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AUTHORITY	
AGO D/A ltr, 18 Mar 1975; AGO D/A ltr, 18 Mar 1975	

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

18 OACSFOR

IN REPLY REFER TO

AGDA (M) (16 Dec 70)

FOR 6T-UT-703185

20
11 15 Aug 71
22 December 1970

SUBJECT: Operational Report - Lessons Learned, Headquarters, 1st Aviation Brigade (U)

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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:

① Operational report for quarterly period ending 31 Jul 70.

Kenneth G. Wickham
KENNETH G. WICKHAM
Major General, USA
The Adjutant General

1 Incl
as

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

AVRAGC

15 August 1970

SUBJECT: Operational Report-Lessons Learned for Headquarters, 1st Aviation
Brigade, Period Ending 31 July 1970, RCS CSFOR-65 (R2) (U)

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1. (C) Operations: Significant Activation

a. Command

(1) The 1st Aviation Brigade mission of providing effective and responsive Army aviation support to US, RVN and F.M.L.F ground elements remained unchanged. *get*

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

(c) Brigade Commander:

BG George W. Putnam, Jr., USA, [REDACTED]	1 May 70 - 21 Jul 70
COL Samuel G. Cookerham, TC, [REDACTED]	22 Jul 70 -

(b) Deputy Brigade Commander:

COL Leo D. Turner, IN, [REDACTED]	1 May 70 - 13 Jun 70
COL Samuel G. Cookerham, TC, [REDACTED]	14 Jun 70 - 21 Jul 70

(c) Chief of Staff:

LTC Jerry M. Bunyard, FA, [REDACTED]	1 May 70 - 14 Jun 70
COL Joseph B. Starker, IN, [REDACTED]	14 Jun 70 - 8 Jul 70
LTC Gerald E. Royals, TC, [REDACTED]	9 Jul 70 -

(d) G-1:

MAJ William McCluskey, FA, [REDACTED]	1 May 70 - 3 May 70
LTC Anthony J. Messon, ID, [REDACTED]	7 May 70 -

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SUBJECT: Operational Report-Lessons Learned for Headquarters, 1st Aviation Brigade, Period Ending 31 July 1970, AOS OAF08-65 (R2) (U) 15 August 1970

(a) G-3:

LTC Henry W. Bush, FA, [REDACTED] 1 May 70 - 25 May 70
LTC Larry J. Baughman, IN, [REDACTED] 25 May 70 -

(f) Safety Officer:

LTC Ronald E. Merritt, OH, [REDACTED] 1 May 70 - 1 Jul 70
LTC Adalbert E. Toepel, FA, [REDACTED] 1 Jul 70 - 21 Jul 70
MAJ Julius E. Evans, FA, [REDACTED] 22 Jul 70 -

(g) Brigade Surgeon:

LTC Raphael J. Dinapoli, MO, [REDACTED] 1 May 70 - 16 Jun 70
LTC William G. Caput, MO, [REDACTED] 16 Jun 70 -

(h) Brigade Chaplain:

LTC Robert E. Boelwell, CH, [REDACTED] 1 May 70 - 5 Jul 70
LTC Reginald J. Huebner, CH, [REDACTED] 17 Jul 70 -

(i) Signal Officer:

LTC Harold O. Bourne, SC, [REDACTED] 1 May 70 - 20 May 70
LTC Walter G. Lilley, SC, [REDACTED] 20 May 70 -

(j) Adjutant General:

MAJ Eugene M. Guglielmo, AG, [REDACTED] 1 May 70 - 7 Jul 70
LTC Leonard J. Hurmon II, AG, [REDACTED] 18 Jul 70 -

(k) Information Officer:

1LT Gerald W. Buzinsky, SC, [REDACTED] 1 May 70 - 22 Jun 70
1LT Thomas E. Christie, IN, [REDACTED] 23 Jun 70 - 30 Jul 70
CPT Leonard M. Sahodowski, IN, [REDACTED] 31 Jul 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. GI/AG

(1) Breakdown of Aviators

(c) Commissioned Officers - 1679

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15 August 1970

SUBJECT: Operational Report-Lessons Learned for Headquarters, 1st Aviation Brigade, Period Ending 31 July 1970, RCS CSFOR-65 (R2) (U)

(b) Warrant Officers - 2385

(c) Total - 4064

(2) Breakdown of Officers by Branch

In	-	708
AMEDS	-	47
AR	-	240
JA	-	2
AD	-	70
AG	-	14
FA	-	378
OH	-	15
SC	-	88
TC	-	130
MP	-	8
MI	-	6
CE	-	8
OD	-	4
CM	-	1
EN	-	112
QM	-	1
WO	-	<u>2520</u>

TOTAL 4352

(3) Brigade Strength. The strength of the 1st Aviation Brigade as of 31 July 1970 was as follows:

UNIT	OFF	WO	ENL	TOTAL
HHC 1st Avn Bde	58	16	215	289
12th CAG	460	708	4738	5906
17th CAG	635	874	6042	7551
164th CAG	421	679	4809	5909
165th CAG	130	62	1403	1595
212th CAG	<u>128</u>	<u>181</u>	<u>1185</u>	<u>1494</u>
TOTAL	1832	2520	18392	22744

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SUBJECT: Operational Report - Lessons Learned for Headquarters, 1st Aviation Brigade, Period Ending 31 July 1970, RCS OBPOR-65 (R2) (U)

(4) Recommendations for Awards. The following is a report of actions taken on all awards recommendations received by this headquarters during the period 1 May 1970 through 31 July 1970:

<u>Award</u>	<u>Received</u>	<u>Processed</u>	<u>Approved</u>
MH	0	0	0
DSO	2	2	0
DSM	2	2	0
SS	91	91	91
LCM	28	28	12
DPC	984	984	984
SM	38	38	38
BSM**V"	152	152	152
BSM	3217	3217	3217
AM**V"	1043	1043	1043
AM	25775	25775	25775
ABCOM**V"	358	358	358
ABCOM	9776	9776	9776
PH	<u>311</u>	<u>311</u>	<u>311</u>
TOTALS	41,777	41,777	41,757

(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>
May	31	80	1536
June	30	52	1189
July	<u>31</u>	<u>78</u>	<u>1791</u>
TOTALS	92	210	4516

(6) R&R Data. During the period 1 May 1970 through 31 July 1970, a total of 4663 R&R allocations were received by this headquarters. Of this number 4347 were utilized. The following is a utilization breakdown by month:

<u>Month</u>	<u>Spaces Allocated</u>	<u>Spaces Used</u>	<u>Percentage</u>
May	1631	1548	94.9%
June	1633	1484	90.9%
July	<u>1399</u>	<u>1315</u>	<u>94.0%</u>
TOTALS	4663	4347	93.2%

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15 August 1970

SUBJECT: Operational Report-Lessons Learned for Headquarters, 1st Aviation Brigade, Period Ending 31 July 1970, RCS OBTOR-65 (R2) (U)

(7) Applications Received. The following reflects officer applications/appointments received by month for the period 1 May 1970 through 31 July 1970.

