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<tr>
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<tr>
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<tr>
<td>TO:</td>
</tr>
<tr>
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<td>FROM:</td>
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<table>
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<th>LIMITATION CHANGES</th>
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<tbody>
<tr>
<td>TO:</td>
</tr>
<tr>
<td>Approved for public release, distribution unlimited</td>
</tr>
<tr>
<td>FROM:</td>
</tr>
<tr>
<td>DoD Controlling Organization: Department of the Army, Office of the Adjutant General, Washington, DC 20310.</td>
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<table>
<thead>
<tr>
<th>AUTHORITY</th>
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<tr>
<td>GDS per DoD 5200.1-r; Adjutant General’s Office [Army] ltr dtd 29 Apr 1980</td>
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</table>

THIS PAGE IS UNCLASSIFIED
IN-reply-to: AGDA (M) (19 Nov 69) FOR OT UT 693284

3 December 1969

SUBJECT: Operational Report - Lessons Learned, Headquarters, 1st Aviation Brigade, Period Ending 31 July 1969

SEE DISTRIBUTION

1. Subject report is forwarded for review and evaluation in accordance with paragraph 4b, AR 525-15. Evaluations and corrective actions should be reported to ACSFOR OT UT, Operational Reports Branch, within 90 days of receipt of covering letter.

2. Information contained in this report is provided to insure appropriate benefits in the future from lessons learned during current operations and may be adapted for use in developing training material.

By ORDER OF THE SECRETARY OF THE ARMY:

KENNETH G. WICKHAM
Major General, USA
The Adjutant General

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

AVDAGC-O

15 Aug 1969

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

TO: SEE DISTRIBUTION

1. (C) Section 1. Operational Significant Activities.

a. Command.

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

(2) (U) Changes in Key Staff Personnel

(a) Chief of Staff

Colonel Jay E. Williams, Jr., 253-36-6252, 1 MAY 69 - 4 MAY 69
Colonel George E. Handley, Jr., 534-16-0088, 5 MAY 69 - 31 JUL 69

(b) G1

LTC William C. Rousso, Jr., 263-36-6652, 1 MAY 69 - 14 JUL 69
LTC George R. Crook, Jr., 365-36-6197, 15 JUL 69 - 12 JUL 69

(c) G3

LTC William C. Chamberlain, Jr., 319-26-1338, 1 MAY 69 - 20 JUL 69
LTC James M. Peterson, Jr., 260-22-4727, 21 JUL 69 - 31 JUL 69

(d) G4

LTC William A. Walker, Jr., 259-50-4028, 1 MAY 69 - 1 JUL 69
LTC Ronald T. Walker, Jr., 242-32-4368, 2 JUL 69 - 31 JUL 69

(3) (U) The organization and location of 1st Aviation Brigade units is shown in the Organization Chart at Incl. 1 and the Station List at Incl. 2.

(4) (U) Commander's Notes for the months June and July (Numbers 5 and 6 in the 1969 Series) are at Inclosures 3 and 4.

FOR OT UT

693284

Inclosure

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DDM 218 5200.10

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15 Aug 1969

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

1. 0-1.

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

<table>
<thead>
<tr>
<th>UNIT</th>
<th>OFFICERS</th>
<th>WARRANT OFFICERS</th>
<th>ENLISTED</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>HQ, 1st Avn Bde</td>
<td>44</td>
<td>11</td>
<td>159</td>
<td>214</td>
</tr>
<tr>
<td>12th CAG</td>
<td>742</td>
<td>922</td>
<td>6094</td>
<td>7758</td>
</tr>
<tr>
<td>17th CAG</td>
<td>636</td>
<td>1017</td>
<td>6194</td>
<td>7847</td>
</tr>
<tr>
<td>166th CAG</td>
<td>452</td>
<td>387</td>
<td>3310</td>
<td>4149</td>
</tr>
<tr>
<td>165th Avn Gp</td>
<td>120</td>
<td>68</td>
<td>1642</td>
<td>1832</td>
</tr>
<tr>
<td>212th CAB</td>
<td>126</td>
<td>89</td>
<td>1166</td>
<td>1401</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2140</td>
<td>2492</td>
<td>18567</td>
<td>23201</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>GRADE</th>
<th>ASSIGNED &amp; ATTACHED</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>HQ &amp; DETACHMENTS</td>
</tr>
<tr>
<td></td>
<td>FEO TOTAL</td>
</tr>
<tr>
<td>CO</td>
<td>1</td>
</tr>
<tr>
<td>COL</td>
<td>2</td>
</tr>
<tr>
<td>LTC</td>
<td>7</td>
</tr>
<tr>
<td>MAJ</td>
<td>17</td>
</tr>
<tr>
<td>CAPT</td>
<td>9</td>
</tr>
<tr>
<td>LT</td>
<td>4</td>
</tr>
<tr>
<td>WD</td>
<td>11</td>
</tr>
<tr>
<td>TOTAL</td>
<td>59</td>
</tr>
</tbody>
</table>

