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**AD512691**

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**TO:**

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**FROM:**

**DoD Controlling Organization: Department of the Army, Office of the Adjutant General, Washington, DC 20310.**

**AUTHORITY**

**GDS per DoD 5200.1-r; Adjutant General's Office [Army] ltr dtd 29 Apr 1980**

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**DEPARTMENT OF THE ARMY  
OFFICE OF THE ADJUTANT GENERAL  
WASHINGTON, D.C. 20310**



EXEMPT FROM GDS

AGDA (M) (12 Nov 70) FOR OT UT 702215 25 November 1970

SUBJECT: Operational Report - Lessons Learned, Headquarters, 1st  
Aviation Brigade, Period Ending 30 April 1970 (U)

SEE DISTRIBUTION

1. Subject report is forwarded for review and evaluation in accordance with paragraph 4b, AR 525-15. Information of actions initiated as a result of subject report should be forwarded to ACSFOR OT UT 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*

**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

AVB-CC-0

15 May 1970

SUBJECT: Operational Report-Lessons Learned for Headquarters, 1st Aviation Brigade, Period Ending 30 April 1970, RCS CSF(71-65 (72) (U)

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3. (C) Operations: Significant Activities

a. Command

(1) The 1st Aviation Brigade mission of providing effective and responsive Army aviation support to US, NATO and FROAR ground elements remained unchanged.

(2) Changes in Key Staff Personnel - The following changes were made in key staff personnel during the quarter.

(a) Chief of Staff:

COL Jack M. Tomlinson, IN, [REDACTED] 1 Feb 70 - 16 Feb 70  
LTC Jerry H. Bunyard, FA, [REDACTED] 17 Feb 70 -

(b) Secretary General Staff:

MAJ Gen. G. Marks, IN, [REDACTED] 1 Feb 70 - 16 Feb 70  
MAJ Philip E. Courts, IN, [REDACTED] 17 Feb 70 -

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

b. GL/OP

(1) Breakdown of aviators

(a) Commissioned Officers - 1716  
(b) Warrant Officers - 2536  
(c) Total - 4252

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AVB/GC-0

**SUBJECT:** Operational Report-Lessons Learned for Headquarters, 1st Aviation Brigade, Period Ending 30 April 1970, RCS CSFCR-65 (R2) (U)

(2) Breakdown of Officers by Branch

Inf	-	645
Arm	-	253
AD	-	63
FA	-	376
Sig	-	123
Engr	-	161
AGC	-	17
TC	-	137
CM	-	11
Chem	-	3
Ord	-	19
MI	-	24
FC	-	0
MP	-	7
JAG	-	2
Chap	-	19
AMEDS	-	53
MAC	-	0
WC	-	<u>2479</u>
TOTAL		4392

(3) Brigade Strength. The strength of the 1st Aviation Brigade as of 30 April 1970 was as follows:

	<u>ASSIGNED</u>			<u>ATTACHED</u>		
	<u>OFF</u>	<u>WO</u>	<u>EM</u>	<u>OFF</u>	<u>WO</u>	<u>EM</u>
12th Avn Gp	528	807	5081	0	0	0
17th Avn Gp	617	822	5980	5	3	41
164th Avn Gp	410	678	4506	26	12	233
165th Avn Gp	125	67	1436	0	0	0
212th Avn Bn	124	116	1155	0	0	0
HHC 1st Avn Bde	<u>50</u>	<u>21</u>	<u>210</u>	<u>0</u>	<u>0</u>	<u>0</u>
TOTALS	1854	2571	18368	31	15	274

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AVR/AGC-0

15 May 1970

**SUBJECT:** Operational Report-Lessons Learned for Headquarters, 1st Aviation Brigade, Period Ending 30 April 1970, RCS CSFOR-65 (R2) (U)

(4) Recommendation for Awards. The following is a report of actions taken on all awards recommendations received by this Headquarters during the period 1 February 1970 through 30 April 1970:

<u>Award</u>	<u>Received</u>	<u>Processed</u>	<u>Approved</u>
MI	1	1	0
DSC	1	1	0
DSN	0	0	0
SS	80	77	0
LON	22	22	77
LFC	798	737	9
SM	33	33	737
BSM"V"	108	105	33
BSN	1519	1170	105
AM"V"	846	805	1170
AI	13486	13133	805
LECOI"V"	268	211	13133
LECOM	4538	3941	211
PH	<u>333</u>	<u>333</u>	<u>3941</u>
TOTALS	22033	20569	20554

(5) Orders Published. Orders published by Headquarters, 1st Aviation Brigade, broken down by month, are as follows:

<u>MONTH</u>	<u>SPECIAL ORDERS</u>	<u>LETTER ORDERS</u>	<u>GENERAL ORDERS</u>
February	28	46	610
March	31	70	745
April	<u>30</u>	<u>64</u>	<u>984</u>
TOTALS	89	180	2339

(6) R&R Data. During the period 1 February 1970 through 30 April 1970, a total of 5113 R&R allocations were received by this Headquarters. Of this number, 4682 were utilized. The following is a utilization breakdown by month:

<u>Month</u>	<u>Allocations Received</u>	<u>Allocations Used</u>	<u>Percent of Utilization</u>
February	1688	1605	95.1%
March	1840	1648	89.6%
April	<u>1585</u>	<u>1429</u>	<u>90.2%</u>
TOTALS	5113	4682	91.6%

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AVRAGC

15 May 1970

SUBJECT: Operational Report-Lessons Learned for Headquarters, 1st Aviation Brigade, Period Ending 30 April 1970, RCS CSFOR-65 (R2) (U)

(7) Applications Received. The following reflects officer applications/appointments received by month for the period 1 February 1970 through 30 April 1970:

	<u>FEB</u>	<u>MAR</u>	<u>APR</u>
OCS	0	0	3
WO	0	1	0
Direct Com	1	7	1
RA	<u>4</u>	<u>7</u>	<u>7</u>
TOTALS	5	15	11

c. G2

Personnel Security Investigative Actions

- (1) Requests for Background Investigation. 19
- (2) Requests for verification of Background Investigations: 215
- (3) Requests for National Agency checks: 51
- (4) Requests for verification of National Agency Checks: 105
- (5) Requests for verification of Entrance Nat'l Agency Checks: 82
- (6) Total PSI Actions: 472
- (7) Of those 472 PSI Actions, 398 were completed and 74 are pending.

d. G3

(1) HHC, 1st Aviation Brigade is currently operating under MTOE 01-666, dated November 1969. This MTOE is inadequate for efficient operation of the headquarters. In early May, a revised MTOE will be submitted which will provide a headquarters organization capable of administering to the needs of the Brigade which currently has over 24,000 personnel assigned.

(2) Reorganization of the 273d Aviation Company (Heavy Helicopter) and the 355th Aviation Company (Heavy Helicopter) have not been completed due to the lack of a detailed MTOE change. This change will provide paragraph and line numbers for additional personnel spaces that result from deactivation of supporting transportation detachments. Attempts are being made to obtain the detailed MTOE change from USARPAC.

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AVBLGC-0

15 May 1970

SUBJECT: Operational Report-Lessons Learned for Headquarters, 1st Aviation Brigade, Period Ending 30 April 1970, RCS CSFOR-65 (R2) (U)

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

(a) The 314th Aviation Detachment (Divisional) was detached from the 1st Infantry Division and attached to 12th Aviation Group (Combat), effective 11 February 1970.

(b) The 317th Aviation Detachment (Divisional) was detached from the 1st Infantry Division and attached to the 12th Aviation Group (Combat), effective 17 February 1970.

(c) The 319th Aviation Detachment (Divisional) was detached from the 1st Infantry Division and attached to the 165th Aviation Group (Combat), effective 20 February 1970.

(d) The 325th Aviation Detachment (Divisional) was detached from KATV Corps and attached to the 212th Aviation Battalion (Combat), effective 27 March 1970.

(e) The 360th Aviation Detachment (Divisional) was detached from the 4th Infantry Division and attached to the An Khe Airfield Command effective 27 March 1970.

(f) D Troop, 1/4 Cavalry, 1st Infantry Division was redesignated C Troop (Air), 16th Cavalry and assigned to the 1st Aviation Brigade on 20 March 1970. On 27 March 1970 the unit was reassigned to the 12th Aviation Group (Combat). On 5 April 1970 the troop was reassigned to the 164th Aviation Group (Combat), and stationed at Soc Trang.

(4) Operations:

(a) The VNAF Improvement and Modernization (IMI) program has been agreed upon by the 1st Aviation Brigade, USARV, 7th US Air Force and the Vietnamese Air Force (VNAF). Publication of the final copy of the VNAF IMI Plan is expected in the May - June time frame.

(b) The plan details the turnover of eight assault helicopter companies and one assault support helicopter company to the VNAF during the period September 1970 - March 1971. Key points of the program are:

1. VNAF pilots trained at the US Army Aviation School will serve 90 days OJT with an assault helicopter company upon return to Vietnam from COMUS. Whenever possible, VNAF pilots will train with the units that are programmed for turnover.

2. A total of 224 VNAF aviators are scheduled to be trained under the OJT program. The first four VNAF graduating classes from COMUS are expected to total 214 aviators. The graduation dates for these classes are 25 June, 7 July, 21 July and 4 Aug 1970. OJT training is to begin 15 July 1970.

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15 May 1970

SUBJECT: Operational Report-Lessons Learned for Headquarters, 1st Aviation Brigade, Period Ending 30 April 1970, RCS CSFCR-65 (R2) (U)

3. The assault helicopter companies scheduled for VNAF conversion at Bien Hoa and Soc Trang will also turn over the facilities they now occupy.