	<u>MAY</u>	<u>JUNE</u>	<u>JULY</u>
OOS	0	0	0
WO	0	0	1
Direct Com	7	7	36
RA	<u>3</u>	<u>1</u>	<u>6</u>
TOTALS	10	8	43

a. G2

(1) Personnel Security Investigative Actions

- (a) Requests for Background Investigations: 44
- (b) Requests for verification of Background Investigations: 242
- (c) Requests for National Agency checks: 47
- (d) Requests for verification of National Agency Checks: 156
- (e) Requests for verification of Entrance Nat'l Agency Checks: 80
- (f) Dossier Checks: 13
- (g) Total PSI Actions: 582
- (h) Of these 582 PSI Actions, 443 were completed and 139 are pending.

(2) Intelligence and Security Section Actions

- (a) COMSEC Inspections: 4
- (b) Counterintelligence Technical Surveys: 3
- (c) Physical Security Surveys: 4
- (d) Alerts: 2
- (e) PRE-LGI Inspections: 13
- (f) Staff Assistance visits: 8

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SUBJECT: Operational Report-Lessons Learned for Headquarters, 1st Aviation Brigade, Period Ending 31 July 1970, MCS CSFOR-65 (R2) (U)

- (g) Liaison visits to higher and adjacent Headquarters: 518
- (3) Security Violations and Lost Documents Investigated
- (a) Pocket SOI's lost: 2
- (b) SECRET documents lost: (Combat loss) 1
- (c) Possible compromise of CONFIDENTIAL documents: 2
- (d) Suspension of access to classified materials: 9

d. G3

(1) Headquarters and Headquarters Company, 1st Aviation Brigade has reorganized under MTOE 1-66GP01. The Brigade was originally formed under MTOE 1-252F. On 21 November 1969 the Brigade was directed by USARPAC General Order 788 to reorganize under TOE 1-66G. At that time the Brigade Commander felt that being organized under TOE 1-66G would adversely affect the ability of the Brigade Staff to supervise and assist the four groups, sixteen battalions/squadrons and the one-hundred and sixteen line companies/airfield support detachments that were then assigned to the Brigade. Such an implementation would have downgraded the General Staff to a Lower Unit Staff, eliminated the Chief of Staff, the Adjutant General, Secretary of the General Staff and other key members of the staff. To preclude this degradation, a back channel message was sent to the Department of the Army requesting authorization to organize under MTOE 29-701T which was being drafted by the Brigade. This was followed with a telephone call to USARPAC. As a result of these actions, verbal authority was granted to reorganize under MTOE 29-701T until the proposed MTOE was approved. In July 1970 the summary MTOE 1-66GP01, which had incorporated the Brigades proposed change to MTOE 29-701T was received with instruction to implement. A change to MTOE 1-66GP01, which upgraded the "S" Staff to a "G" Staff was submitted to USARV on 5 June 1970. This was approved by USARV and forwarded to USARPAC on 16 July 1970.

(2) The changeover from UH-1 gunships to AH-1Gs in the Air Cav Troops necessitated a revision of MTOE 17-98T. This was submitted to USARV in October 1969; forwarded to USARPAC in December 1969; and forwarded to DA in February 1970. This change will eliminate the direct support maintenance detachment and transfer the space into the Air Cavalry Troop, forming a maintenance platoon in lieu of the presently authorized maintenance section. This action will eliminate the detachment overhead and give the maintenance platoon the necessary maintenance personnel to perform maintenance on all types of helicopters organic to the air cavalry troop.

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SUBJECT: Operational Report-Lessons Learned for Headquarters, 1st Aviation Brigade, Period Ending 31 July 1970, RCS CSFOR-65 (R2) (U)

(3) A study was conducted to determine the changes necessary in TOE 1-77, for the Reconnaissance Helicopter Company, which is programmed to replace a Reconnaissance Airplane Company. Brigade recommendations were forwarded to USARV on 27 July 1970.

(4) The 25th and 201st Corps Aviation Companies are currently preparing a MTOE change to TOE 1-127. These changes are necessary to assist the unit with mission accomplishment. These units were organized by Fifth Army general orders and had not been added to the Department of the Army Data Bank. This action will correct this oversight.

(5) The 238th Aerial Weapons Company is currently preparing a MTOE change to TOE 1-157 assigned to the unit. These changes are necessary to assist the unit in performing its mission. This unit was also organized by Fifth Army general order and had not been added to the Department of the Army Data Bank. This action will correct this oversight.

(6) The following organization changes were initiated during the reporting period:

(a) The 116th AHC was detached from the 269th Aviation Battalion (Combat) located at Cu Chi, RVN, in Military Region III, and attached to the 212th Aviation Battalion (Combat) located at Da Nang in Military Region I, for a period of 90 days. The 116th was deployed to Chu Lai and placed OPCON to the 23d Aerial Division. The unit received notification on 4 July 1970 of the pending move. The advanced party departed 6 July and the main body departed Cu Chi and closed at Chu Lai on 9 July 1970. Operational missions were received on 12 July 1970.

(b) C Troop, 3d Squadron, 17th Air Cav was detached from the 3d Squadron 17th Air Cav located at Di An, in Military Region III and attached to the 212th Aviation Battalion (Combat) located at Da Nang, in Military Region I for an indefinite period of time. The unit was notified of the move on 20 July 1970. A coordination visit was made by members of the Troop, Squadron, 12th Aviation Group and 1st Aviation Brigade to the new location on 22 July 1970. The advanced party arrived at the new location on 26 July 1970, and the main body closed on 30 July 1970. The troop conducted area training the first week in August and resumed operational missions on 9 August 1970 in their new area of operation.

(c) C Troop, 16th Cavalry relocated from Soc Trang to Can Tho, RVN, on 28 July 1970. There was no change in parent organization.

(d) The 147th Assault Support Helicopter Company relocated from Vung Tau to Can Tho, in Military Region IV, on 8 June 1970. There was no change in the parent organization.

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SUBJECT: Operational Report-Lessons Learned for Headquarters, 1st Aviation Brigade, Period Ending 31 July 1970, RCS CSFOR-65 (R2) (U)

(7) Operations:

(a) The activation and deployment of the YO-3A (Quiet Airplane) test unit for evaluation was accomplished during May and June 1970. Distribution of the YO-3A in Vietnam, for the testing phase, was six aircraft to the 73d Surveillance Airplane Company, located at Long Thanh in Military Region III, and three in the 220th Reconnaissance Airplane Company located at Huo Phu Bai in Military Region I. The test and evaluation will be conducted for a 6 month period with a 12 month operational period to follow. Although the aircraft and evaluation personnel are assigned to Brigade units, the test and evaluation is under the proponentcy of ACTIV. Collection and reporting of test and evaluation data will be through ACTIV channels.

(b) FLIR (Forward Looking Infrared) Test and Evaluation was initiated during July 1970. Three systems were attached to B Troop 7th Squadron 1st Cavalry located at Vinh Long, in Military Region IV. Termination of the thirty day test phase will be approximately 25 August 1970.

(c) The Vietnamese Air Force (VNAF), US Air Force Advisory Group (FGP) and US Army Vietnam (USARV) approved and published the VNAF/AFGP/USARV Improvement and Modernization (I&M) Helicopter Augmentation Plan 70-51, which was reported in 1st Aviation Brigade OR-LL, dated 15 May 1970. This plan represents phase II of the I&M helicopter augmentation program and provides for the transfer of eight assault helicopter companies and one assault support helicopter company to the VNAF during the period September 1970 to March 1971. Plan 70-51 was distributed to 1st Aviation Brigade elements and implemented during July 1970. Highlights of the program during the past three months are:

1. VNAF UH-1 pilot training conducted by 1st Aviation Brigade Units: Twelve AHC's will provide training and airmobile experience for 244 VNAF pilots prior to these pilots joining their newly activated squadrons. The VNAF pilots selected to receive this training will be assigned to an AHC, upon their return from CONUS flight training at the Army Aviation School, for a period of 90 days and receive approximately 200 hours flying time. Whenever possible, this training will be accomplished by the same AHC identified to convert to the VNAF squadron to which the pilot will be assigned or an AHC operating in the same geographical area of his assigned squadron. The 336th AHC at Soc Trang was assigned 20 VNAF pilots for training on 15 July 1970. As of 31 July 1970, each pilot had flown between 21 and 35 hours.