(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:

<table>
<thead>
<tr>
<th>TYPE</th>
<th>REPLACEMENTS</th>
<th>ROTATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Officers &amp; WD's</td>
<td>1023</td>
<td>731</td>
</tr>
<tr>
<td>Enlisted Men</td>
<td>4050</td>
<td>3855</td>
</tr>
<tr>
<td>TOTAL</td>
<td>5083</td>
<td>3586</td>
</tr>
</tbody>
</table>

AVMAOC-O

SUBJECT: Operational Report of Headquarters, 1st Aviation Brigade for Period Ending 31 July 1969, RCS CSFOR-65 (M1) (U)

<table>
<thead>
<tr>
<th>AWARD</th>
<th>MAY</th>
<th>JUNE</th>
<th>JULY</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>SS</td>
<td>27</td>
<td>17</td>
<td>20</td>
<td>64</td>
</tr>
<tr>
<td>SM</td>
<td>4</td>
<td>16</td>
<td>9</td>
<td>29</td>
</tr>
<tr>
<td>DPC</td>
<td>141</td>
<td>84</td>
<td>114</td>
<td>339</td>
</tr>
<tr>
<td>BS</td>
<td>244</td>
<td>451</td>
<td>266</td>
<td>961</td>
</tr>
<tr>
<td>ANV</td>
<td>129</td>
<td>97</td>
<td>152</td>
<td>378</td>
</tr>
<tr>
<td>AM</td>
<td>4822</td>
<td>9289</td>
<td>5936</td>
<td>20473</td>
</tr>
<tr>
<td>ACM</td>
<td>56</td>
<td>51</td>
<td>106</td>
<td>213</td>
</tr>
<tr>
<td>ACM</td>
<td>711</td>
<td>855</td>
<td>523</td>
<td>2089</td>
</tr>
<tr>
<td>PH</td>
<td>3</td>
<td>0</td>
<td>49</td>
<td>52</td>
</tr>
<tr>
<td></td>
<td>6,755</td>
<td>10,286</td>
<td>7,796</td>
<td>24,235</td>
</tr>
</tbody>
</table>

(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
OS3 2

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

<table>
<thead>
<tr>
<th>GENERAL ORDERS</th>
<th>SPECIAL ORDERS</th>
<th>LETTER ORDERS</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAY</td>
<td>532</td>
<td>31</td>
</tr>
<tr>
<td>JUNE</td>
<td>497</td>
<td>29</td>
</tr>
<tr>
<td>JULY</td>
<td>426</td>
<td>30</td>
</tr>
</tbody>
</table>

(1) (U)/U) 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 Investigations: 211
(c) Request for National Agency Checks: 55
(d) Request for verification of National Agency Checks: 88
(e) Request for verification of Entrance National Agency Checks: 48

TOTAL: 421
SUBJECT: Operational Report of Headquarters, 1st Aviation Brigade for Period Ending 31 July 1969, RCS CSFOR-65 (R1) (U)

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 LOC 0-2 - 230
2. LONI HUR POST 3-2 - 92
3. II FF HQ 0-2 - 6
4. Subordinate Units (Bio) - 7
5. 702 MID - 2
6. Combined Material Exploitation Center, Vietnam - 1
7. Combined Intelligence Center, Vietnam - 1

(c) FRA LOI Inspections:

(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

C) Plans

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

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

(c) MTDE's 17-98T and 17-99T were submitted to USARV on 26 May 1969. These documents will modify MTDE's dt 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 (KL) into MTDE 17-98T and minor administrative changes in MTDE 17-99T.