4. For a period of 90 days after the activation of each VNAF Squadron, the 1st Aviation Brigade will provide selected operations cadre personnel to remain with the newly activated squadrons to assist the units in becoming operationally ready. These personnel will be under the operational control of an Air Force Advisory Team Chief. The composition of the cadre is as follows:

- 1 - Operations Officer
- 2 - Instructor Pilots
- 11 - Experienced Aircraft Commanders (a minimum of two will be gunship Aircraft Commanders)

5. For a period of 75 days (activation day / 15 to activation / 90) the 1st Aviation Brigade will provide selected maintenance cadre personnel to remain with the newly activated squadrons to assist the units in becoming operationally ready. These personnel will also be under the operational control of the Air Force Advisory Team Chief. The composition of the maintenance cadre is as follows:

- 1 - Maintenance Officer
- 1 - Maintenance Supervisor
- 11 - Crew Chiefs

6. Each assault helicopter company scheduled for turnover will provide maintenance OJT for selected VNAF personnel. This training period will begin 60 days before activation day and last for 30 days. OJT will be provided for the following personnel:

- 1 - Maintenance Officer
- 1 - Line Chief
- 1 - Engine Mechanic
- 1 - Electrician
- 10 - Helicopter Mechanics

(c) The program is proceeding according to plan and no time setbacks are anticipated.

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15 May 1970

SUBJECT: Operational Report-Lessons Learned for Headquarters, 1st Aviation Brigade, Period Ending 30 April 1970, RCS CSFOR-65 (R2) (U)

(5) Training.

(a) The 1st Aviation Brigade continues to use all available sources of in-country training to maintain operational readiness at all levels of command. In-country training is essential to augment training provided by COMUS bases. The following data provides a recapitulation of the training quotas allocated to subordinate units during the reporting period:

<u>COURSE</u>	<u>QUOTAS</u>
1. The Army Aviation Refresher Training School (AARETS), (airframe, engine, technical inspector and armament courses for all helicopters utilized in Vietnam (except CH-54), the CH-47 Maintenance Supervisor Course and CH-47 SAS and Speed Trim Maintenance Course.)	244
2. USARV conducted aviator transition and maintenance courses:	
AE-1G	39
CH-6	26
CH-53	46
3. USARV IP/SIP School	26
4. Jungle Environmental Survival School	13
5. PACAF Life Support School	20
6. Doppler Training Course	5
7. AH-1G Maintenance	44
8. USARV 1st Signal Brigade Schools	<u>4</u>
	TOTAL QUOTAS 467

(b) The following school changes occurred:

1. The CH-47 SAS and Speed Trim Maintenance Course was terminated.

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2. The value of attendance at the Jungle Environmental Survival Training School (JEST), a two day survival course conducted by the US Navy in the Philippines, was determined to be marginal in view of the time and costs involved. A traveling training team accomplishes necessary survival training for units affected. Aviators continue to attend the USMC Pacific Life Support School (PLSS) in Okinawa on TDY status from USAF and the USAF Jungle Survival School (JSS) at Clark AFB, Philippines en route to RVN from CONUS.

3. The AARTS closed 17 April 1970 in order to move from Vung Tau to Phu Loi. The school will reopen not later than 1 June 1970.

4. The 1st Aviation Brigade UH-1 IP/SIP school was expanded to accommodate students from other USAFV units beginning in March 1970. The course includes 32 hours of ground school and 30 hours of flying. All emergency procedures are studied and practiced in detail to include touchdown autorotations, low level autorotations, tail rotor failure landings to the ground and hydraulic failure landings to the ground.

(c) There were no UH-1 aviator transition programs conducted by 1st Aviation Brigade for Republic of Vietnam and Republic of Korea pilots during this period. Thai Army aviators continue to fly with US pilots under the terms of a Memorandum of Understanding between CG, 1st Aviation Brigade and CG, Royal Thai Army Volunteer Force (RTAVF), dated 4 January 1970.

(d) Two Australian Army Aviators rated in the UH-1 are flying operational missions with US aviators in the 3/17th Air Cavalry Squadron.

(e) Eleven Australian Navy pilots continue to fly with the 135th Assault Helicopter Company.

(f) This Headquarters initiated a combat evaluation of the OH-58 in the scout role. The purpose is to determine the suitability of the OH-58 when used in a scout role. The combat evaluation will be conducted over a ninety day period. C Troop 3/17th Air Cavalry Squadron was tasked to conduct the evaluation. The test is continuing and the first monthly report will be forwarded to this Headquarters by 10 May 1970. Initial reports indicate that the OH-58 is performing efficiently in the scout role.

(g) The 165th Aviation Group (Combat) is training Civil Service employees of the Directorate of Civil Aviation (DCA), RVN, to perform as air traffic controllers. Seven controllers have been trained with six receiving a fully qualified rating to handle heavy traffic (A rating) and one qualified to handle moderate traffic (B rating).

(h) The 1st Aviation Brigade has assumed responsibility for all of the aviation related New Equipment Training Teams (NETT) in Vietnam. This Headquarters programmed the movement of the NETTs to include all equipment and personnel. New facilities will be provided for the NETT at Di An.

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15 May 1970

SUBJECT: Operational Report-Lessons Learned for Headquarters, 1st Aviation Brigade, Period Ending 30 April 1970, RCS CSFOR-65 (R2) (U)

(i) A detachment of the 5th Utility Airplane Company in support of JCSFAO and a platoon of the Command Airplane Company were moved from Tan Son Nhut Air Base to Long Thanh North. This was in support of the effort to reduce the number of US personnel in the Saigon area and to consolidate units to facilitate better maintenance and aircraft scheduling.

e. 04

(1) Sufficient Model 801 tail rotor hub assemblies for AH-1C and CH-1 type aircraft arrived in RVN in February to replace the defective Model 701 assemblies. The change over installation was 90% complete as of 30 Apr 70.

(2) The CH-53A aircraft infusion program for the Brigade, which began on 29 Jan 70, reached a density of 62 by 30 April 1970. This accelerated program permitted the redistribution of the UH-1D/H aircraft assets into assault helicopter companies and other tactical units. The use of the CH-53A aircraft in CH-47 and CH-54 companies has eliminated the use of cargo helicopters for administrative and liaison purposes.

(3) The unauthorized modification of armament subsystems became a problem area during mid-March, in that 1st Aviation Brigade units were not complying with existing regulations prohibiting the modification of Army equipment. Armament inspectors from the Brigade and 34th General Support Group personnel visited all units of the Brigade to enforce the "no modification" policy as required by Department of the Army.

(4) During March a VNAF I&M planning conference was held by USARV. Aircraft maintenance areas in question were discussed by HQ, USARV-AVN, 34th GSG, and 1st Aviation Brigade aircraft maintenance personnel. General guidelines were set forth for all phases of the forthcoming unit conversion. The Brigade will begin Phase I on 1 June 1970.

(5) The USARV Facilities Review Board approved the following 1st Aviation Brigade construction requests during the quarter:

<u>USARV PROJ #</u>	<u>DESCRIPTION</u>	<u>SCOPE</u>
734	Afld Pavement, Vinh Long	39,000 SY
734	Landfill, Vinh Long	73,000 CM
757	Elect Dist, Can Tho	4,000 LF
757	Lat/Shower, Can Tho	MEP
757	Trp Housing, Can Tho	380 MW
757	Mess Hall, Can Tho	6,240 SF
757	Hardstand, Can Tho	107 SY
853	Security Lighting, Mha Trang	14,300 LF
938	Rwy/Parking, Can Tho	65,000 SY
938	Landfill, Can Tho	100,000 CM
993	Acft Park Apron, Can Tho	42,000 SY
995	EOQ, Can Tho	4,320 SF

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15 May 1970

SUBJECT: Operational Report-Lessons Learned for Headquarters, 1st Aviation Brigade, Period Ending 30 April 1970, RCS CSFOR-65 (R2) (U)

<u>USARV PROJ #</u>	<u>DESCRIPTION</u>	<u>SCOPE</u>
995	EM Billets, Can Tho	10,560 SF
995	Admin/Opn/Sup, Can Tho	2,860 SF
995	Lat/Shower, Can Tho	NER
995	Water Storage, Can Tho	10 TC
995	Mess Halls, Can Tho	3,840 SF
995	Aeft Maint Hangar, Can Tho	2,880 SF
995	Elect Pwr/Dist, Can Tho	100 KW
2167	Aeft Dir Fuel, Vinh Long	12 OL
2266	Aeft Dir Fuel, Plantation	15 OL

(6) Portable revetment closures (4th side) for high dollar aircraft were designed, tested and approved for construction for all CH-54, OV-1 and YO-3A aircraft in RVN.

(7) Barrier wall requirements and design criteria for armed helicopters were distributed to all applicable units.

(8) Dust continues to adversely affect aviation operations. Dust has been a contributing factor in five aircraft accidents during this quarter, resulting in the loss of valuable aircraft and personnel. Helicopter operating areas have been given first priority for use of penoxime.

(9) The ASP for the 145th CMB was completed at Bien Hoa. Five large modules capable of holding 5000 lbs of explosives each were constructed.

(10) Construction of revetments, taxiways, hardstand, maintenance areas and other necessary facilities for the move of the 73rd SAC and the 54th JAC from Vung Tau to Long Thanh was completed during this period.

(11) The officer and enlisted billet project for the 117th AHC and the 195th AHC at Plantation was started. Construction is being accomplished on a self-help basis.

(12) The approved plan for construction of parallel autorotation lanes, 60' x 500' each, on the eastern perimeter of the Long Binh Post has been tasked to the 20th Engineer Brigade. These landing lanes will be for the use of the USARV Instructor Pilot School and Transition Training Teams. Construction is to be completed by 1 June 70.

(13) Work was begun on the YO-3A revetments at Long Thanh IAAF. The operational support construction will be completed in time to accept the new aircraft.