2. VNAF UH-1 maintenance training, ^{and} ^{one being} conducted by 1st Aviation Brigade units. The eight converting AHC's will each conduct over-the-shoulder OJT for 14 VNAF maintenance personnel. This training will be conducted during a 30 day period and will include formal instruction in specific maintenance procedures and practices that would not normally be addressed in a strictly over-the-shoulder program. The following 1st Aviation Brigade units are presently conducting UH-1 maintenance training for VNAF personnel:

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a. The 190th AHC at Bien Hoa began training eight engine mechanics on 15 June 1970 and 22 general mechanics on 6 July 1970.

b. The 145th CAB at Bien Hoa was assigned 27 maintenance personnel on 27 July 1970. These personnel are training with the 68th and 118th AHCs'.

3. Early activation of the VNAF 237th Medium Lift Helicopter Squadron (MLHS) (CH-47A):

*could
from p. 8*
a. During June 1970, The VNAF/JGS requested the 237th Medium Lift Helicopter Squadron be activated early to provide CH-47 support for ARVN forces. This squadron was originally scheduled to activate on 1 March 1971. A revised plan was formulated and approved which will activate this squadron on 30 September 1970.

b. VNAF CH-47 Crew Training *and*

(1) Beginning 15 September 1970, 38 pilots will be trained by 1st Aviation Brigade units for approximately 60 days.

(2) Ten loadmasters and twelve flight engineers, began training with the 205th ASHC on 25 July 1970, and ten gunners will begin training on 15 August 1970.

c. VNAF CH-47 Maintenance Training *are being conducted.*

(1) The 205th ASHC began training 13 VNAF maintenance personnel on 25 July 1970.

(2) The 34th General Support Group began training 27 VNAF maintenance personnel on 25 July 1970.

d. Transfer of Equipment:

(1) On 14 August 1970, the 205th ASHC will be relieved from 50% of their operational commitment in order to prepare for transfer of equipment.

(2) On 31 August 70, the 205th ASHC will be relieved for all operational commitments.

(3) On 30 September 1970 to 4 October 1970: 5 aircraft will be transferred to VNAF Squadron.

(4) On 4 October 1970 to 9 October 1970: 5 more aircraft are transferred.

(5) On 10 October 1970 to 15 October 1970: the remaining 6 aircraft are transferred.

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(8) Basis of Issue (BOI) for the XM-35, 20mm Automatic Gun System:

(a) A study is currently being conducted to determine if the BOI for the XM-35, 20mm Automatic Gun System should be revised. The current BOI is outlined below:

<u>UNIT</u>	<u>NUMBER</u>
Aerial Weapons Company (Heavy)	10
Aerial Weapons Company (Light)	6
Air Cavalry Troop	4
Assault Helicopter Company	3

Some units assigned to the Brigade have indicated they would prefer a change to the BOI. One Air Cavalry Squadron has requested two systems per Troop instead of four, and one Aerial Weapons Company (Light) has requested that they be issued three systems instead of six. Units using the XM-35 will be monitored closely and additional data will be gathered to make a valid recommendation to USARV for a revised B.I.

(9) The 3/17th ACS completed a 90 day evaluation of the OH-58 helicopter employed in the scout role on 30 June 1970. The OH-58's flew a total of 2986.4 hours for the 90 day period with a mission ready status in excess of 90%. This evaluation pointed out several maintenance and operational discrepancies in the aircraft that resulted in EIR's being submitted. However the discrepancies were minor and did not impair mission accomplishment. Operational characteristics were found to be good and in some areas surpassed the mission requirements for a scout helicopter. Pilots liked the aircraft and had little difficulty adapting to it. Unit commanders and maintenance personnel were well satisfied with the performance and characteristics of the aircraft. It was employed the same as the LOH (OH-6A), with an AH-1G at a high altitude to provide cover and the OH-58 at a low altitude to reconnoiter. One troop used a pilot, an observer w/M-60, machine gun, and a crew chief w/M-60, while the other troop used a pilot, an observer w/M-60, and an XM27E1 mini gun system. Both configurations were extremely effective with no outstanding advantages or disadvantages in either.

(10) During the past quarter activity and command interest in the civic action program increased. A Civic Action News Bulletin was published which listed unit activities down to including those in progress at company and separate detachment level. Typical activities include teaching English to Vietnamese working on US installations; contributing food, clothing, health items, scrap materials, and money; building and repairing schools, bridges, recreation areas, medical facilities; and providing medical and dental assistance by employing MEDCAP and DENTCAP Teams.

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SUBJECT: Operational Report-Lessons Learned for Headquarters, 1st Aviation Brigade, Period Ending 31 July 1970, RCS CSFGB-65 (R2) (U)

(11) 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:

COURSE

QUOTAS

1. Army Aviation Refresher Training School. The Army Aviation 184 Refresher Training School (AARTS) at Phu Loi has not returned to full strength after the move from Vung Tau. The problem of reestablishing a full curriculum is centered around acquiring an adequate staff. The 34th General Support Group is responsible for the school, but needs additional personnel assigned to the school on a TDY basis from units in the field. It currently appears that by the 2d Quarter FY 71, the full program will again be offered. By the end of the 1st Quarter the following courses will have been taught: UH-1D/H and CH-47 Repair Course; Ammunition Courses #1 and #2 for Enlisted and Officer personnel; Tech Supply (PLL); Tech Inspector; and the T53-L13 Engine Repair Course. The future of the AARTS program will depend on the TDY personnel fill for the instructional staff.

2. USARV conducted aviator transition and maintenance courses:

AH-1G	41
OH-6	31
OH-58	52

3. IP/SIP Courses:

AH-1G (USARV School)	5
OH-6 (USARV School)	10
UH-1 (1st Avn Bde School)	47

4. PACAF Life Support School	18
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5. USMIF 1st Signal Brigade School	11
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6. INFANT Systems Course:

Aviator	3
Enlisted Technical	6

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(b) The INFANT System School was assigned to the 1st Aviation Brigade as a training responsibility with the NEFT Team OPCON to this headquarters effective 20 July 1970. The first class of three aviators and six enlisted technicians commenced training at Phu Loi on 27 July 1970. Aviator training is scheduled for three weeks, while the enlisted personnel will train for four weeks. Subsequent classes and training for phase B system training is in the planning stage and will be tailored to conform to operational requirements when a determination of distribution and arrival dates of aircraft and systems is finalized.

(c) There were no UH-1 aviator transition programs conducted by the 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) One Australian Army aviator rated in the UH-1 is flying operational missions with US aviators in the 3/17th Air Cavalry Squadron.