(d) The following unit was reorganized: 652nd Transportation Detachment (K2) was reorganized under MTOK 55-57CG USCONAV 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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SUNJECT: Operational Report of Headquarters, 1st Aviation Brigade for Period Ending 31 July 1969, AGS CSOR-65 (R1) (U)

(c) 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 Saigon 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 Hua Phu Bari area. This unit was formerly assigned to the 101st Airborne Division (A).

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) (FOO) 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 (AIRTS), USAV OH-6A training team, Jungle Survival School and the Brigade OH-1 IP School, as follows:

   1. AIRTS COURSES
      OH-10/45 Airframe
      OH-1D/H Airframe
      OH-6A Airframe
      OH-47 Airframe
      T-53-L-11 Engine
      T-53-L-13 Engine
      T-55-L-1 Engine
      T-55-L-11 Engine
      T-63 Engine

   QUOTAS
   42
   38
   28
   43
   43
   55
   41
   42
   18

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AVGSO-0

SUBJECT: Operational Report of Headquarters, 1st Aviation Brigade for Period Ending 31 July 1969, ROS CSMN65 (R1) (U)

APPRIS COURSES

<table>
<thead>
<tr>
<th>COURSE</th>
<th>QUOTES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Enlisted Armament</td>
<td>53</td>
</tr>
<tr>
<td>Officer Armament</td>
<td>33</td>
</tr>
<tr>
<td>Aircraft Technical Supply</td>
<td>35</td>
</tr>
<tr>
<td>Aircraft Technical Inspector</td>
<td>24</td>
</tr>
<tr>
<td>CH-47 Maintenance Supervisor</td>
<td>9</td>
</tr>
</tbody>
</table>

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

- AH-1G 10
- OH-6A 11

3. DEE UH-1 IP School

- 46

4. 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

<table>
<thead>
<tr>
<th>COURSE</th>
<th>CLASS START DATE</th>
<th>NO STUDENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>ROKF-V</td>
<td>3 May</td>
<td>4</td>
</tr>
<tr>
<td>VNAF</td>
<td>21 May</td>
<td>14</td>
</tr>
<tr>
<td>ROKF-V</td>
<td>2 Jun</td>
<td>4</td>
</tr>
<tr>
<td>ROKF-V</td>
<td>7 Jul</td>
<td>4</td>
</tr>
</tbody>
</table>

2. Courses graduating during period:

<table>
<thead>
<tr>
<th>COURSE</th>
<th>GRADUATION DATE</th>
<th>NO STUDENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>VNAF</td>
<td>10 May</td>
<td>3 Staff</td>
</tr>
<tr>
<td>VNAF</td>
<td>18 May</td>
<td>4</td>
</tr>
<tr>
<td>VNAF</td>
<td>25 May</td>
<td>7</td>
</tr>
<tr>
<td>VNAF</td>
<td>14 Jun</td>
<td>6</td>
</tr>
<tr>
<td>VNAF</td>
<td>22 Jun</td>
<td>5</td>
</tr>
<tr>
<td>ROKF-V</td>
<td>27 Jun</td>
<td>4</td>
</tr>
<tr>
<td>VNAF</td>
<td>5 Jul</td>
<td>2 Staff</td>
</tr>
<tr>
<td>VNAF</td>
<td>20 Jul</td>
<td>4</td>
</tr>
<tr>
<td>VNAF</td>
<td>27 Jul</td>
<td>4</td>
</tr>
</tbody>
</table>
(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.

(1) (U) CMM: During the period 1 May through 31 July 1969, 31 units were inspected by the Brigade CMM 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 53 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:

**MATERIAL**

<table>
<thead>
<tr>
<th>Category</th>
<th>Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weapons</td>
<td>82%</td>
</tr>
<tr>
<td>Electronics and Communications</td>
<td>94%</td>
</tr>
<tr>
<td>Aircraft</td>
<td>66%</td>
</tr>
<tr>
<td>Tactical and Support Vehicles</td>
<td>84%</td>
</tr>
<tr>
<td>Special Purpose Equipment</td>
<td>75%</td>
</tr>
<tr>
<td>Ammunition</td>
<td>76%</td>
</tr>
<tr>
<td>Overall Rating</td>
<td>80%</td>
</tr>
</tbody>
</table>