(14) REPORTS OF SURVEY:

Number Processed	612
Personnel Held Liable	72
Personnel Relieved From Liability	540
Dollar Value:	\$6,296,183.98

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AVRIGG-O

15 May 1970

SUBJECT: Operational Report-Lessons Learned for Headquarters, 1st Aviation Brigade, Period Ending 30 April 1970, RCS CSFOR-65 (R2) (U)

- (15) There were 237 Combat Losses, DD Form 2408-7, processed and approved.
- (16) Items of excess equipment, valued at \$350,560, were recovered and accountability reestablished. 30 Brigade Units contributed to this program.
- (17) There were 57 requests for temporary loans processed.
- (18) (a) The drawdown of US Forces initially resulted in problems maintaining adequate stockage of ammunition and POL levels at stagingfields in the Delta. These stagingfields reduce room and refuel turn around time in support of tactical operations.

(b) The shortcomings are being received by:

- 1. Movement by AWH of ammunition from Delta ASPs and POL from Con Tho/Binh Thuy to forward stagingfields.
- 2. Deliveries by commercial oil companies.
- 3. Increased temporary and permanent bulk storage capacities at forward stagingfields.
- 4. US Army operated logistical backup.

f. IO

(1) Home Town News Releases: During the month of April, 2,170 HTRR's were sent to Kansas City--up from 1,692 for March.

(2) Editorial Releases: During April this office sent out 50 editorial releases to military and civilian publications, up from 41 for March.

(3) Multiple Screen Slide Presentation: "The World I See," the story of Army Aviation in Vietnam, has been prepared and screened. At the present time, 186 slides are shown during the 8 minute presentation. Once the finishing additions are made, the program will be prepared for presentation during the upcoming AAAA convention.

(4) DL Film Project: During the early weeks of April, 4,500 feet of color motion picture film was shot for the Department of the Army. This special project depicted the use of the armed helicopter and fixed wing strike aircraft in a combat environment. Film teams from the South East Asia Pictorial Center were used for this project.

(5) Special Purchases: During the past month, this office coordinated the purchase and delivery of 10,000 Brigade Postcards, 30,000 Combat Certificates, and 1,000 Brigade Stickers.

(6) Unit Dry Publicity: The following is planned publicity for Unit Dry, 25 May:

(a) 25,000 copies of the CG's Unit Dry Message are being reproduced for distribution to each member of the Brigade.

(b) A special photo spread and feature story on this subject will be distributed to military and civilian publications.

(c) HAWK Magazine will carry the CG's message.

(d) A photo story and script will be forwarded to AWH radio and TV for airing on 25 May.

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AVDAGC-0

15 May 1970

SUBJECT: Operational Report-Lessons Learned for Headquarters, 1st Aviation Brigade, Period Ending 30 April 1970, RCS CSPOR-65 (R2) (U)

(7) The Information Office requisitioned and received a special fund site for \$770.00 from the USAFV Central Welfare Fund Council for the purchase of 1st Aviation Brigade, Vietnam Combat Certificates to be awarded to all members of the 1st Aviation Brigade. The certificate will state the duration of assignment and appear over the Commanding General's signature in the lower right hand corner and the individual's commanding officer's signature in the lower left hand corner. This serves as a memento and an appreciation of service to the 1st Aviation Brigade.

### h. Surgeon

(1) Personnel. During the reporting period the Brigade had no sustained critical shortages of medical personnel. All 50 flight surgeon positions were filled during most of the period. Administrative officers were assigned at the group level during the entire period in addition to the Brigade surgeon's office. However, none of the 1st level administrative officer positions were filled at the Battalion level. The total enlisted strength remained at almost 100% fill; however the experience level dropped materially.

(2) Operations. There was a large increase in disposition instructions for medical material received from USAFV. It related to suspension and extension of expiration dates for medications and destruction information. The increase in the requirement for group surgeons to retransmit messages was placing a time consuming burden upon their administrative staffs. In addition there was a marked increase in the probability of serious errors. A quality control system was initiated which assured that no copy information was received by all medical facilities on a timely basis. Rather than retransmitting in message form, the information is typed on stencils and disseminated as technical letters called Quality Control Documents (QCDs). Each QCD is given a control number and is referred to by that number in all subsequent communications. Control numbers are consecutive and begin with 01 each calendar year (i.e. 1970 is 01-70, 02-70...; 1971 is 01-71...). This is important because there are many similar QCDs and it is necessary to be able to identify each specifically. The advantages of the system over retransmitting are:

(a) Stencils are easier to type.

(b) Aviation groups are no longer required to retransmit messages concerning suspension or extension of potency dates or destruction information for medical material.

(c) Medical facilities know that if a number in the control number sequence is missing, they need to take action to procure the document. This is an important feature of the system. This was accomplished without a material increase in the Brigade surgeon's workload and resulted in an important savings in man-hours at the group level.

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AVBAGC-0

15 May 1970

SUBJECT: Operational Report-Lessons Learned for Headquarters, 1st Aviation Brigade, Period Ending 30 April 1970, RCS CSFOR-65 (R2) (U)

1. Safety.

(1) The 1st Aviation Brigade flew 451,518 hours during the reporting period and experienced 87 aircraft accidents. The aircraft accident rate for the quarter based on 100,000 flying hours was 19.2.

(2) 53 percent of the total accidents during this quarter resulted from human cause factors. Engine failures were the greatest material cause factor and accounted for 30% of the total accidents. Tail rotor failures increased from the previous quarter with a total of 8 tail rotor failure accidents. Loss of RPM accidents increased with a total of 17 accidents.

(3) Fixed wing accidents accounted for 9 of the 37 accidents representing an upward trend of fixed wing accidents. Fixed wing accident rate for this quarter was 11.1 compared to the 21.2 rate for rotary wing per 100,000 flying hours.

(4) During the last quarter the Aviation Safety Section visited a total of 76 battalion and company size units. These visits proved beneficial in assisting the aviation accident prevention program down to the lowest level.

(5) Aircraft Accident Statistics

<u>MONTH</u>	<u>TOTAL FLYING HOURS</u>	<u>NO. ACCIDENTS</u>	<u>RATS*</u>
Feb	142,113	26	18.3
Mar	156,249	30	19.2
Apr	153,156	31	20.2

\* per 100,000 flying hours

(6) LTC Ronald H. Morritt assumed the duties of Aviation Safety Officer during this quarter. He replaced LTC Clement A. Myllie who was assigned to the 222nd C&B as Commanding Officer.

(7) A test program for flying hours was approved and sent to selected units. The program consists of 35 hours based on a 7 day week. The test is to determine the number of hours an aviator can safely fly without fatigue. The test period is for 60 days.

(8) Project Impact was initiated during this quarter to reach both aviation and ground personnel. Use of AFVH radio for spot safety announcements and a continuing series in the Panorama program concerning Aviation Safety has been arranged with the AFVH programming officer.

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j. Chaplain.

The following describes Chaplain activities within 1st Aviation Brigade for the period ending 30 April 1970.

(1) Group Religious Services:

Number conducted - 1546

Number attending -37142

(2) Religious Education

Number of occasions - 678

Number attending -10431

(3) Character Guidance

Number of occasions - 329

Number attending - 44641

(4) Number of Pastoral Visits - 28673

(5) Tri-Faith Religious Retreat

(a) Conducted in 12th Aviation Group

(b) Number of "Duty Days with God" -15

(c) Number of people attending -542

(d) Percentage of unit personnel attending - 8%

k. Headquarters Commandant NONE

l. Historical

(1) Combat Art Team. During the reporting period a two man combat art team was formed and assigned to the Brigade Historical Section. Twelve oil paintings were completed and registered as historical properties.

(2) Combat After Action Interview Reports. A combat after action interview report program was initiated for Combat Aviation Battalions. Five combat after action interview reports were completed and submitted to the Office of the Chief of Military History.

(3) Historical Collection. A Brigade Historical Collection was established at Brigade Headquarters. Nine captured enemy weapons and fifteen items of captured enemy equipment were acquired for the collection.

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(4) Capsule History. A capsule history of the 1st Aviation Brigade was written during the reporting period. Arrangements were made for an initial printing of 15,000 copies to be distributed to visitors and incoming personnel.

(5) Unit Historics/Annual Historical Supplements. Eighty-one unit historics/annual historical supplements for 1969 were submitted to the Office of the Chief of Military History.

(6) End-of-Tour Interviews. Six tape recorded end-of-tour Interviews of Battalion/Squadron Commanders were conducted and submitted to the Office of the Chief of Military History.

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

a. Personnel

Unauthorized R&R Quotas

(1) Observation: Numerous personnel reassigned in Brigade receive a second allocation from their new command. Second R&Rs are not authorized during a normal 12 month tour.

(2) Evaluation: The only record of R&R taken is a copy of orders placed in an individual's 201 file. During the transfer, the individual need only destroy the copies in the file and request a new allocation when he reaches his new command. These instances jeopardize others from receiving an allocation to which they are entitled.

(3) Recommendation: That a certificate be issued by the commander of the losing unit certifying that the individual has or has not used an R&R allocation. The certificate would be maintained in the 201 file and notation made on the Installation Clearance Record, DA Form 137.

(4) Command Action: This Headquarters is initiating positive controls over the allocation of R&R's to preclude unfair distribution. R&R will be recorded on Form 20/66 in duty status block.

b. Operations.

(1) Insufficient OH-58 Pilots.

(a) Observation: The OH-58 New Equipment Training Team (NETT) was unable to train sufficient OH-58 pilots to meet the needs of the Brigade.

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(b) Evaluation: To expand the HETT school would tie up more assets in personnel and aircraft. The availability of facilities to accommodate such an expansion at this time was critical. The other alternative was to task subordinate units to develop a unit transition program with the assistance of the Brigade Standardization Section.

(c) Recommendation: Subordinate units were directed to establish a unit transition program to include the same ground school program of instruction and flight syllabus used by the HETT. Prerequisites for attendance would be the same as required for the HETT school.

(d) Command Action: Under the supervision and staff assistance of the Brigade Standardization Section, subordinate units are now transitioning OH-58 pilots. This course of action has resolved the problem.

(2) Dropped Loads.