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

(f) The 165th Aviation Group (Combat) continues to train one Civil Service employee of the Directorate of Civil Aviation (DCA), RVN, as an air controller. He is currently qualified to handle moderate traffic (B rating) and is being trained to handle heavy traffic (A rating). Six DCA personnel were previously trained under this program and have received their A rating.

c. G4

(1) Sufficient Model 801 tail rotor hub assemblies for AH-1G and UH-1 type aircraft arrived in RVN during the reporting period to replace the defective Model 701 assemblies. The change over installation was 100% complete as of 31 July 1970.

(2) The timely arrival of oil samples at the analysis laboratory has shown a marked improvement since initiation of the oil sample courier service. This courier service, accomplished by group/separate battalion, has reduced the transit time of oil samples from as high as two weeks to an average of two days.

(3) The 1st Aviation Brigade was levied to transfer 42 UH-1D aircraft to 8th Army in Korea. The aircraft to be transferred were required to have less than 1100 airframe hours since new or overhaul. To date, 35 have been transferred and the remainder will be completed during the next reporting period.

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(4) The Brigade CMMI Team conducted 46 inspections during the quarter. Of this number, 30 were regular inspections, 8 were reinspections, and 8 were courtesy inspections.

(5) Reports of Survey:

Number processed..... 328

Personnel held liable..... 59

Personnel relieved from liability..... 269

Dollar value of surveys..... \$3,934,123.62

(6) Temporary Loans/Gratuitous Issue: There were 110 requests for temporary loan of equipment approved by USARV and 32 gratuitous issues of equipment for 1st Aviation Brigade units during the period.

(7) Construction of revetments, taxiways, hardstand, maintenance areas, and other essential facilities were approved for the movement of the 147th ASHC and C Troop, 16th CAV, 164th CIG, from Soc Trang to Can Tho.

(8) Facilities were acquired to facilitate the move of C Troop, 3/17th Cav from Di An to Quang Tri and for the 116th AHC move from Cu Chi to Chu Lai.

(9) Construction of hardstands and maintenance areas and the renovation of billets were accomplished to facilitate the move of the 192d AHC from Phan Thiet to Phan Rang.

(10) To supplement penepime as a dust control agent 3,300 drums of COHEREX were acquired. This material is an excellent dust retardant at one part emulsion to five parts water. The 17th CIG was given the bulk of this material.

(11) Warehouse Trailers, angle iron, and MSAL netting were requested for the 73d SAC, 131st SAC, 225th SAC, and 355th HHC for the construction of portable revetments. Over 300 warehouse trailers have been shipped to these units during this period. Angle iron is a critical supply item and has not been secured for the project. Engineer effort continues to be a critical element in the construction of the portable revetment closures.

(12) Asphaltic hardstands and revetments were constructed for six YO-31 aircraft at Long Thanh North AAF. MSAL netting hardstands were acquired and revetments were constructed for three YO-31 aircraft at Phu Bai.

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(13) The containment area construction project for the 162d AHC was started in July 1970. Construction is being accomplished on a self-help basis assisted by technical advisors from the 69th Engr Bn at Can Tho.

(14) The USAFV Facilities Review Board approved the following 1st Aviation Brigade construction requests during this period:

<u>USAFV PROJ#</u>	<u>DESCRIPTION</u>	<u>SCOPE</u>
897	Security Lighting, Qui Nhon AAF	OMA Funded: \$24,000
1091	Sewage Treatment Plant, Can Tho	Upgrade as required
1099	Perimeter Towers, Pleiku	9 each

(15) This command continued to place strong emphasis upon detecting and preventing the unauthorized construction of "nice to have" projects. Several command letters were sent to all commanders of the Brigade enjoining them to initiate such policies as necessary to prevent unauthorized construction.

(16) Construction of revetments, hardstand, and relocation of an ASP were accomplished to support the move of the 334th AWC from Bien Hoa to Phu Loi.

(17) The high speed refueling system at Sanford Army Airfield was completed in July 1970. The project will require a new contract to modify the nozzles to make them adaptable to Army aircraft.

(18) An OMA funded project was approved for the modification of the west taxiway of the 196 ASHC at An Son. This project will resolve a safety of flight hazard and will provide a means of taxing OH-47 helicopters into and out of the revetments.

(19) A plan was submitted to USAFV for the implementation of the PER-MICAP system for the Brigade. USAFV G-3 Force Stationing Branch is reviewing the space requirements for offices, billets, storage areas and an automated data processing building.

f. IO No input

g. Surgeon

(1) Personnel. During the reporting period the Brigade had no sustained critical shortages of medical personnel. All flight surgeon positions were filled during most of the accounting period. Administrative officers were assigned to the Groups and the Brigade surgeons office during the entire reporting period. However, none of the 13 ISC positions at the Battalion

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level were filled during the period 1 June to 31 July 1970. In an attempt to fill these vacancies, a request for administrative officers was submitted to USARV personnel. Should MEC officers become available, physicians will be relieved of administrative responsibility and thereby be better able to accomplish their medical mission.

(2) Operations

(a) During the reporting period, the surgeon's office was advised that a liquid filled ear pad is being evaluated as a substitute for the foam filled ear pad now being utilized in the SPH-4 flight helmet. In evaluating the new item a questionnaire was devised which inquires into the suitability of the liquid filled ear pad as a substitute for the foam filled ear pad. Result of this survey will be available for the next ORLL.

(b) Redeployment of American troops coupled with the Vietnamization program will have ramifications for medical support activities. These ramifications will include the relocation, consolidation and elimination of medical detachment resources and the relocation of medical and para-medical personnel.

h. Aviation Safety

(1) The 1st Aviation Brigade flew 437,762 hours during the reporting period and experienced 112 aircraft accidents. The aircraft accident rate for the quarter, based on 100,000 flying hours, was 25.6.

(2) 45.5 percent of the total accidents during this quarter resulted from human cause factors. Engine failures were the greatest material cause factor and accounted for 27.6 percent of the total accidents.

(3) Fixed wing accidents accounted for 12 of the 112 accidents representing an upward trend of fixed wing accidents. Fixed wing accident rate for this quarter was 19.9 compared to the 26.5 rate for rotary wing per 100,000 flying hours.

(4) During the last quarter the Aviation Section visited a total of 64 battalion and company sized 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>RATE</u>
May	156,236	41	26.2
June	142,768	37	25.9
July	138,758	34	24.5

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(6) LTC Adalbert E. Toepel Jr. assumed the duties of Aviation Safety Officer during this quarter. LTC Toepel departed 21 July for the 1st Air Cavalry Division. The duties of Aviation Safety Officer were then assumed by MAJ Eulus E. Evans. LTC Ronald H. Merritt, Aviation Safety Officer during the 1st portion of the quarter assumed command of the 52d Aviation Battalion (Combat).

(7) The brigade monthly safety publication was renamed "HAWK SQUAWKS" and the printing process changed from mimeograph to offset. This change was an extension of Project Impact started during the previous quarter.

(8) A shortage of school trained Aviation Safety Officers still exists throughout the Brigade. The quality of the Safety programs at company level is somewhat reduced due to this shortage.

i. Chaplain The following describes Chaplain activities within 1st Aviation Brigade for the period ending 31 July 1970.

(1) Group Religious Services:

Number conducted - 1,497
Number attending - 30,055

(2) Memorial Services:

Number conducted - 51
Number attending - 5,671

(3) Number of Pastoral Visits - 13,073

(4) Number of Counselings and Interviews - 11,123

(5) Character Guidance:

Number of Classes - 108
Number attending - 12,443

j. Headquarters Headquarters Company Commander No input

k. Historian

(1) Combat Art Team. During the reporting period the brigade combat art team created 43 oil paintings and 9 sketches.