**MAINTENANCE OPERATIONS**

<table>
<thead>
<tr>
<th>Category</th>
<th>Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicular</td>
<td>64%</td>
</tr>
<tr>
<td>Avionics</td>
<td>81%</td>
</tr>
<tr>
<td>Signal</td>
<td>100%</td>
</tr>
<tr>
<td>Aircraft</td>
<td>78%</td>
</tr>
<tr>
<td>Overall Rating</td>
<td>81%</td>
</tr>
</tbody>
</table>
15 Aug 1969

SUBJECT: Operational Report of Headquarters, 1st Aviation Brigade for Period Ending 31 July 1969, RG2 CSFOU-65 (N) (U)

**COMMAND EMPHASIS**

<table>
<thead>
<tr>
<th>Category</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>POL</td>
<td>85%</td>
</tr>
<tr>
<td>Equipment Serviceability Criteria</td>
<td>50%</td>
</tr>
<tr>
<td>Parts and Equipment Excess</td>
<td>83%</td>
</tr>
<tr>
<td>Requirable Parts Turn-in</td>
<td>95%</td>
</tr>
<tr>
<td>COMK Control</td>
<td>98%</td>
</tr>
<tr>
<td>Parts</td>
<td>100%</td>
</tr>
<tr>
<td>Supply</td>
<td>79%</td>
</tr>
</tbody>
</table>

(2) (U) **COMI Team:** Enlisted team numbers 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 COMI team during their initial six months in-country. The experience and knowledge gained with the COMI 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 COMI 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 28-16R, was revised on 21 July 1969. The revised checklist 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 unmaintenance practices...
and an inferior push rod was determined to be the two major contributing factors to the high M340-61 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 UH-1A "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 UH-1A 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 end item have the data plate changed to reflect the new part number, the TMRS Form 2408-16 so annotated, and a DA Form 2410 prepared and forwarded in accordance with IM 38-750, para 3-8. 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 NWO 55-1520-221-40/2 modification of T.T.1024 armament systems to accept the XU-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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SJBJTs Operational Import of Headquarters, 1st Aviation Brigade for
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of the Brigade and USAV programs. The 1st Aviation Brigade aircraft were
completed by 10 July 1969, thirteen weeks ahead of schedule.

(10) (U) During the period of this report the brigade aircraft inventory
decreased primarily because there was a reduction in the number of aircraft
allocated by USAV. Of special significance and import was the 60% fill
rate for OH-6 aircraft, 7% 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-6; 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 bri-
gade averaged only 19 aircraft out of an authorized 23 and 7 UH-1B/C minus
out of the authorized 8. While brigade units continued to meet their com-
mitments to their supported units, this shortage caused difficulty and im-
pacted on required training.

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

<table>
<thead>
<tr>
<th>I/C</th>
<th>May</th>
<th>June</th>
<th>July</th>
<th>ORIL Period Average</th>
<th>Authorized</th>
<th>Percent Fill</th>
</tr>
</thead>
<tbody>
<tr>
<td>O-1</td>
<td>256.7</td>
<td>251.7</td>
<td>249.2</td>
<td>252.8</td>
<td>272</td>
<td>93.0</td>
</tr>
<tr>
<td>U-1</td>
<td>36.0</td>
<td>34.5</td>
<td>33.0</td>
<td>34.5</td>
<td>33</td>
<td>100.4</td>
</tr>
<tr>
<td>U-6</td>
<td>28.6</td>
<td>28.7</td>
<td>30.5</td>
<td>29.2</td>
<td>8</td>
<td>365.0</td>
</tr>
<tr>
<td>U-21</td>
<td>36.0</td>
<td>37.7</td>
<td>38.0</td>
<td>37.2</td>
<td>38</td>
<td>98.0</td>
</tr>
<tr>
<td>OV-1</td>
<td>93.4</td>
<td>95.0</td>
<td>96.5</td>
<td>94.9</td>
<td>90</td>
<td>100.5</td>
</tr>
<tr>
<td>OH-6L</td>
<td>110.2</td>
<td>96.7</td>
<td>103.2</td>
<td>103.3</td>
<td>172</td>
<td>60.0</td>
</tr>
<tr>
<td>LH-1G</td>
<td>146.0</td>
<td>146.5</td>
<td>142.5</td>
<td>147.0</td>
<td>141</td>
<td>100.4</td>
</tr>
<tr>
<td>UH-1B/C</td>
<td>242.3</td>
<td>236.0</td>
<td>225.7</td>
<td>234.0</td>
<td>293</td>
<td>79.0</td>
</tr>
<tr>
<td>UH-1D/H</td>
<td>775.0</td>
<td>755.0</td>
<td>756.2</td>
<td>763.0</td>
<td>838</td>
<td>91.0</td>
</tr>
<tr>
<td>CH-47</td>
<td>150.0</td>
<td>149.2</td>
<td>147.2</td>
<td>148.8</td>
<td>144</td>
<td>103.0</td>
</tr>
<tr>
<td>GI-54</td>
<td>22.0</td>
<td>22.0</td>
<td>22.0</td>
<td>22.0</td>
<td>18</td>
<td>102.0</td>
</tr>
</tbody>
</table>

