 E-35
2 LH-ID

0-1 E-29

0-2 E-88

0-1 E-14

PLAT HQ

0-1 E-1

RW SEC

E-7

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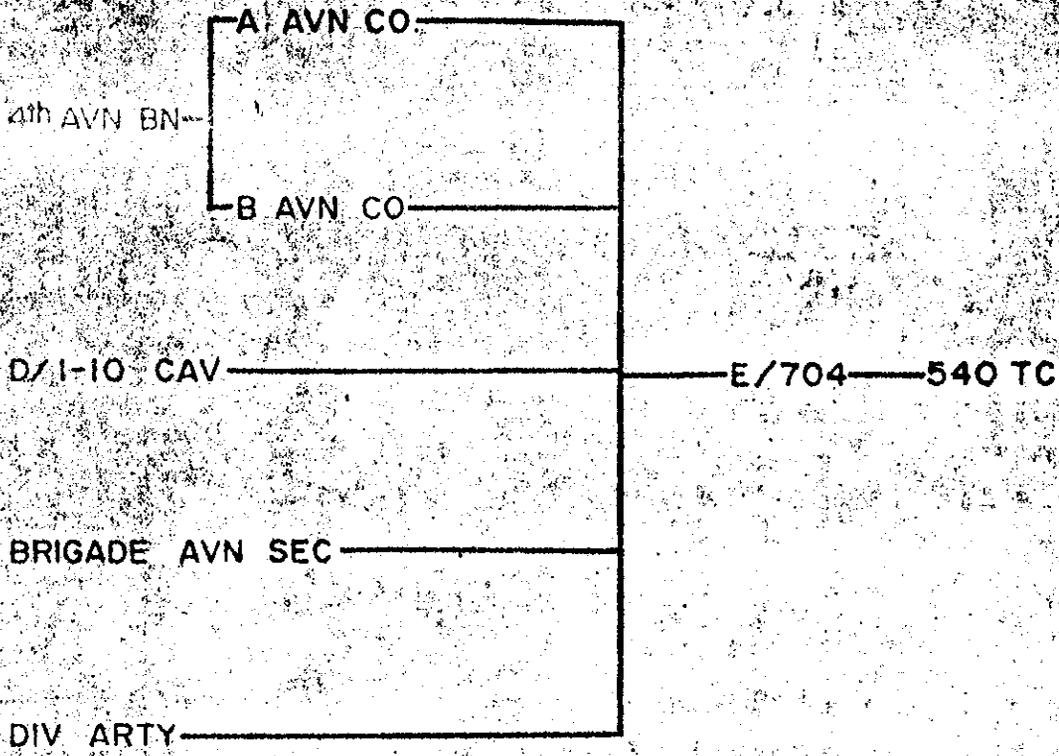
4th DIVISION

AIRCRAFT MAINTENANCE ORGANIZATION

UNIT

DS

GS



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Rotary Ring Sorties

America

FY 70	47-49	52-57	58-61	64-69	70-74	Total
July	3133	6135	7468	1916	41489	60141
August	3874	6461	7915	3135	45710	67035
September	3234	5972	8357	2188	39808	59559
October	2329	5189	6572	1795	35423	52302
November	2383	5001	6594	1731	36268	51977
December	2871	4968	5247	2304	37038	52401
January	3175	5565	7662	2471	39525	58498
February	3053	5486	6763	2105	37221	56628
March	2387	3852	3141	2051	30523	50104
April	2860	4894	10228	3436	35883	57161
May	3135	6385	9480	3350	36205	58275
June	3069	6594	10654	2735	32829	55381
Total	35410	66542	95046	29747	451722	673467

4th Infantry Division

July	1336	4294	213	5821	11666
August	2012	3906	476	9228	17622
September	1976	3203	798	7894	15461
October	1620	4521	810	8113	15064
November	1782	4492	649	8917	15840
December	1434	4728	632	9417	16211
January	2030	4567	794	8609	16100
February	1526	4188	467	6784	13165
March	1200	3511	431	3882	9024
April	2113	3617	777	5929	12436
May	787	2034	450	2083	5354
June	1106	3242	553	4832	9733
Total	17185	50223	7050	31709	157366

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Hours Flown

Aircraft

FY 70	AH-1G	OH-6A	OH-47	UH-1C	UH-1D/H	Total
July	1355	2882	1866	1150	10258	17511
August	1523	3025	1934	1751	10753	18991
September	1339	2893	1862	1433	9751	17280
October	939	2406	1541	1001	9067	14974
November	956	2379	1469	865	8697	14366
December	952	1772	1502	1023	8674	13923
January	1193	2977	1644	1087	9904	16765
February	2413	2343	1657	1416	8198	15530
March	954	3150	1149	1212	9484	16379
April	1265	3343	1335	1459	9577	17119
May	1430	3940	1853	1785	10563	19581
June	1466	3908	1925	1326	9756	18381
Total	14868	35520	19742	15583	115092	163837

4th Infantry Division

July	261	1619		84	1851	4115
August	246	2417		153	2819	6265
September	748	2097		259	2602	5706
October	872	2078		266	2698	5914
November	846	2124		212	3025	6207
December	794	2187		199	3188	6368
January	944	2117		291	2896	6248
February	792	1883		176	2347	5220
March	571	1470		124	1725	3890
April	748	1798		199	2430	5225
May	308	208		90	1277	2563
June	477	1502		173	1864	4016
Total	8587	22405		2226	23302	61747