(2) Combat after action interview reports. Eight combat after action interview reports were completed and submitted to the office of the chief of military history during the reporting period.

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(3) End of Tour Interviews. Twenty type recorded end of tour interviews of significant unit commanders were conducted during the reporting period.

Section II

2. (C) Lessons Learned: Commander's Observation, Evaluation, Recommendation and Action.

a. Personnel

(1) Rotary Wing Technical Inspectors (RWTI)

(a) OBSERVATION: A critical shortage of RWTI's has existed during this reporting period. This shortage has caused significant difficulties in the quality assurance of maintenance efforts.

(b) EVALUATION: The shortage of RWTI's has had an adverse effect on the efficiency and quality control of rotary wing aircraft maintenance. This command is presently operating at 49% of authorized RWTI strength. This level of fill is unsatisfactory as RWTI's are extremely critical to the mission accomplishment of this command. In addition to performing normal quality control function, tech inspectors are required each time a safety-of-flight item is installed, adjusted, or removed. Tech inspectors perform initial, in-progress, and final inspection each time an aircraft undergoes an intermediate or periodic inspection. The demands on aircraft availability and the volume of flying hours in Vietnam result in an increased frequency and resultant increased demand for the service of RWTI's.

(c) RECOMMENDATION: That HQ USARV increase the percentage of fill of qualified rotary wing technical inspectors so that the present unsatisfactory fill level will be raised to a tolerable level.

(d) COMMAND ACTION: In an attempt to alleviate this critical shortage, this headquarters has offered one and is preparing two additional proposals to DA. The first is presently at DA and involves the use of TDY personnel for relatively short periods of time to provide stop-gap coverage. The second two are being prepared by this headquarters and involves the use of significant monetary incentives to increase volunteer applications for tours in RVN.

(2) R&R Quotas for HAWAII

(a) OBSERVATION: This command is unable to fill the demand for Hawaii R&R allocations during the summer vacation period.

(b) EVALUATION: Although R&R allocations received for Hawaii are greater than for any other single R&R site, demands for these allocations during the months of June through September exceed allocations granted. Peak demand occurs for August and September allocations.

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(c) RECOMMENDATION: That USARV increase Hawaii R&R allocations during the June through September period to meet this demand. Such action would increase the percentage of R&R utilization.

(d) COMMAND ACTION: R&R utilization data is being gathered for a formal request to CG, USARV for additional allocations to Hawaii.

(3) Safety Officers

(a) OBSERVATION: There is an insufficient number of school trained aviation safety officers assigned to the 1st Aviation Brigade to fill the required positions.

(b) EVALUATION: The lack of school trained safety officers has forced the 1st Aviation Brigade to place untrained, inexperienced officers in positions requiring school trained safety officers. This practice has degraded the aviation safety program of the Brigade. The problem has been compounded considerably by two facts which cannot be altered by this headquarters. First, many aviation safety officers are of field grade rank and their rank and experience dictate an assignment at battalion level or higher. While it is an advantage to have an aviation company commander possess the aviation safety officer MOS, the time he can spend on safety duties is limited by the very nature of his primary duty. The current aviation company TOE's and the shortage of majors dictate that only one field grade officer be assigned to each company. Additionally, a company grade officer/warrant officer is often assigned to the brigade who is a USC graduate but who also possesses one or more other critical skills which limit the use of his safety qualification. Examples are safety officers who are aviation maintenance officers, or are qualified in the CH-54, U-21, OV-1, or CH-47 (Aircraft in which a shortage of qualified aviators frequently exists), or are IP's/SIP's in one or more aircraft. Additional qualifications of this nature frequently dictate an assignment to a duty position other than aviation safety officer.

(c) RECOMMENDATION: That DA provide a sufficient number of USC Safety Officer graduates to fulfill 1st Aviation Brigade Safety Officer requirements, that USABAAR training program be continued in RVN on a recurring 6 months basis.

(d) COMMAND ACTION: A program was initiated by CG, 1st Aviation Brigade to have USABAAR personnel brought to Vietnam on a TDY basis for seven weeks to conduct training in aircraft accident prevention. While this training did not produce a greater number of safety officers, it made those serving in safety officer positions better qualified.

b. Operations

(1) Use of Fragmentation Grenades in Brigade Aircraft.

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(a) OBSERVATION: Fragmentation grenades were being carried and employed from Army helicopters.

(b) EVALUATION: Observation helicopters, being employed in a scout roll, were carrying smoke, white phosphorus and fragmentation grenades. The smoke and white phosphorus were used for target marking and target destruction. Fragmentation grenades were employed against bunkers and dug-in positions. The employment of smoke and white phosphorus grenades from observation helicopters is a necessity for accurate and timely target identification, however the use of fragmentation grenades from helicopters is of questionable value. The increased hazard of carrying these munitions in the aircraft greatly outweighs the tactical advantage gained.

(c) RECOMMENDATIONS: That fragmentation grenades not be carried in Army observation helicopters.

(d) COMMAND ACTION: A directive has been sent to all brigade units prohibiting the employment of fragmentation grenades from brigade aircraft.

(2) Use of the XM-15 (E158R2) CS cannister in the UH-1.

(a) OBSERVATION: On a DCS mission an assault helicopter company had one XM-15 (E158R2) CS cannister prematurely explode in a UH-1H. This resulted in burns to the aircraft commander, pilot, and two passengers, who were on board to throw the cannisters from the helicopter, and minor damage to the helicopter from the flash fire.

(b) EVALUATION: As far as can be determined at this time the entire crew were wearing protective masks and following all prescribed procedures. A formal investigation is currently in progress.

(c) RECOMMENDATION: Preliminary recommendations are that an external rack be designed to carry CS cannisters. In the event of an emergency the rack could be jettisoned.

(d) COMMAND ACTION: An investigation was directed to determine the facts and circumstances surrounding the incident. Brigade policy is being formulated to preclude future incidents of this type.

(3) Civic Action Funds.

(a) OBSERVATION: Only one aviation group (combat) had established an account with MACV to draw US/PWMAF Military Civic Action and PYSWAR Funds.

(b) EVALUATION: Under the provisions of MACV Dir 37-13 funds are available to assist units in carrying out civic action programs. Use of these funds is encouraged by MACV, USARV, and this headquarters.

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(c) RECOMMENDATION: That subordinate units take advantage of these funds to further the civic action activities.

(d) COMMAND ACTION: A letter from this headquarters, subject: US/PWMAF Military Civic Action and PYSWAR Fund, dated 8 July 1970 was sent to all major subordinate headquarters.

(4) Relocation of Units

(a) OBSERVATION: During the reporting period, one assault helicopter company and one air cavalry troop deployed from MILITARY REGION III to MILITARY REGION I. Units were given minimal warning prior to the relocation. As a result the units experienced some difficulty during the movement phase.

(b) EVALUATION: When units received notification to move, excessive time was experienced in preparing loading plans and movement tables. Units were provided implementing instructions which detailed all available information with as much advance notice as possible. Both units had been operating from semi-fixed installations for a considerable period of time which degraded their ability to redeploy rapidly. Unit TOE items had been turned in as excess equipment, which were required at the new location to become operational, ie; field ranges, vehicles and trailers. This necessitated issuing or prepositioning those items at the new location. Each move was characterized by the movement of personnel and equipment via unit aircraft, intra-theater air lift and sea lift. Moves were conducted in three phases; advanced party, main body, and rear party. The conduct of each move required a maximum amount of detailed planning and coordination to insure efficient and orderly displacement. Particular attention had to be given to organizing loads so the unit was self supporting upon arrival. Classification of the moves complicated issuing movement orders by TMA because of the indigenous employees involved in movement activity; ie; sea lift.