f. ID.

(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 mis-
conceptions 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
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 (O) (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 the 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, USAF, on 5 June 1969.

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

1. Aviation Safety/Flight Standardization.

(a) (U) The 1st Aviation Brigade flew 417,555 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 causes 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 RPM accidents increased with total of 11 accidents

(c) (U) The quarterly aviation safety conference was held at Wung Tau, SVN, 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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(a) (U) A quarterly standardization instructor pilot conference was
conducted at this headquarters in June. The conference was highly success-
ful in pointing out mutual problems and in discussing meaningful and prac-
tical 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 standard-
ization ride is satisfactorily completed.

(b) (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 standard-
ization team when training aircraft were available.

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

(d) (U) Aircraft Accident Statistics

<table>
<thead>
<tr>
<th>MONTH</th>
<th>TOTAL FLYING HOURS</th>
<th>NO. ACCIDENTS</th>
<th>P.I.H*</th>
</tr>
</thead>
<tbody>
<tr>
<td>May</td>
<td>153,902</td>
<td>31</td>
<td>20.4</td>
</tr>
<tr>
<td>June</td>
<td>148,478</td>
<td>29</td>
<td>19.5</td>
</tr>
<tr>
<td>July</td>
<td>145,175</td>
<td>22</td>
<td>15.2</td>
</tr>
</tbody>
</table>

*per 100,000 flying hours

May Accident Experience

<table>
<thead>
<tr>
<th>TYPE</th>
<th>U/W</th>
<th>F/W</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Major Accidents</td>
<td>28</td>
<td>3</td>
<td>31</td>
</tr>
<tr>
<td>Minor Accidents</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Incidents</td>
<td>32</td>
<td>1</td>
<td>33</td>
</tr>
<tr>
<td>Forcaded Lendings</td>
<td>13</td>
<td>2</td>
<td>15</td>
</tr>
<tr>
<td>Precautionary Lendings</td>
<td>91</td>
<td></td>
<td>109</td>
</tr>
</tbody>
</table>

June Accident Experience

<table>
<thead>
<tr>
<th>TYPE</th>
<th>U/W</th>
<th>F/W</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
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<td>27</td>
<td>2</td>
<td>29</td>
</tr>
<tr>
<td>Minor Accidents</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
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</table>
Operational Report of Headquarters, 1st Aviation Brigade for Period Ending 31 July 1969, RCS 0800-65 (U) (U)

<table>
<thead>
<tr>
<th>TYPE</th>
<th>P/H</th>
<th>F/H</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Incidents</td>
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<td>6</td>
<td>43</td>
</tr>
<tr>
<td>Forced Landings</td>
<td>16</td>
<td>2</td>
<td>18</td>
</tr>
<tr>
<td>Precautionary Landings</td>
<td>82</td>
<td>22</td>
<td>104</td>
</tr>
</tbody>
</table>

July Accident Experience

<table>
<thead>
<tr>
<th>TYPE</th>
<th>P/H</th>
<th>F/H</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Major Accidents</td>
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<td>6</td>
<td>21</td>
</tr>
<tr>
<td>Minor Accidents</td>
<td>0</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Incidents</td>
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<td>4</td>
<td>36</td>
</tr>
<tr>
<td>Forced Landings</td>
<td>20</td>
<td>4</td>
<td>24</td>
</tr>
<tr>
<td>Precautionary Landings</td>
<td>57</td>
<td>11</td>
<td>68</td>
</tr>
</tbody>
</table>

(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.