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NO KILLED BY AIRCRAFT

Navical

FY To	65-68	69-71	72-74	75-77	Total
July	51	25	54	6	136
August	1151	51	26	0	1228
September	56	28	79	2	156
October	47	15	69	0	131
November	77	21	8	0	78
December	48	57	35	23	143
January	70	38	12	6	126
February	36	13	87	30	166
March	21	25	63	21	130
April	39	29	118	33	219
May	116	26	68	14	224
June	18	7	113	16	154
Total	1692	325	697	174	2927

4th Infantry Division

July	11	2	1	0	14
August	5	0	3	0	10
September	27	0	34	0	61
October	4	0	0	0	4
November	54	6	0	0	60
December	16	16	2	0	34
January	7	0	0	0	7
February	24	0	0	0	24
March	12	0	0	0	12
April	1	0	0	0	1
May	10	0	0	0	10
June	8	0	0	0	8
Total	179	24	38	0	241

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Passengers Carried

America

FY 70	OH-47	OH-6A	UH-1D/H	Total
July	21069	4390	74392	99851
August	17322	4343	67812	91507
September	19089	4987	7373	95449
October	18361	3450	62258	84069
November	16539	4154	65229	85922
December	17967	3161	66114	87242
January	17672	5643	69027	92342
February	16947	5599	66796	89442
March	15283	6508	63912	85703
April	17482	6838	62245	87165
May	14118	6291	55785	76194
June	18552	6830	52995	78377
Total	210401	62344	709371	1053343

4th Infantry Division

July	4643	10354	15197
August	6450	18061	24541
September	5332	15082	20414
October	3564	14561	17925
November	4174	15332	20056
December	4338	17971	22309
January	3936	15077	19013
February	3321	13870	17191
March	2866	6732	9648
April	2035	11229	13264
May	1274	3306	5030
June	2920	7457	10417
Total	44903	157232	195135

19-*mm* DATE: 17 June 1987

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Cargo Carried (Tons)

Americal

FY70	OE-47	OE-10/B	OE-6A	Total
July	11435	2331	13	13779
August	12130	2669	17	14816
September	11267	2443	13	13723
October	9161	2275	13	11449
November	9244	2318	11	11573
December	9962	2123	11	12096
January	11337	6177	12	17526
February	9753	1855	9	11617
March	7682	1858	12	9552
April	10139	1620	16	11775
May	12511	1698	31	14240
June	11483	1260	62	12805
Total	129272	36650	220	166142

4th Infantry Division

July	939	25	764
August	339	16	355
September	222	5	227
October	160	3	163
November	304	0	304
December	461	0	461
January	296	0	296
February	363	0	363
March	126	0	126
April	461	0	461
May	52	0	52
June	206	0	206
Total	3277	49	3776

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Operational Status

Aviation

FY 70

	OL-10			OL-17			OL-6A			UH-10			UH-10/H			Average		
	OR	NORS	NORM	OR	NORS	NORM	OR	NORS	NORM									
July	60	12	28	78	8	14	61	17	22	67	17	22	73	6	21	68	11	21
August	63	12	23	64	11	25	77	13	13	81	9	14	75	9	16	72	12	16
September	72	13	15	65	15	20	73	14	13	75	13	17	79	8	19	75	13	12
October	74	14	12	74	10	16	72	14	14	83	9	8	82	9	13	77	10	13
November	84	11	5	79	4	17	78	10	12	82	6	12	83	6	11	81	7	12
December	81	12	7	82	5	13	72	10	18	82	11	7	84	6	10	80	9	11
January	94	16	10	79	6	15	72	11	17	84	9	7	84	8	8	79	10	12
February	74	13	11	80	5	15	76	10	14	80	8	12	81	7	12	78	9	13
March	73	13	14	78	5	17	74	13	13	80	9	11	78	9	13	76	9	15
April	71	9	10	76	9	12	79	9	12	78	10	12	80	6	14	77	8	13
May	79	6	13	78	4	18	70	9	21	85	5	10	81	4	15	79	6	13
June	73	10	12	72	2	21	69	14	17	78	10	13	83	4	13	77	8	15
Average	75	12	13	76	7	17	73	12	15	79	9	12	80	7	13	77	9	14

4th Infantry Division

	OL-10			OL-17			OL-6A			UH-10			UH-10/H			Average		
	OR	NORS	NORM	OR	NORS	NORM	OR	NORS	NORM									
July	70	11	19				63	13	14	55	2	10	86	3	11	71	8	21
August	71	13	16				78	13	9	55	6	29	89	2	9	76	8	16
September	73	13	14				81	5	14	74	12	14	87	1	12	79	7	12
October	72	1	27				75	7	18	83	5	12	84	4	12	79	4	17
November	82	6	12				76	12	12	63	9	28	79	7	14	75	8	17
December	79	6	15				78	8	14	69	0	32	76	5	19	75	9	20
January	80	4	16				72	12	16	72	10	16	84	3	13	77	8	15
February	75	1	34				72	10	18	69	0	35	79	5	16	72	4	24
March	66	15	19				66	12	22	65	17	16	74	9	17	67	13	21
April	64	10	36				54	10	36	80	13	10	69	2	23	64	8	22
May	57	12	31				53	10	37	94	0	6	80	4	16	76	6	18
June	62	5	22				63	10	22	55	1	22	77	3	14	72	6	22
Average	71	8	21				70	11	19	72	6	22	80	5	15	75	7	19

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Aircraft Accidents

America

FY 70

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	Total
Material	0	1	1	0	3	1	1	6	1	1	3	1	21
Other	2	2	2	3	3	2	2	1	3	4	1	2	27
Total	2	3	3	3	6	3	3	7	4	5	6	3	48

4th Infantry Division

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	Total
Material	0	0	3	0	0	1	2	2	1	1	1	0	11
Other	0	0	0	2	0	1	1	0	3	1	1	1	10
Total	0	0	3	2	0	2	3	2	4	2	2	1	21