(c) RECOMMENDATION: That all aviation units review and update loading plans and periodically review movement planning considerations.

(d) COMMAND ACTION: Units have been directed to prepare or update loading plans and review unit movement planning procedures.

c. Training

(1) Unit Trained Instructor Pilots

(a) OBSERVATION: During the past reporting period, several training accidents have occurred involving unit training instructor pilots (IP).

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(b) EVALUATION: Recent accidents/incidents involving unit trained instructor pilots, has emphasized the need for centralized instructor pilot qualification. The majority of these instructors are not proficient in emergency procedures and lack the knowledge and training to effectively impart professional instruction.

(c) RECOMMENDATION: Each unit trained IP be examined (flight and ground check) by a standardization instructor pilot (SIP) from the USAFV UH-1 IP School for qualification prior to being placed on IP orders. In addition SIP's throughout the Brigade who received their SIP qualification from the USAFV UH-1P School or in possession of a current USAFV SIP rating be authorized to administer these examinations.

(d) COMMAND ACTION: A program has been instituted where Brigade Standardization IP's will periodically check unit trained IP's. This program is closely monitored by the G-3 Standardization Section.

(2) Technical Inspector Course (AARTS)

(a) OBSERVATION: During this reporting period the Technical Inspector Course conducted by the Army Aviation Refresher Training School had to be cancelled due to the lack of an assigned instructor.

(b) EVALUATION: Although courses of this nature are not MOS producing, they are extremely beneficial to Brigade units. The course retrains personnel holding the MOS and up-grades other personnel for subsequent award of the MOS. Unit OJT is not an acceptable alternative for training of technical inspectors to fill unit personnel vacancies. Upon completion of the AARTS course and 60 days OJT as a technical inspector individuals are better qualified and more advanced than individuals who spend all training time in an OJT status. Currently aircraft technical inspectors are a critical shortage.

(c) RECOMMENDATION: That command emphasis at all levels be exerted to retain this course.

(d) COMMAND ACTION: USAFV Aviation Officer coordinated with USAFV G1 to have an instructor qualified technical inspector assigned to the 34th Support Group (AS) for further assignment to AARTS.

d. Intelligence

(1) Anti-Aircraft Activities.

(a) OBSERVATION: NVA/VC units continued to stress anti-aircraft activities. Studies by USAFV and analysis of firing incidents show that the enemy has increased his number of automatic weapons throughout NVN. In addition, analysis of reported firing incidents reveal that nearly half of the aircraft taken under fire below 2000' altitude AGL received hits.

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(b) EVALUATION: The enemy destroyed 54 aircraft and damaged 877 aircraft during the period. This represented one A/C less per 7,860 flying hours and one A/C damaged per 483 flying hours. The total number of aircraft lost/damaged by enemy activity was down from the previous quarter figures of 66 losses and 1010 damaged. The previous quarter loss/damaged rate was one combat loss per 6100 hours and one combat damaged aircraft per 446 hours. This change is attributed to greater awareness by aviators of the AA threat and to enemy losses in the Cambodian Campaign.

(c) RECOMMENDATION: Instruction in CONUS aviation schools should stress the increased threat of NVA/VC weapons in RVN. The key parts of USARV Combat Lessons Bulletin #8, dtd 30 May 70, should be incorporated into POR training for all aviators and field grade officers assigned to Southeast Asia.

(d) COMMAND ACTION: The 1st Aviation Brigade initiated a program in June, 1970 which stressed the NVA/VC anti-aircraft threat. USARV Combat Lessons Bulletin #8 became mandatory reading for all aviators and field grade officers. Units were required to keep plots of high threat areas and intelligence briefings stress locations of AA weapons.

(2) Enemy Ambush Tactics

(a) OBSERVATION: Enemy units are resorting to ambush tactics in an effort to destroy brigade aircraft. This was accomplished by observing repetitive actions of air crews, establishing ambush positions and by occupying abandoned US and ARVN positions.

(b) EVALUATION: In the DAK TO-DAK SEANG - BEN HET (ZB 0221) area the enemy used an old tactic of utilizing abandoned US and ARVN firebases to set up anti-aircraft position. By carefully camouflaging his position within the abandoned firebase the enemy was successful in engaging aircraft. In addition, the NVA/VC observed helicopters which repeatedly used the same flight paths into and out of landing zones, aligned flight paths along the same prominent terrain features, or conducted reconnaissance of administrative flights at the same time each day. In these situations the enemy positioned himself to attack these aircraft at an opportune moment.

(c) RECOMMENDATION: POR training for aviators and ground unit commanders on orders to Southeast Asia should emphasize procedures which avoid repetitive flight paths, provide special awareness in the vicinity of abandoned firebases, and for avoiding situations which are conducive to enemy anti-aircraft ambushes. USARV Combat Lessons Bulletin #8, dtd 30 May 70, should be required reading for this training.

(d) COMMAND ACTION: The 1st Aviation Brigade stress the importance of varying flight paths and flying routines. Units were instructed to change entry and exit patterns for landing zones, vary times for conducting daily reconnaissance and administrative flights whenever possible, and to use caution in approaching abandoned firebases.

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c. Logistics

(1) Program for Inactivation, Deactivation and Redeployment of Aviation Units

(a) OBSERVATION: During April 1970 it was recognized that a plan of action would have to be initiated within the Brigade G-4 to cope with the logistical problems that would be forthcoming with the inactivation, deactivation and redeployment of aviation units.

(b) EVALUATION: It was felt that many equipment assets would become available due to this program. The majority of the equipment had to be upgraded, classified, salvaged, transferred or retrograded. One problem was encountered when the personnel phasing out procedures moved faster than the equipment.

(c) RECOMMENDATION: That a phasing guide with plans of operation and a progress fact sheet be utilized by units that have been designated for the program. That a hold be placed on personnel phasing out until equipment turn-in can be accomplished.

(d) COMMAND ACTION: The Brigade G-4 section published a phasing guide that covered a 120 day period prior to a specific date in the future ("A" Day). The guide was distributed to all programmed units. A hold on personnel was imposed until equipment turn-in could be accomplished.

(2) Contamination of AVGAS/JP-4 Fuel

(a) OBSERVATION: Contamination of AVGAS/JP-4 fuel has been a problem at Brigade controlled airfields and heliports.

(b) EVALUATION: Contamination can be reduced if POL handlers and supervisors are properly trained.

(c) RECOMMENDATION: That POL handlers/supervisors, airfield commanders/ NCOIC's be given instructions on proper POL handling procedures.

(d) COMMAND ACTION: A series of classes consisting of formal instruction and practical exercises are being conducted to overcome this problem area.

(3) High Speed Refueling System Sanford Army Airfield (SAAF)

(a) OBSERVATION: The high speed refueling system at Sanford Army Airfield (SAAF) has been completed but is not usable.

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(b) EVALUATION: During the design phase of this project, USAEC, V (P) and the 1st Aviation Brigade routinely approved the design and concept of construction for this facility. A closer detailed analysis of the fuel nozzles would have indicated that the designed system was not compatible with the UH-1, OH-6, OH-58, and the U-21 type aircraft.