1. Chaplain.

(a) Religious Activities

1. Number conducted
2. Number attending

(b) Religious education

1. Number occasions
2. Number attending

(c) Character Guidance

1. Number occasions
2. Number attending

(d) Number Pastoral Visits

(2) (U) Brigade Chaplain Activities

(a) Staff Assistance Visits
(b) Memorial Services
(c) Civic Action Program
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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:

<table>
<thead>
<tr>
<th>OFF</th>
<th>WD</th>
<th>EM</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Auth OH</td>
<td>Auth OH</td>
<td>Auth OH</td>
<td>Auth OH</td>
</tr>
<tr>
<td>28</td>
<td>41</td>
<td>86</td>
<td>157</td>
</tr>
<tr>
<td>118</td>
<td>207</td>
<td></td>
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</table>

Military Attached:

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<thead>
<tr>
<th>OFF</th>
<th>WD</th>
<th>EM</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>0</td>
<td>9</td>
<td>9</td>
</tr>
</tbody>
</table>

Civilians:

<table>
<thead>
<tr>
<th>DAM</th>
<th>VN</th>
<th>3rd NATL</th>
<th>CONTRACTORS</th>
</tr>
</thead>
<tbody>
<tr>
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<td>Auth OH</td>
<td>Auth OH</td>
<td>Auth OH</td>
</tr>
<tr>
<td>1</td>
<td>1</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>UH-1</th>
<th>OH-6</th>
<th>U-6A</th>
<th>U-21</th>
<th>TOTAL</th>
</tr>
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<tr>
<td>4</td>
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<td>5</td>
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<td>2</td>
</tr>
<tr>
<td>3</td>
<td>3</td>
<td>0</td>
<td>3</td>
<td>0</td>
</tr>
<tr>
<td>11</td>
<td>10</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

l. 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.
2. The 335th Aviation Company (Salt Hol) 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.
SUBJECT: Operational Report of Headquarters, 1st Aviation Brigade for
    Period Ending 31 July 1969, RCS CSFOR-65 (R1) (U)

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 RV has
                had an unfavorable impact within the 1st Aviation Brigade.

           (b) Evaluation: The usage rate of the 2.75" FFAR point detonating
                (PD) fused (M-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) (M-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 produc-
                tion 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) 05 or
    Higher Requisitions.

           (a) Observation: Paragraph 11 b, USARV Regulation 735-35, requires
                the commander, deputy commander, or executive officer to authenticate
                the assignment of IPD 05 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: 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 those 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 expedient manner. However, in November 1968, the transportation detachments were inactivated and the maintenance capability was incorporated into the aviation companies as a result of HQ 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.

(o) Recommendation: That favorable consideration be given to the deviation of paragraph 11b, USAF Regulation 735-35, in order to allow the 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, USAF Regulation 735-35 was forwarded to HQ, USAF on 22 April 1969. A reply to this request has not been received.

3. 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
have caused the construction to be delayed indefinitely. Pre-engineered buildings, which are acceptable substitutes, are being requested for these 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 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 2406-13. 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 POD inspection was performed on a daily basis or when deemed necessary. Any non-scheduled maintenance requiring safety wire and other materials to be brought to the ryan area or cabin roof also required an POD 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) Recommendations: 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 RWN 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 RWN 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) Recommendations: 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, CH-13/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 6500 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(c) 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:

[Signature]

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

4 Incl

Incl 2 - 4 wd HQ, DA

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TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-DT, APO 96558

Assistant Chief of Staff for Force Development, Department of the Army, Washington, D.C. 20310

1. (U) This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 July 1969 from Headquarters, 1st Aviation Brigade.