(a) Observations: The 1st Aviation Brigade had experienced an increased number of dropped loads from CH-47 aircraft during this period.

(b) Evaluation: The loads were dropped or punched off due to faulty sling equipment, careless rigging and oscillation of the load as a result of excessive airspeed.

(c) Recommendations:

1. All supported units and supporting units will receive additional training in the proper method of rigging and inspecting sling loads and sling equipment.

2. Pathfinders are qualified to train personnel in the proper method of rigging loads. They should make assistance visits to supported units and instruct personnel on proper rigging procedures and how to identify faulty equipment.

3. When fixed wing aircraft are recovered by CH-47, where practicable, the wings are to be removed and carried internally. If not, insure that spoilers are on the wings and that spoiler actuator and control locks are engaged.

4. The indicated maximum airspeed of the recovery aircraft (IAS) will not exceed 50 knots when transporting a fixed wing aircraft as a sling load.

5. CH-47 crews and OH-58 crews will review and execute procedures outlined in the appropriate -10 manual.

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(d) Command Action: This Headquarters has disseminated instructions to all subordinate units to implement the recommendations listed in paragraph 2b(2)(c) above.

c. Training.

(1) In-Country Training.

(a) Observations: The in-country training required for AH-1G, OH-6, and OH-58 pilots and instructor pilots requires diversion of mission essential aircraft and highly qualified personnel.

(b) Evaluations: The training of pilots and instructor pilots for the AH-1G, OH-6 and OH-58 should be increased in COMUS to meet the needs of units deployed in RVN. Assets within the Brigade must be diverted from the primary mission in many cases to satisfy a training qualification program.

(c) Recommendation: That COMUS Schools increase the output of pilots and instructor pilots in the AH-1G, OH-6 and OH-58. Instructor pilots should be second tour aviators and should definitely not be turn around pilots who have just graduated from flight school.

(d) Command Action: USAFV has advised DA of the need for increased output of aviators trained in these aircraft.

(2) First Tour Turn Around Instructor Pilots.

(a) Observation: An unusually high accident/incident rate has resulted during training missions involving instructor pilots who attended Instructor Pilot School immediately after graduating from flight school.

(b) Evaluation: Recent accidents/incidents involving instructor pilots just out of flight school has emphasized the requirement for more flight experience prior to assuming instructor pilot duties. The instructor with 250 hours total flight time is not able to cope with the problems and emergencies that occur during transition and mission training.

(c) Recommendation: Each IP or potential IP must have 600 hours of total military time, 200 hours in model and 25 hours in series before assuming IP duties. Experience has established that it is not practical to send new aviators through instructor pilot courses immediately after graduation from flight school.

(d) Command Action: The recommendations listed in paragraph 2c(2)(c) above have been implemented through directives. Standardization training visits are being made to subordinate units to assist them in qualifying experienced and mature aviators to become instructor pilots.

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(3) First Tour Aviators Knowledge in Capabilities and Limitations of the UH-1 Helicopter.

(a) Observation: Newly rated aviators are not sufficiently familiar with the capabilities and limitations of the UH-1.

(b) Evaluation: Evaluation rides and investigations of accidents involving aviators with 25 to 300 hours as a military rated pilot have revealed a lack of knowledge in the capabilities and limitations of the UH-1. The new aviator is unable to compute the load carrying capabilities and does not understand the limitations of the helicopter under varying conditions.

(c) Recommendations: During flight training special emphasis should be placed on the capabilities and limitations of the UH-1 to include procedures for utilizing the GO-NO-GO placard and high altitude and density altitude operations.

(d) Command Action: Each new aviator is given a minimum of 3 hours classroom instruction on the capabilities and limitations of the UH-1 Helicopter before he is released to fly. Ground school is being conducted at unit level to qualify the new aviator to operate under the existing conditions.

(4) First Tour Aviators Knowledge of Aircraft Systems and Emergency Procedures in the UH-1 Helicopter.

(a) Observation: First tour aviators are not familiar with certain aircraft systems and the net result is an inability to cope with emergency situations.

(b) Evaluation: The Brigade standardization program has revealed a lack of knowledge of the fuel, hydraulic and electrical systems.

(c) Recommendations: That more time be devoted to training student pilots in the operation of the fuel control in automatic and emergency position, the hydraulic system to include the function of the electrically operated control switch, and the electrical system to include functioning of the inverters.

(d) Command Action: Classes on aircraft systems and emergency procedures are presently being conducted for all new aviators.

d. Intelligence NONE.

e. Logistics

(1) T53 Turbine Engine Maintenance Program.

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SUBJECT: Operational Report-Lessons Learned for Headquarters, 1st Aviation Brigade, Period Ending 30 April 1970, MOS CSFOR-65 (12) (U)

(a) Observation: There continued to be an excessive number of turbine bearing changes during the past quarter.

(b) Evaluations: Staff assistance visits to Brigade units revealed that the T53 engine was being changed and tagged as equipment failure due to a lack of parts, tools and/or experienced repair personnel.

(c) Recommendation: The Brigade Aircraft Maintenance Section should prepare a procedural guide on steps to be taken in conducting through scheduled inspections and detailed procedures to be followed in repairing T53 engines which is within the authorized echelon of maintenance at unit level.

(d) Command Action: The Brigade Maintenance Section has compiled checklists for both breakdown and build-up of engines. These are step by step lists designed to reduce errors in maintenance procedures and to prevent the premature turn-in of repairable engines. These lists have been issued to all appropriate units. Additionally, the Brigade Aircraft Maintenance Section began an aggressive program of staff maintenance assistance visits to units experiencing maintenance difficulties.

(2) UH-1D Aircraft for 8th US Army:

(a) Observation: The 1st Aviation Brigade, during the past quarter was required to furnish 42 UH-1D aircraft for transfer to the 8th Army in Korea. This requirement specified that only UH-1D aircraft with less than 1100 airframe hours since new or overhaul would be candidates for transfer. The criteria for transfer was never established by higher headquarters until the "trade out" was already in progress.

(b) Evaluation: Because of the airframe hour criteria set forth, as many as seven aircraft per unit had to be selected for transfer. It was originally understood that the owning unit would perform all organizational maintenance and the next periodic inspection. However, it was intended that all aircraft components were to be changed IAW the standard of serviceability presented in the current -20 maintenance manual. During the time that was required to resolve these differences and correct the discrepancies, the owning unit had aircraft which were operationally ready but could not be utilized to perform the units' mission.

(c) Recommendation. In the future all transfer criteria should be thoroughly resolved prior to initiating the preparation program.

(d) Command Action:

1. USARV has requested DA to change the criteria for transfer.

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(3) CH-47C, T55-L11 Engine Problems

(a) Observations: Many problems were encountered with the T55-L11 engines installed on the CH-47C aircraft. Excessive down time was caused by a separation between the combustor housing and fuel manifold, internal oil leaks and chaffing of the fuel nozzles.

(b) Evaluation: Lycoming devised a temporary solution for engines in the field and began a study to redesign future engines. The fuel nozzle chaffing is not a serious problem. The internal oil leaks are undergoing study and tests by AVSCOM and Lycoming.

(c) Recommendations: That specialized personnel be made available to each unit operating the T55-L11 engine so that a more professional evaluation can be made for each problem.

(d) Command Action: This Headquarters is closely monitoring problems encountered on the CH-47C with special assistance from the AVSCOM project office and senior Lycoming representatives.

(4) SPH-4 Helmet Supply

(a) Observation: Brigade units were turning in helmets to the property disposal officer when the helmet did not meet disposal criteria.

(b) Evaluation: Helmets that do not have structural damage can be repaired by utilizing electronic kit assembly, FSN 5820-134-3867. When they are turned in to property disposal they are normally burned.

(c) Recommendation: That adequate repair parts be placed on requisition to repair all unserviceable helmets on hand. That demand data be maintained on repair parts so that PLL stocks will meet the supply demands.

(d) Command Action: A message was sent to all units of the Brigade directing no helmets be turned in to property disposal unless structurally damaged. Units were also directed to establish PLL's and follow up on outstanding requisitions for helmet repair parts.

(5) Movable Revetment Closures.

(a) Observation: CH-54, OV-1 and YO-3A aircraft are high dollar aircraft and are lucrative targets for mortar, rocket and direct small arms fire.

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(b) Evaluation: Recent mortar attacks on airfields and heliports caused significant loss of materiel. Because of the increase in indirect fire attacks, additional protection is required for high dollar aircraft.

(c) Recommendation: That all OH-54, OV-1 and YO-3A be provided enclosed revetments.

(d) Command Action:

1. Engineers were requested to develop a movable revetment which would form a fourth side for the existing three sided revetments. Movable revetments were constructed on warehouse trailers utilizing M8A1 matting to make an "A" frame 11.5 feet tall. The design was approved and tests of the revetments were conducted at Sanford AAF, Long Binh.

2. A message has been sent to all units providing criteria and request for movable revetment closures. An Engineer operational support report will be submitted for the construction of movable revetment closures for all OH-54 and OV-1 aircraft in RVN. Another request will be submitted for the YO-3A aircraft when firm stationing data becomes available.

(6) Stagefield Barrier Walls

(a) Observations: Many existing stagefields which are frequently utilized for rearming AH-1G gunships do not have 9.5 ft. barrier walls for protection against rockets inadvertently fired from parked gunships.

(b) Evaluation: Recent accidents involving the accidental firing of 2.75m rockets have revealed the inadequacy of existing helicopter gunship barrier walls.

(c) Recommendation: That all frequently used stagefields be provided 9.5 ft. barrier walls at rearming points for AH-1G gunships. Barrier walls may be constructed by utilizing earth filled drums and M8A1 matting.

(d) Command Action: A message has been sent to all units to upgrade existing revetment barriers at frequently used stagefields to 9.5 ft.

(7) Electrical Wiring Hazards.