(c) RECOMMENDATION: That the review agencies exercise greater care in detail analysis of projects to prevent the construction of a project that will be unuseable when completed.

(d) COMMAND ACTION: A command letter was forwarded to the Director of Construction, USARV requesting a new contract to modify the facility to make it adaptable to all Army aircraft which use JP-4 fuel. This headquarters will continue to monitor the project.

(4) CMMI Check List

(a) OBSERVATION: The section covering tools on the present CMMI Maintenance Management and Operations Check List is inadequate for aviation companies within the brigade.

(b) EVALUATION: Aviation companies are authorized a large quantity of various type tools to support their maintenance requirements. Many of these are expensive and are an important aspect of maintenance. Without proper tools, maintenance on aircraft cannot be performed. The present CMMI check list contains one question covering tools and their condition. This is not considered adequate.

(c) RECOMMENDATION: That the present section covering tools on the CMMI Maintenance Management and Operations Check List be expanded to include questions concerning security of tool rooms, accountability for tools, inventories, condition of tools, proper utilization of tools, and knowledge of toolroom personnel as to calibration and calibration records. This action must be taken by Headquarters Department of the Army.

(5) Turbine Engine Conservation and Reliability Program

(a) OBSERVATION: The 1st Aviation Brigade experienced in excess of 300 Turbine Engine failures during the period 1 May - 31 July 70.

(b) EVALUATION: It was apparent that a program was needed to detect potential malfunctions and apply timely preventative measures to prevent unnecessary loss of lives, to preserve material resources and to increase operational readiness.

(c) RECOMMENDATIONS: That a maintenance team be established to teach USARV aviation units an engine conservation program to assist in the detection of potential engine failures.

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(d) COMMAND ACTION: Coordination with USARV, AVNAV-LOG, was initiated and a team has been established to implement an engine conservation program consisting of five elements:

1. One hundred percent participation in the Army Spectrometric Oil Analysis Program (ASOP). Through submission of oil samples to ASOP deterioration of Components can be detected and failures averted.

2. Increased use of the Vibration Meter and Jet Cal Analyzer. After extensive maintenance it is necessary to use this test equipment to insure that components are properly installed and that proper maintenance procedures have been used.

3. Implementation of the Turbine Engine Analysis Check/Daily Engine Recording (TEAC/DER) program. The TEAC/DER readings indicate the condition of the compressor and gas producer section and fuel control adjustment. Any fluctuation in DER readings indicate the need for TEAC. If the TEAC results differ from the original ground run sheet statistics on the engine, investigation will be made to determine the cause.

4. Updating and verifying the GO-NO-GO placards after each periodic inspection, hot end inspection, or fuel control change. This check will be included on the periodic inspection test flight check sheet.

5. Preventing fuel contamination. All fuel sources will be inspected daily by a knowledgeable individual. All aviation personnel will be cognizant of how fuel contamination occurs and the procedures for identifying it.

f. Organization None

g. Information None

h. Signal

(1) Ineffective DS Avionics Maintenance at Unit Level

(a) OBSERVATION: Assault and assault support helicopter companies are not obtaining maximum effectiveness from organic avionics maintenance detachments.

(b) EVALUATION: Helicopter companies have an organic capability to perform organizational and DS maintenance on avionics equipment. As stated in the 15 May 1970 ORLL, numerous companies are not exploiting this capability for the following reasons:

1. Lack of sufficient supervisors.

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2. Lack of sufficient test equipment or excessive down-time for repair of test equipment.

3. Lack of trained personnel in authorized MOS's. Brigade experience reveals that consolidation of avionics detachments assigned to units of battalions or squadrons collocated at the same installations will overcome the shortages of both test equipment and personnel and improve overall effectiveness and efficiency. Due to the lack of adequate avionics supervisory personnel, it has been noted that Class II and IV non-expendable requisitions are not being properly submitted compounding a critical shortage of test equipment.

(c) RECOMMENDATION:

1. 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.

2. In addition it is recommended that the status of class II and IV non-expendable requisitions be added as items of interest on CMMI/AGI inspections in an effort to determine the cause of shortage of critical test equipment.

(d) COMMAND ACTION: Consolidation of avionics facilities is being initiated throughout the brigade wherever improved efficiency and utilization of resources can be achieved. The status of Class II and IV non-expendable requisitions is being added as items of interest on future brigade CMMI/AGI inspections.

(2) Authorization of an incorrect MOS

(a) OBSERVATION: Surveillance Airplane Companies (SAC) are authorized one E-7 26W40, Radar Maintenance Supervisor-Inspector. It is felt that this authorization should be changed to MOS 26M40, Airborne Surveillance Radar Repairman.

(b) EVALUATION: MOS 26W40 requires training in all "non-integrated" radar ie, ground control, ground surveillance, etc. The individual does not receive specific training in airborne surveillance radars (SLAR) and its associated systems. An individual with MOS 26M40 is trained exclusively in airborne surveillance radar systems and would be familiar with specialized SLAR components.

(c) RECOMMENDATION: That action be taken to change MTOE 1-128T of the Surveillance Airplane Company substituting MOS 26M40, Airborne Surveillance Radar Repairman, in place of 26W40, Radar Maintenance Supervisor-Inspector

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(d) COMMAND ACTION: The 1st Aviation Brigade will submit the necessary MTO&E change to USARV.

i. Surgeon None

j. Safety

(1) Fuel Contamination.

(a) OBSERVATIONS: Fuel contamination is suspected as a cause factor in several of the engine failure accidents experienced during this quarter.

(b) EVALUATION: A constant problem of a lack of proper refueling procedures, coupled with several reported instances of contaminated fuel, indicates that a portion of the high number of engine failures may have been caused by fuel contamination.

(c) RECOMMENDATION: That fuel samples be taken at every accident scene where a power failure is suspected. Also that a fuel sample be taken from the last known fueling point. A system to allow the pilot to visually inspect the fuel prior to refueling should be devised.

(d) COMMAND ACTION: A policy was initiated to ensure fuel samples were taken from the aircraft and last known fueling point in all accidents where engine failure or power failure is a suspected cause factor. In addition a glass jar is carried in each aircraft so that a fuel sample can be taken and visually inspected prior to fueling the aircraft. This information was distributed via messages 300800Z Jun 70, and Hawk Safety Gram Number 23.

(2) Unauthorized Flight Maneuvers

(a) OBSERVATION: A significant number of accidents are occurring while aviators are participating in unauthorized flight maneuvers.

(b) EVALUATION: Accidents occurring during unauthorized flight maneuvers are increasing within the brigade. These include, low level flight, unauthorized autorotations, and improper flight techniques to include unauthorized formation flight and improper emergency procedures.

(c) RECOMMENDATION: That commanders emphasize the criteria for low level and formation flight and require each aviator to explain any deviations from this policy. That unit instructor pilots ensure each aviator is fully trained in emergency procedures and require maximum proficiency in standardization rides.

(d) COMMAND ACTION: Information on low level flight and formation flight restrictions has been published in message number 290830Z Jul 70. It was also included in the commander's notes for the month of July.