2. (C) Comments follow:

   a. (C) Reference item concerning "2.75 Inch Folding Fin Aerial Rockets (FFAR)," section II, page 17, paragraph e(1); concur. The 2.75" FFAR is a JCS controlled aerial munition. Every six months, JCS allocates to DA an equitable portion of the overall rocket motor production. JCS allocates the rocket motors only, which in turn determines the total number of rockets which can be produced. The stated requirements for 2.75" rocket items fluctuated widely over the past 12 months and the production base has been unable to respond rapidly to these changes. The rocket production forecast for the last six months of CY 69 and the first six months of CY 70 was disclosed at a USARPAC Munitions Conference held during the period 28 through 30 July 1969. USARV was scheduled to receive maximum production. Every effort has been made by USARV and the Project Manager of the 2.75" Rocket to obtain the maximum number of 2.75" HE rockets consistent with JCS allocations.

   b. (U) Reference item concerning "Authentication of Issue Priority Designator (IPD) 05 or Higher Requisitions," section II, page 17, paragraph e(2); nonconcur. The Uniform Materiel Movement and Issue Priority System (UMIPS), which established the priority system, prescribes expeditious processing throughout the supply system to include air movement of high priority requests. The inconvenient experienced in adhering to the command requirement of validating high priority, IPD 01 through 08, supply requests must be measured against a supply system flooded with unjustified high priority requests. Even the imposition of this requirement over 40 percent of all requests and requisitions received at the 1st Logistical Command depots are high priority.

   c. (C) Reference item concerning "Base Construction," section II, page 18, paragraph e(3); concur. This headquarters and the 1st Logistical Command are both aware of the lumber shortage and have initiated several urgent actions to obtain early relief. Projects for aircraft maintenance facilities continue to be included in construction priority lists. Pre-engineered buildings have been authorized for construction to meet some aircraft maintenance requirements. To meet other requirements, maintenance hangars are being relocated from bases designated for turnover to RVNAF.
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AVH-DC-3ST (15 Aug 69) 1st Ind

SUBJECT: Operational report of Headquarters, 1st Aviation Brigade for Period
          Ending 31 July 1969, HCS CSMBOX-55 (41) (U)

   d. (U) Reference item concerning "Plenum Chamber and Particle Separator
          Inspection," section II, page 19, paragraph 2j(1); nonconcur. An inspection of
          the engine intake screen or filter and sand and dust separator filters is required
          daily. They are designated as Critical Inspection Items. Scheduled preventive
          maintenance should be performed as directed in Th 55-1500-361-25.

   e. (U) Reference item concerning "CH-47A Load Limitations," section II,
          page 20, paragraph 2j(2); nonconcur. The recommended load guide is in contra-
          vention with paragraph 3b, USAV Regulation 95-5. The unit is advised to refer
          to USAV unclassified message number 77852, dated 18 August 1969, subject:
          Operational Loading CH-47, for additional guidance.

   f. (U) Reference item concerning "Loss of NPI, UH-1B/C aircraft," section
          II, page 20, paragraph 2j(3); concur. The USAV Flight Standardization Conference
          on 24 June established the hover check as recommended. A Flight Standardization
          Letter re-emphasizing this policy will be published and distributed to all USAV
          aviation units.

FOR THE COMMANDER:

[Signature]

C. D. Wilson

Maj. Gen.

Assistant Adjutant General

Cy turn:

1st Avn Bde
SUBJECT: Operational Report of HQ, 1st Aviation Brigade for Period Ending 31 July 1969, RCS CSFOR-65 (RI)

HQ, US Army, Pacific, APO San Francisco 96558 29 Oct 69

TO: Assistant Chief of Staff for Force Development, Department of the Army, Washington, D.C. 20310

This headquarters concurs in subject report as indorsed.

FOR THE COMMANDER IN CHIEF:

C. L. SHORTT
CPT, AGC
Asst AG
National Report - Lessons Learned, HQ, 1st Aviation Brigade

Experience of unit engaged in counterinsurgency operations, 1 May 69 to 31 July 69.

1. 1st Aviation Brigade

2. Analyst: 1982

3. CONTRACT OR GRANTING

4. (PROJECTING) N/A

5. (ORIGINATOR'S REPORT NUMBER) 693284

6. OTHER REPORT NO. (Any other numbers that may be assigned this report) N/A

12. SPONSORING MILITARY ACTIVITY

OACSFOR, DA, Washington, D.C. 20310

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