(a) Observation: Recent inspections of units' billets have revealed that faulty and potentially dangerous electrical wiring conditions exist.

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(b) Evaluation: Self-help construction projects and modification of existing billets by unit personnel not qualified to perform electrical wiring tasks have resulted in many billets having faulty electrical wiring. These billets and work areas are potential fire hazards to all personnel and materiel housed within such structures.

(c) Recommendation: That commanders at every level take necessary action to eliminate such conditions and establish controls to prevent recurrence.

(d) Command Action: A message has been sent to all units depicting common electrical wiring hazards and emphasizing the need for continued command interest in detecting and eliminating these hazards. Additionally, commanders will insure that only qualified personnel are permitted to install, repair or modify electrical wiring.

f. Organization NONE.

g. Information NONE.

h. Signal

(1) Identification of Avionics Training/Experience MOS 266A

(a) Observation: There is no method which identifies Avionics training or experience in MOS 286A.

(b) Evaluation:

1. MOS 286A is assigned to supervise and manage avionics direct support maintenance shops in aviation companies. The MOS description does not require a knowledge of avionics or aircraft electronics systems. In fact some of the enlisted feeder MOS's from which appointments to MOS 286A may be made have very little electronics background. As a result experience has shown that a two to four months learning period is required for the Warrant Officer, MOS 286A, who has had no previous avionics/electronics experience. As new aircraft enter the system with more avionics systems and subsystems, it becomes more important than ever that the maintenance shops have experienced or trained supervisors.

2. Personnel who gain avionics experience should be identified easily for assignment/reassignment purposes. Presently they are identified only by personal knowledge or the job title reflected on the officer qualification record. Consequently all MOS 286A appear to be the same once they have entered into the replacement stream, and the expertise is frequently lost.

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(c) Recommendation: That an Additional Skill Identifier be assigned to identify those Warrant Officer technicians who have training or experience in avionics or aircraft electronics.

(d) Command Action: The Brigade will submit a recommendation that paragraph 2h(1)(c) above be implemented.

(2) Ineffective DS Avionics Maintenance at Unit Level.

(a) Observation: Assault and assault support helicopter companies do not effectively use the organic DS avionics maintenance capability.

(b) Evaluation:

1. Helicopter companies have an organic capability to perform organizational and DS maintenance on avionics equipment. Numerous companies are not exploiting this capability for several reasons: 1) Lack of sufficient supervisors; 2) Lack of sufficient test equipment or excessive down-time for repair of test equipment; 3) Lack of trained personnel in authorized MOS's,

2. A shortage of selected, but required, avionics test equipment exists. Frequency generators and frequency counters were not available in sufficient quantities to meet demands. Some units have had items on request in excess of six months. Still others experience excessive delays in getting test equipment repaired and calibrated.

3. Supervisory personnel MOS 286A and 35P40 are critically short. The Brigade is authorized 76 MOS 35P40 but had only 51 assigned; 44 MOS 286A are authorized and only 36 are assigned.

4. Avionics MOS personnel are in short supply. Overage MOS's in related fields are being cross trained as rapidly as possible, but this has provided only temporary and partial relief.

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(c) Recommendation: That one avionics repair facility be used, derived by combining two or more unit facilities located at the same airfield or installation and supervised by the Signal Officer of a battalion or other senior headquarters. This tends to overcome the shortages of both test equipment and personnel and improve overall effectiveness and efficiency. Conversely, it affects the capability of rapid movement of a company with its full organic capability.

(d) Command Action: Some units have initiated consolidated avionics facilities at relatively fixed bases where the units mission is such that the units are not likely to move. Sufficient unit integrity of avionics repair must be maintained in the event the unit is deployed on short notice. The Brigade Signal Staff is evaluating the airfields where combining of avionics facilities appears to be advantageous.

### (3) Excess DS Avionics Maintenance Facilities

(a) Observation: There is much duplication of DS avionics repair facilities, amplified by concurrent stationing of aviation units at an airfield.

(b) Evaluation: The 1st Aviation Brigade has 74 DS avionics repair facilities, organic or attached to company/troop-size units. All are located at an airfield or heliport with at least one other DS avionics maintenance facility, except for three units. In one case there are seven DS facilities and one back-up DS/GS facility at one airfield; in another similar case there are five DS facilities and a back-up DS/GS facility. This does not include the capability provided each airfield detachment.

1. Some facilities have been combined to cause more effective and efficient operations. But such combining still requires separate PLL's, document registers, etc, to be maintained while the back-up DS/GS facility still exists with noticeable duplication.

2. A single DS/GS facility consisting of 30-50 personnel at each airfield could provide effective, efficient support to all tenant units at that airfield as well as any transient requirements. With slight tailoring it could handle a single company or up to 10 companies. This would result in great savings of personnel and equipment. Rough estimates indicate a potential savings of nearly fifty percent of present in-country assets.

(c) Recommendation: Study the possibility of utilizing a single DS/GS avionics maintenance facility at each airfield with a corollary reduction in the DS capability at unit level.

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(d) Command Action: This Headquarters is currently evaluating the advantages of consolidated avionics maintenance facilities.

1. Surgeon

Chest Protector Armor (CPA)

(a) Observation: From July through October 1969, a number of individuals were admitted to hospitals in RVN with severe lacerations caused by chest protector armor striking the chin when an aircraft was downed. Some of these wounded had fractured lower jaws which, in a few instances, were considered severe injuries.

(b) Evaluation: The following comments are based on a survey which requested information on injuries to personnel who routinely wore armor. In summarizing the results of this survey, the total injury rate, excluding a unit experiencing an abnormally high accident rate, was 6.28 injuries per 1,000 men per annum. For severe lacerations, the rate of injury was 1.05 per 1,000 men per annum and the rate at which bruises occurred was 2.62/1,000/annum. In comparison to these average rates, the unit experiencing the high rates, experienced injury rates 20 times the average rate. This difference is explained largely by improper size, improper wear, and wearing armor on all missions, not just on combat missions.

(c) Recommendations:

1. All personnel wear armor during airborne combat assaults.
2. Insofar as possible, personnel should wear the proper size armor. Armor should be issued to individuals.
3. Armor should be snugly fastened and worn under the harness. Plates should not be worn without the carrier vest.

(d) Command Action: All units are being reminded to insure that all crew members have properly fitted armor and that it is correctly worn on all combat operations.

1. Safety

(1) Aviation Safety Officers

(a) Observation: A shortage of aviation safety officers exists within the Brigade.

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(b) Evaluation: There are a total of 104 authorized positions for school trained aviation safety officers within the Brigade. A total of 58 school trained safety officers are currently assigned within the Brigade with 23 of the 58 filling aviation safety officer positions. The remainder are being utilized within the various command chains.

(c) Recommendations:

1. That an in-country school be established to train those officers filling aviation safety officer positions who are not graduates of the USC Safety Course.
2. That the 1st Aviation Brigade carefully control the placement of aviation safety officers within the Brigade to insure full utilization of the limited number.
3. That the output quota at USC be increased to provide the number of school trained aviation safety officers needed.

(d) Command Action:

1. Contact was made with USAABAR and USARV to establish a valid requirement for the school. USAABAR responded favorably and classes are scheduled for 6 May through 3 June 1970. 165 quotas were allocated to the Brigade.
2. The 1st Aviation Brigade Safety Office interviews all aviation safety officers scheduled for group or battalion safety position prior to assignment.
3. Command action was initiated by a briefing to Lieutenant General Walter T. Korwin Jr., DCSEPR, and Major General William A. Denmark, Inspector General, Department of the Army, regarding the critical shortages of aviation safety officers.

(2) Airfield Safety Councils

(a) Observation: A lack of coordination between tenant units at airfields utilized by the 1st Aviation Brigade has created a safety problem.

(b) Evaluation: Some of the smaller airfields which have both rotary wing and fixed wing aircraft parked in the same general area were lacking procedures and coordination to insure safe operation of aircraft at all times.

(c) Recommendation: Airfield Safety Councils should be established at Brigade used airfields. These safety councils should include representatives of all units concerned and review all aspects of airfield safety.

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(d) Actions: Airfield safety councils were established by direction of the Brigade Commander.

(3) Inadvertent Rocket Firings

(a) Observations: A series of inadvertent firings of the 2.75" rocket continued to pose a serious problem within the Brigade.

(b) Evaluations: The inadvertent rocket firings were mostly the result of ground crews failing to follow the established procedures and to perform the loading/unloading operations in authorized areas.

(c) Recommendations: That commanders appoint an aviator as the armament officer. He would insure that loading and unloading of armed aircraft is accomplished properly and in an authorized area.

(d) Command Actions:

1. Major Mandelsohn, Armament Division, 34th Group made many presentations to Brigade personnel on loading and unloading procedures. He also made a series of audio tapes for distribution to subordinate units which could not attend his presentations.

2. Several field strength indicator kits, for testing stray voltage and radio emissions, are being made for distribution to the units.

3. Subject was addressed in monthly safety report and the HAWK Gram. In addition, 3 messages were sent to subordinate units.

k. Staff Judge Advocate.

(1) Pre-Trial Confinement

(a) Observations: Individuals held in pre-trial confinement are not being tried within 15 days of the date on which they were confined, as required by USMIV regulation.

(b) Evaluations: In most cases, the delay in trial is due to difficulty in obtaining a military judge or as the result of requests for delay by defense counsel.

(c) Recommendations: That pre-trial confinement be closely monitored to insure that proper justification exists in cases of excessive periods of pre-trial confinement.

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(d) Command Action: The Staff Judge Advocate of this headquarters closely monitors pre-trial confinement to insure compliance with the appropriate regulations.

(2) Search and Seizure

(a) Observation: Many commanders do not understand the probable cause requirement for the authorization of searches and seizures.

(b) Evaluation: Commanders are not well-informed as to what kind of facts must be known to them before they can authorize a valid search. Confusion also exists concerning the admissibility in court of items seized in a "shakedown inspection".

(c) Recommendation: That lectures on the law of search and seizure be given at the monthly Newly Assigned Commanders Conference.

(d) Command Action: This headquarters now presents lectures on laws of search and seizure at the Newly Assigned Commanders Conference.

(3) Military discipline

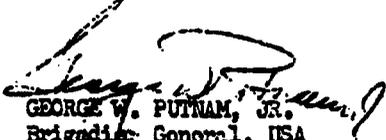
(a) Observation: The Brigade Headquarters must monitor military justice activities throughout the Brigade.

(b) Evaluation: The monthly reporting of military justice activities by subordinate Headquarters is essential if the Commanding General is to be aware of the status of military discipline throughout the Brigade. Subordinate Headquarters should also notify the Brigade of any pending Article 32 Investigations in order that the Commanding General be aware of trends and disciplinary problems.

(c) Recommendation: That Group Headquarters submit monthly reports on military justice activities to include both Article 15 and court martial statistics, that Summary and Special Courts-Martial Convening Authorities submit copies of all court martial promulgating orders to Brigade Headquarters, and that the Brigade Judge Advocate be advised whenever an Article 32 Investigating Officer is appointed.

(d) Command Action: This Headquarters now requires subordinate Headquarters to submit information listed in paragraph 2k(b) above.

2 Incl  
as

  
GEORGE W. PUTNAM, JR.  
Brigadier General, USA  
Commanding

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AVHGC-DST (15 May 70) 1st Ind

**SUBJECT:** Operational Report-Lessons Learned for Headquarters, 1st Aviation Brigade, Period Ending 30 April 1970, RCS CSFOR-65 (R2)(U)

Headquarters, United States Army Vietnam, APO San Francisco 96375

**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 30 April 1970 from Headquarters, 1st Aviation Brigade.

2. (C) Comments follow:

a. (U) Reference item concerning "Unauthorized R&R Quotas", page 15, paragraph a(1): nonconcur. The recommendation is not feasible due to the fact that the individual would still be able to destroy the certificate in the 201 file. MACV and USARV endorse the policy of stamping immunization certificates with the statement "R&R" and the date. Unit has been so advised.

b. (U) Reference item concerning "Dropped Loads", page 16, paragraph 2b(2): concur. Command emphasis has been placed on this subject by the Deputy Commanding General, USARV, in his May 1970 Commander's Notes.

c. (U) Reference item concerning "T53 Turbine Engine Maintenance", page 18, paragraph 2e(1): concur. The need to minimize the number of turbine engine changes increases in importance in light of the present Avco-Lycoming labor strike. USARV Aviation has informed commanders to conserve stocks of serviceable engines and critical repair components.

d. (C) Reference item concerning "UH-1D Aircraft for Eighth U.S. Army", page 19, paragraph 2e(2): concur. USARV Aviation has requested that USARPAC declare a less stringent airframe hour criterion for those aircraft being transferred to Eighth U.S. Army. Approval of the request would afford USARV greater flexibility in selecting UH-1D aircraft for this intra-theater transfer.

e. (U) Reference item concerning "CH-47C, T55-L11 Engine Problems", page 20, paragraph 2e(3): concur. USARV Aviation has requested Avco-Lycoming to provide five technical representatives at no expense to this command to assist in the resolution of problems associated with the T55-L11. USARV has been informed that the five technical representatives will arrive 1 June 1970 for a ninety-day period.

**CONFIDENTIAL**

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AVHGC-DST (15 May 70) 1st Ind

SUBJECT: Operational Report-Lessons Learned for Headquarters, 1st Aviation Brigade, Period Ending 30 April 1970, RCS CSFCL-65 (R2)(U)

f. (U) Reference item concerning "Moveable Revetment Closures", page 20, paragraph e5: concur. USAECV Drawing D0245 which employs welding and USAECV Drawing D0245A which uses bolts in place of welding are available. The unit cost of these revetments is about \$750.00. Three each of these revetments are required to form a CH-54 door and four or five for an OV-10 door. No action by USARPAC or DA recommended.

g. (U) Reference item concerning "Electrical Wiring Hazards", page 21, paragraph e(7): concur. USARV Regulation 4-5-1, that is currently being rewritten, will prohibit electrical wiring by self help. Unit has been so advised.

h. (U) Reference item concerning "Identification of Avionics Training/Experience, MOS 286A", page 22, paragraph 2h(1): concur. Valuable experience and knowledge is lost as a result of inadequate identification of avionics-trained/experienced personnel having MOS 286A. Action by DA is recommended.

i. (U) Reference item concerning "DS Avionics Maintenance", pages 24-25, paragraphs 2h(2)(c) thru 2h(3)(d): concur. The consolidation of avionics repair facilities at airfield level would markedly improve support of co-located aviation units. However, contact teams, having test equipment and maintenance float equipment, should be pre-designated and available for rapid deployment with deploying aviation units.

j. (U) Reference item concerning "Aviation Safety Officers", page 25, paragraph j(1): concur. The proposed school has been established. Concerning the recommendation that quotas at the USC Safety School be increased to provide the required number of aviation safety officers: concur. USARV has coordinated an increase in quotas for FY 71. DA has agreed to increase the safety school output sufficiently to provide USARV's authorized number of aviation safety officers during FY 71.

k. (U) Reference item concerning "Pre-Trial Confinement", page 27, paragraph k(1): concur with the action taken. In addition, this headquarters has instituted a monitoring system to insure that pre-Trial confinement remains at a minimum. Little further improvement is likely without an increase in the number of military judges assigned within the command. Six additional full-time military judges certified for special courts-martial would alleviate the problem. Action by DA is recommended.

FOR THE COMMANDER:

30



Cy furn:  
1st Avn Bde

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GPOP-DT (15 May 70) 2d Ind (C)  
SUBJECT: Operational Report of HQ, 1st Aviation Brigade, for  
Period Ending 30 April 1970, RCS CSFOR-65 (R2) (U)

HQ, US Army, Pacific, APO San Francisco 96558 26 AUG 70

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

1. (U) This headquarters concurs in subject report as indorsed except as indicated in comments below.
2. (U) Reference paragraph 1d(2), page 4: Copies of subject MTOE will be furnished USARV.
3. (C) Reference paragraph 2e(2), page 19: Item states that transfer criteria of 1100 airframe hours or less was not established by higher headquarters until the "trade out" was in progress. The 1100-hour UH-1D transfer criteria for aircraft going to USAEIGHT was established at the February 1970 Aviation Closed Loop Support Conference after lengthy discussions among representatives from USARPAC, USARV, USAEIGHT, and DA. This criteria is also shown on page 1C-1 (UH-1/AH-1G) of the current CLS manual. Based on USARV request and with concurrence of USAEIGHT, USARPAC has changed the criteria for transfer from 1100 to 1300 airframe hours. Authority for the increase is USARPAC Confidential message GPLO-SD-E, DTG 280314Z May 70, subject: UH-1D Aircraft Transfer to USAEIGHT (U).

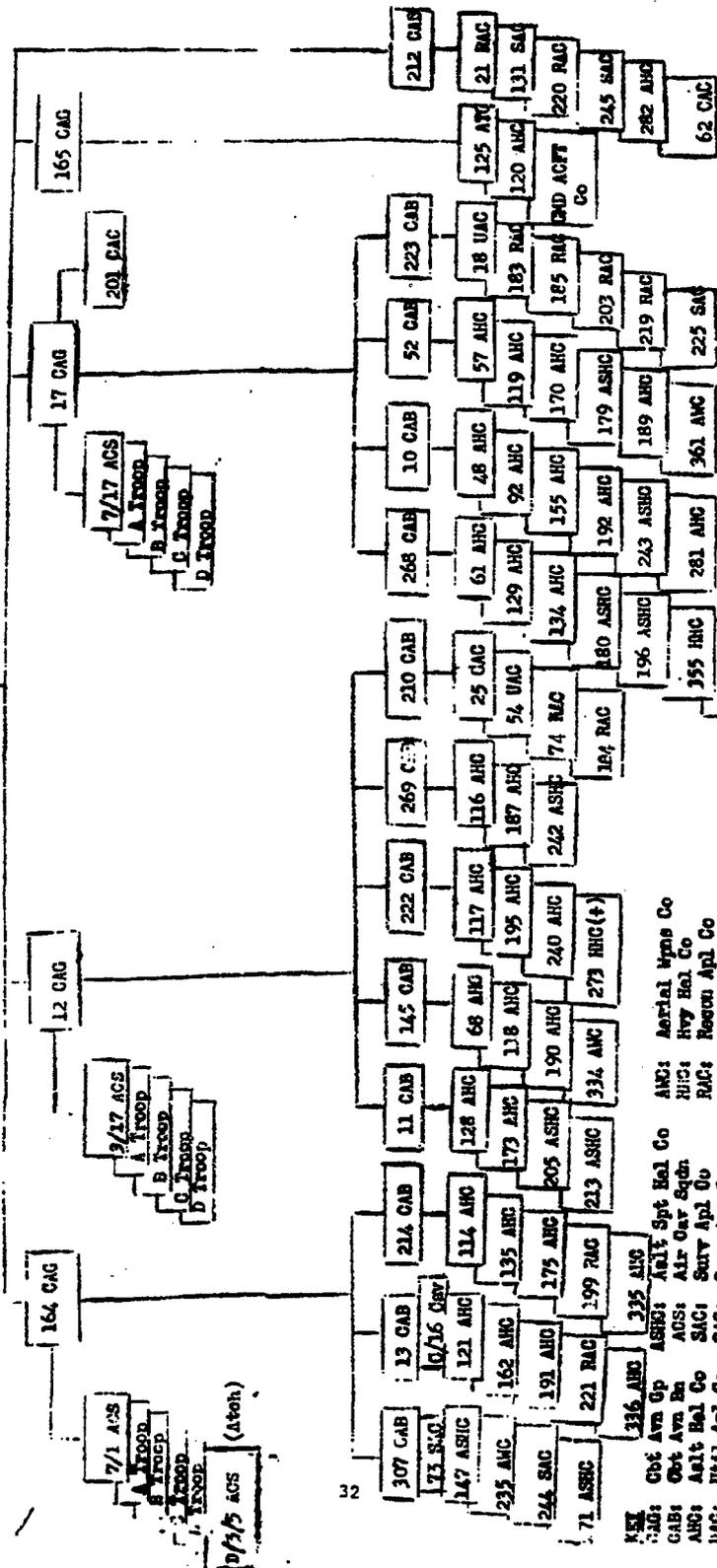
FOR THE COMMANDER IN CHIEF:

  
L.M. OZARI  
CPT, AGC  
Asst AG

cc furn:  
CG USARV

**CONFIDENTIAL**

1ST AVN BDE



MET: Cbt Avn Gp  
 CAG: Cbt Avn Bn  
 AHC: Aslt Hel Co  
 UAC: Uell Apl Co  
 ASHC: Aslt Spt Hel Co  
 ACS: Air Cav Sqdn  
 SAC: Surv Apl Co  
 AWC: Corp Avn Co  
 ANG: Aerial Wpns Co  
 HHC: Hvy Hel Co  
 RAC: Recon Apl Co

NOTE 1: 16th CAG, 14th CAB, 71st, 174th & 176th AHCs and 132d & 178th ASHCs attached to 23d Aerial Division for all purposes (not shown above).  
 2: 476th Hvy Hel Co attached to 101st Airborne Division (Abn) for all purposes (not shown above).

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1ST AVIATION BRIGADE AND ATTACHMENTS

AVRAGC

1 May 1970

<u>UNIT</u>	<u>LOCATION</u>	<u>AFPO</u>
<u>1ST AVIATION BRIGADE</u>		
HQ & HQ Co	Long Binh	96384
5th Avn Det	Long Binh	96384
8th Mil Hist Det	Long Binh	96384
12th Pub Info Det (TH FB)	Long Binh	96384
478th Hvy Hel Co (-)	Da Nang (Atch 101st Abn Div ADEL)	96383
382d TC Det (JE)	Da Nang (Atch 101st Abn Div ADEL)	96383
<u>165th COMBAT AVN GP</u>		
HQ & HQ Co	Long Binh	96384
129th Med Det (OL)	Long Binh	96384
312th Avn Det (Div)	Long Binh (Sanford)	96384
313th Avn Det (Div)	Tan Son Nhut H-3 (Atch 34th Gen Spt Gp)	96309
314th Avn Det (Div)	Lei Khe (Atch 12th CAG)	96289
315th Avn Det (Div)	Bear Cat (Atch 12th CAG)	96350
316th Avn Det (Div)	Long Binh (Plantation) (Atch 12th CAG)	96266
317th Avn Det (Div)	Di An (Atch 12th CAG)	96345
318th Avn Det (Div)	An Son (Lane) (Atch 17th CAG)	96226
319th Avn Det (Div)	Bien Hoa (Atch 125th ATC)	9636A
320th Avn Det (Div)	Quang Ngai (Atch MACV TM #2)	96260
321st Avn Det (Div)	Quang Tri (1/5 Mech Div)	96477
322d Avn Det (Div)	Quan Loi (Atch 1st Cav Div)	96490
323d Avn Det (Div)	Xuan Loc (Atch MACV TM #87)	96376
324th Avn Det (Div)	Bien Hoa (Spartan) (Atch 12th CAG)	96227
325th Avn Det (Div)	Hue/Phu Bai (101st Abn Div)	96308
326th Avn Det (Div)	Dalat (Atch 1st Log Cnd)	96204
327th Avn Det (Div)	Duc Pho (Atch Americal Div)	96217
330th Avn Det (Div)	Vung Tau (Atch 34th GS Gp)	96291
339th Avn Det (Div)	Dong Ba Thien (Atch 17th CAG)	96377
340th Avn Det (Div)	Phu Loi (Atch 23rd Arty Gp)	96299
341st Avn Det (Div)	Cu Chi (Atch 25th Inf Div)	96353
342d Avn Det (Div)	Phu Hiep (Atch 17th CAG)	96316
343d Avn Det (Div)	Qui Nhon (Atch 1st Log Cnd)	96238
344th Avn Det (Div)	Flieku (Atch 17th CAG)	96494
345th Avn Det (Div)	Cam Tho (Atch 164th CAG)	96215
346th Avn Det (Div)	Vinh Long (Atch 164th CAG)	96357
347th Avn Det (Div)	Soe Trang (Atch 164th CAG)	96296
348th Avn Det (Div)	Ben Me Thuot (City) (Atch 17th CAG)	96297
359th Avn Det (Div)	Camp Evans (Atch 101st Abn Div)	96323
360th Avn Det (Div)	Hensel (Atch An Khe AFC)	96294
361st Avn Det (Div)	Tan Lu (Atch 9th Inf Div)	96372
362d Avn Det (Div)	Tay Ninh (Atch 25th Inf Div)	96216
363d Avn Det (Div)	Phan Thiet (Atch 17th CAG)	96317

*Incl 2*

<u>UNIT</u>	<u>LOCATION</u>	<u>APO</u>
364th Avn Spt Det	English (Atch 173d Abn Bde)	96250
365th Avn Spt Det	Long Thanh (North) (Atch 12th CAG)	96350
366th Avn Spt Det	Song Be (Atch 1st Cav Div)	96490
An Khe Airfield Cmd	An Khe (Atch 4th Inf Div)	96494
120th Aslt Hel Co	Long Binh	96384
125th Avn Co (ATC)	Bien Hoa	96227
Cmd Aircraft Co	Long Thanh	96350
<u>12TH COMBAT AVN GP</u>	Long Binh (Plantation)	96266
HQ & HQ Co	Long Binh (Plantation)	96266
87th QM Det (PETRL)	Ham Tan (Atch 222d CAB)	96257
390th QM Det (PETRL)	Duc Hoa (Atch 25th Inf Div)	96314
<u>11TH COMBAT AVN BN</u>	Phu Loi	96289
HQ & HQ Co	Phu Loi	96289
128th Aslt Hel Co	Phu Loi	96289
432nd Med Det (O.)	Phu Loi	96289
173d Aslt Hel Co	Lai Khe	96289
759th Med Det	Lai Khe	96289
205th Aslt Spt Hel Co	Phu Loi	96289
213th Aslt Spt Hel Co	Phu Loi	96289
<u>145TH COMBAT AVN BN</u>	Bien Hoa	96227
HQ & HQ Co	Bien Hoa	96227
145th Sec Plt	Bien Hoa	96227
391st QM Det (PETRL)	Xuan Loc	96376
68th Aslt Hel Co	Bien Hoa	96227
430th Med Det (O.)	Bien Hoa	96227
118th Aslt Hel Co	Bien Hoa	96227
190th Aslt Hel Co	Bien Hoa	96227
520th Med Det (O.)	Bien Hoa	96227
334th Aeria' Wpns Co	Bien Hoa	96227
<u>210TH COMBAT AVN BN</u>	Long Thanh	96350
HQ & HQ Co	Long Thanh	96350
197th Med Det (O.)	Long Thanh	96350

<u>UNIT</u>	<u>LOCATION</u>	<u>APO</u>
25th Avn Co (Corps)	Long Binh (Plantation)	96266
54th Util Apl Co	Long Thanh	96530
74th Recon Apl Co	Phu Loi	96289
184th Recon Apl Co	Phu Loi	96289
<u>222D COMBAT AVN BN</u> HQ & HQ Co	Bear Cat Bear Cat	96350 96350
117th Aslt Hel Co	Long Binh (Plantation)	96384
195th Aslt Hel Co 93d Med Det (O.)	Long Binh (Plantation) Long Binh (Plantation)	96384 96384
240th Aslt Hel Co 772d Med Det (O.)	Bear Cat Bear Cat	96350 96350
273d Hvy Hel Co	Long Binh	96384
<u>269TH COMBAT AVN BN</u> HQ & HQ Co	Cu Chi Cu Chi	96353 96353
116th Aslt Hel Co 431st Med Det (O.)	Cu Chi Cu Chi	96353 96353
187th Aslt Hel Co 541st Med Det (O.)	Tay Ninh Tay Ninh	96216 96216
242d Aslt Spt Hel Co	Cu Chi	96353
<u>3D SQUADRON 17TH AIR CAVALRY</u> HQ & HQ Co	Di An	96289
A Troop	Di An	96289
575th TC Det (KD)	Di An	96289
812th SC Det (RL)	Di An	96289
B Troop	Di An	96289
576th TC Det (KD)	Di An	96289
813th SC Det (RL)	Di An	96289
C Troop	Di An	96289
369th TC Det (KD)	Di An	96289
816th SC Det (RL)	Di An	96289

<u>UNIT</u>	<u>LOCATION</u>	<u>APO</u>
D Troop	Di An	96289
<u>16TH COMBAT AVN BN</u>	Chu Lai (Atch 23d Amer Div)	96325
HQ & HQ Co	Chu Lai (Atch 23d Amer Div)	96325
<u>14TH COMBAT AVN BN</u>	Chu Lai (Atch 23d Amer Div)	96325
14th Scty Plat	Chu Lai (Atch 23d Amer Div)	96325
534th Med Det (O.)	Chu Lai (Atch 23d Amer Div)	96325
71st Aslt Hel Co	Chu Lai (Atch 23d Amer Div)	96325
132d Aslt Spt Hel Co	Chu Lai (Atch 23d Amer Div)	96325
174th Aslt Hel Co	Duc Pho (Atch 23d Amer Div)	96217
756th Med Det (O.)	Duc Pho (Atch 23d Amer Div)	96217
176th Aslt Hel Co	Chu Lai (Atch 23d Amer Div)	96325
178th Aslt Spt Hel Co	Chu Lai (Atch 23d Amer Div)	96325
<u>212TH COMBAT AVN BN</u>	Marble Mountain	96349
HQ & HQ Co	Marble Mountain	96349
59th SC Det (RL)	Hue Phu Bai	96308
21st Recon Apl Co	Chu Lai	96374
131st Surv Apl Co	Hue Phu Bai	96308
220th Recon Apl Co	Hue Phu Bai	96308
134th Med Det (O.)	Hue Phu Bai	96308
245th Surv Apl Co	Marble Mountain	96349
282d Aslt Hel Co	Marble Mountain	96349
519th Med Det (O.)	Marble Mountain	96349
62d Corps Avn Co	Marble Mountain	96349
<u>17TH COMBAT AVN BN</u>	Nha Trang	96240
HQ & HQ Co	Nha Trang	96240
25th Med Det	Nha Trang	96240
201st Corps Avn Co	Nha Trang	96240
58th Avn Det	Nha Trang	96240
<u>10TH COMBAT AVN BN</u>	Dong Ba Thin	96377
HQ & HQ Co	Dong Ba Thin	96377
130th Med Det (O.)	Dong Ba Thin	96377

<u>UNIT</u>	<u>LOCATION</u>	<u>AFO</u>
48th Aslt Hel Co	Hinh Hoa	96240
286th Med Det (OA)	Hinh Hoa	96240
92d Aslt Hel Co	Dong Ba Thin	96377
155th Aslt Hel Co	Ban Me Thuot	96297
8th Med Det (OA)	Ban Me Thuot	96297
192d Aslt Hel Co	Phan Thiet	96317
198th Med Det (OA)	Phan Thiet	96317
243d Aslt Spt Hel Co	Dong Ba Thin	96377
281st Aslt Hel Co	Nha Trang	96240
<u>52D COMBAT AVN BN</u>		
HQ & HQ Co	Pleiku (Camp Holloway)	96494
52d Scty Plat	Pleiku (Camp Holloway)	96494
68th Inf Det (RADAR)	Pleiku (Camp Holloway)	96494
94th Med Det (OA)	Pleiku (Camp Holloway)	96494
57th Aslt Hel Co	An Khe (Camp Radcliff)	96490
193d Med Det (OA)	An Khe (Camp Radcliff)	96490
119th Aslt Hel Co	An Khe (Camp Radcliff)	96490
170th Aslt Hel Co	Kontum	96499
154th Med Det (OA)	Kontum	96499
179th Aslt Spt Hel Co	Pleiku (Camp Holloway)	96494
755th Med Det (OA)	Pleiku (Camp Holloway)	96494
189th Aslt Hel Co	Pleiku (Camp Holloway)	96494
361st Aerial Wpns Co	Pleiku (Camp Holloway)	96494
665th TC Det (KD)	Pleiku (Camp Holloway)	96494
621st SC Det (RL)	Pleiku (Camp Holloway)	96494
<u>223D COMBAT AVN BN</u>		
HQ & HQ Co	Qui Nhon	96238
163d Med Det (OA)	Qui Nhon	96238
18th Util Apl Co	Qui Nhon	96238
183d Recon Apl Co	Dong Ba Thin	96377
185th Recon Apl Co	Ban Me Thuot	96297
203d Recon Apl Co	Thu Hiep	96316

<u>UNIT</u>	<u>LOCATION</u>	<u>AFO</u>
219th Recon Apl Co	Fleiku (Camp Holloway)	96494
225th Surv Apl Co	Phu Hiep	96316
<u>248TH COMBAT AVN BN</u>	Phu Hiep	96316
HQ & HQ Co	Phu Hiep	96316
433d Med Det (OA)	Phu Hiep	96316
61st Aslt Hel Co	An Son (Lane AH)	96226
129th Aslt Hel Co	An Son	96238
134th Aslt Hel Co	Phu Hiep	96316
180th Aslt Spt Hel Co	Phu Hiep	96316
196th Aslt Spt Hel Co	An Son	96226
546th Med Det (OA)	An Son	96226
355th Hvy Hel Co	Phu Hiep	96316
238th Aerial Weapons Co	Phu Hiep	96316
587th TC Det (KD)	Phu Hiep	96316
<u>7TH SQDN 17TH AIR CAVALRY</u>	Fleiku (Camp Holloway)	96494
HQ & HQ Troop	Fleiku (Camp Holloway)	96494
A Troop	Fleiku (Camp Holloway)	96494
288th SC Det (RL)	Fleiku (Camp Holloway)	96494
568th TC Det (KD)	Fleiku (Camp Holloway)	96494
B Troop	Fleiku (Camp Holloway)	96494
414th SC Det (RL)	Fleiku (Camp Holloway)	96494
569th TC Det (KD)	Fleiku (Camp Holloway)	96494
C Troop	An Khe (Camp Radcliff)	96490
238th SC Det (RL)	An Khe (Camp Radcliff)	96490
412th TC Det (KD)	An Khe (Camp Radcliff)	96490
D Troop	Fleiku (Camp Holloway)	96494
<u>164TH COMBAT AVN GP</u>	Can Tho	96215
HQ & HQ Co	Can Tho	96215
52d QM Det (PETRL)	Can Tho	96215
Btry H (Search Lt) 29th Arty	Can Tho	96215
62d QM Det (PETRL)	Can Tho	96215
5th QM Det (PETRL)	Can Tho	96215
53d QM Det (PETRL)	Can Tho	96215
267th FA Det	Tinh Binh	96215

<u>UNIT</u>	<u>LOCATION</u>	<u>APO</u>
13th Scty Plat	Can Tho	96215
78th FA Det (RADAR)	Can Tho	96215
268th FA Det	Vinh Gia	96215
261st FA Det (RADAR)	Vinh Long	96357
269th FA Det	Nui Hon Soc	96215
AH-1G NETT	Vung Tau	96291
OH-6A NETT	Vung Tau	96291
69th Inf Det (RADAR)	Soc Trang	96296
262d FA Det (RADAR)	Soc Trang	96296
<u>13TH COMBAT AVN BN</u>	Soc Trang	96296
HQ & HQ Co	Soc Trang	96296
41st Med Det	Soc Trang	96296
121st Aslt Hel Co	Soc Trang	96296
162d Aslt Hel Co	Can Tho	96215
191st Aslt Hel Co	Can Tho	96215
221st Recon Apl Co	Can Tho	96215
336th Aslt Hel Co	Soc Trang	96296
C TROOP 16TH CAV	Soc Trang	96296
<u>214TH COMBAT AVN BN</u>	Vinh Long	96357
HQ & HQ Co	Vinh Long	96357
758th Med Det (OA)	Vinh Long	96357
114th Aslt Hel Co	Vinh Long	96357
135th Aslt Hel Co	Bear Cat	96370
175th Aslt Hel Co	Vinh Long	96357
199th Recon Apl Co	Vinh Long	96357
335th Aslt Hel Co	Bear Cat	96370
<u>307TH COMBAT AVN BN</u>	Can Tho	96215
HQ & HQ Co	Can Tho	96215
774th Med Det	Can Tho	96215
147th Aslt Spt Hel Co	Vung Tau	96291
85th Med Det (OA)	Vung Tau	96291
235th Aerial Wprs Co	Can Tho	96215
244th Surv Apls Co	Can Tho	96215
73d Surv Apls Co	Long Thanh	96350

<u>UNIT</u>	<u>LOCATION</u>	<u>APO</u>
271st Aslt Spt Hel Co	Can Tho	96215
<u>7TH SODN 1ST AIR CAVALRY</u>	Vinh Long	96357
HQ & HQ Troop	Vinh Long	96357
83d Med Det (QA)	Vinh Long	96357
A Troop	Vinh Long	96357
370th TC Det (KD)	Vinh Long	96357
819th SC Det (RL)	Vinh Long	96357
B Troop	Vinh Long	96357
574th TC Det (KD)	Vinh Long	96357
811th SC Det (RL)	Vinh Long	96357
C Troop	Vinh Long	96357
3d SC Det (RL)	Vinh Long	96357
371st TC Det (KD)	Vinh Long	96357
D Troop	Vinh Long	96357
D Troop, 3d Sqdn, 5th Air Cav	Vinh Long (Attached)	96357

NOTE: All Aviation Detachments on this listing are assigned to the 165th Aviation Group (Combat) and further attached to Brigade units or other Commands as indicated.

UNCLASSIFIED

Security Classification

**DOCUMENT CONTROL DATA - R & D**

(Security classification of title, body of abstract and including annotation must be entered when the original report is classified)

1. ORIGINATING ACTIVITY (Corporate author)		2a. REPORT SECURITY CLASSIFICATION	
HQ, OACSFOR, DA, Washington, D.C. 20310		CONFIDENTIAL	
2b. REPORT TITLE		2c. GROUP	
Operational Report-Lessons Learned, HQ, 1st Aviation Brigade		4	
3. DESCRIPTIVE NOTES (Type of report and inclusive dates)			
Experiences of unit engaged in counterinsurgency operations, 1 Feb to 30 Apr 70.			
4. AUTHOR(S) (First name, middle initial, last name)			
CG, 1st Aviation Brigade			
5. REPORT DATE	24. TOTAL NO. OF PAGES	25. NO. OF REFS	
15 May 1970	43		
6a. CONTRACT OR GRANT NO.	6b. ORIGINATOR'S REPORT NUMBER(S)		
	702215		
7. PROJECT NO.	8b. OTHER REPORT NO(S) (Any other numbers that may be assigned this report)		
N/A			
8c.			
8d.			
9. DISTRIBUTION STATEMENT			
11. SUPPLEMENTARY NOTES		12. SPONSORING MILITARY ACTIVITY	
N/A		OACSFOR, DA, Washington, D.C. 20310	
13. ABSTRACT			

DD FORM 1473  
1 NOV 65

UNCLASSIFIED  
Security Classification