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AVBAGC

15 August 1970

SUBJECT: Operational Report-Lessons Learned for Headquarters, 1st
Aviation Brigade, Period Ending 31 July 1970, RCS CSFOR-65 (R2) (U)

k. Judge Advocate

(1) Drug Abuse

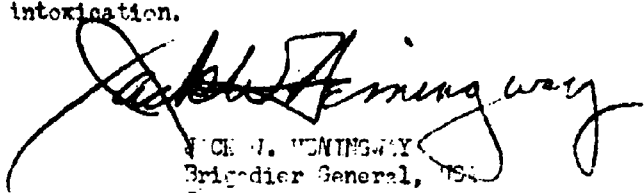
(a) OBSERVATIONS: An individual may appear to be under the influence of drugs but will have no drugs in his possession. Disciplinary action for possession of drugs will thus not be possible.

(b) EVALUATION: Disciplinary action may be taken against an individual for drug intoxication in a manner similar to intoxication due to alcohol. The offenses of drunk on duty under Article 112, UCMJ, incapacitating oneself for the performance of duty under Article 134 and drunk in command or quarters under Article 134 all include intoxication with drugs as well as with alcohol. If the individual's conduct is such that he would be considered drunk if he had been drinking, then he is "drunk" for the purpose of drug intoxication under Article 112 and 134, UCMJ.

(c) RECOMMENDATION: That Article 112 and 134, UCMJ, be utilized by commanders in disciplining individuals who are found to be intoxicated as a result of drug use.

(d) COMMAND ACTION: Guidance was given to all commanders in the 8 Jun 70 issue of the Commanders Notes on the use of Articles 112 and 134, UCMJ, in cases of drug intoxication.

2 Incl
as


BRUCE W. HENNINGWAY
Brigadier General, USA
Commanding

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AVHGC-DST (15 Aug 70) 1st Ind

SUBJECT: Operational Report-Lessons Learned for Headquarters, 1st Aviation Brigade, Period Ending 31 July 1970, RCS CSFOR-65 (R2)(U)

Headquarters, United States Army Vietnam, APO San Francisco 96375 17 SEP 1970

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

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

1. This Headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 July 1970 from Headquarters, 1st Aviation Brigade.

2. Comments follow:

a. Reference item concerning "Rotary Wing Technical Inspectors," page 17, paragraph 2a(1): concur. Status of RWTI's for 1st Aviation Brigade as of 29 August 1970 was 257 authorized, 185 assigned, or 72 percent of authorization. USARV is currently at 63 percent of authorization. DA has been continually informed of USARV status in this critical area. As stated in Section II, page 17, paragraph 2a of ORLL, actions are being taken to improve the situation. Contingent upon DA fill, additional RWTI's will be furnished to the Brigade. No action by USARPAC is recommended. Action is required by DA to insure required number of RWTI's are furnished to this command.

b. Reference item concerning "R&R Quota for Hawaii," page 17, paragraph 2a(2): nonconcur. USARV R&R allocations to all sites are computed on a Fair Share (FS) basis. FS is computed as follows:

$$FS = \frac{\text{UNIT STRENGTH}}{\text{TOTAL USARV STRENGTH}}$$

1st Aviation Brigade received a total of 490 seats to Hawaii in September based on their FS of 472 seats. In the preceding month of August 1st Aviation Brigade's FS was 526 seats and total allocations received were 538. The nature of operations in Vietnam precludes increasing the number of allocations for R&R during a specific time period. USARV R&R allocations for Hawaii from MACV, J-13, for the 1st Qtr FY 71 were as follows: July 7024, August 6664, and September 5980. This steady decrease is due to the anticipated withdrawal of troops from RVN in the near future. USARV R&R figures show that the 1st Aviation Brigade's allocations are equitable as compared to all other units in RVN and that the decrease in seats will continue through the 2d Qtr FY 71, with every command being reduced according to FS distribution. No action by USARPAC or DA is recommended.

AVHGC-DST (15 Aug 70) 1st Ind

SUBJECT: Operational Report-Lessons Learned for Headquarters, 1st Aviation Brigade, Period Ending 31 July 1970, RCS CSFOR-65 (R2)(U)

c. Reference item concerning "Safety Officers," page 18, paragraph 2(3): concur. DA has increased the input to USC by one hundred per year to provide the required number of school trained Aviation Safety Officers. As an interim measure, the USABAAR Course conducted in May will be conducted again in November 1970 to better qualify the officers assigned to safety officers positions who are not school trained. No action by USARPAC or DA is recommended.

d. Reference item concerning "Relocation of Units," page 20, paragraph 2b(4): concur. Close supervision should be maintained on turn in of equipment considered excess. In no case should a unit be permitted to turn in TOE mess equipment, generators, or authorized tentage. USARV Regulation 310-32 should preclude reoccurrence. Headquarters issuing movement directives should keep them unclassified when possible. No action by USARPAC or DA is recommended.

e. Reference item concerning "Unit Trained Instructor Pilots," page 20, paragraph 2c(1): concur. Standardization of Instructor Pilots is a continuing problem. USARV aviation is in the process of adding the standardization service of the USARV UH-1 IP school for all units of USARV. No action by USARPAC or DA is recommended.

f. Reference item concerning "Technical Inspector Course," page 21, paragraph 2c(2): concur. An instructor qualified technical inspector was assigned to 34th GS Group. Instruction in the T.I. course was resumed on 17 August 1970. No action by USARPAC or DA is recommended.

g. Reference item concerning "Program for Inactivation, Deactivation and Redeployment of Aviation Units," page 23, paragraph 2e(1): concur. This Headquarters will continue to monitor the phasing guide established, and submit additional instructions as required. No action by USARPAC or DA is recommended.

h. Reference item concerning "High Speed Refueling System Sanford Army Airfield," page 23, paragraph 2e(3): concur. This Headquarters will follow up the action initiated by the 1st Aviation Brigade to insure modification of the SAAF refueling facility to accommodate all army aircraft that use JP4. No action by USARPAC or DA is recommended.

i. Reference item concerning "Turbine Engine Conservation and Reliability Program," page 24, paragraph 2e(5): concur. This Headquarters has formed a team to implement the engine conservation program. A request has also been made to USABAAR for statistics on the single most cause of turbine engine failure. No action by USARPAC or DA is recommended.

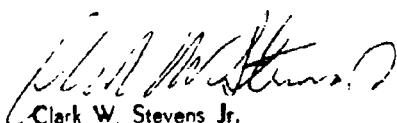
AVHGC-DST (15 Aug 70) 1st Ind

SUBJECT: Operational Report-Lessons Learned for Headquarters, 1st Aviation Brigade, Period Ending 31 July 1970, RCS CSFOR-65 (R2)(U)

j. Reference item concerning "Authorization of an Incorrect MOS," page 26, paragraph 2h(2): nonconcur. MOS 26M40 is not a career field NCO MOS. The next step after 26M is 26W. If additional 26M personnel are required, unit should submit a request for change in TOE. Unit has been so advised.

k. Reference item concerning "Fuel Contamination," page 27, paragraph 2j(1): concur. Fuel samples are required from all aircraft and last known refueling points for all known or suspected engine failures. A copy of the laboratory analysis will be included in the Aircraft Accident Investigation Report. No action by USARPAC or DA is required.

FOR THE COMMANDER:



Clark W. Stevens Jr.

Cap am AGC

Assistant Adjutant General

Cy furn:
1st Avn Bde


GPOP-DT (15 Aug 70) 2d Ind (U)
SUBJECT: Operational Report-Lesson learned, HQ 1st Aviation
Brigade, for Period End: 31 July 1970,
RCS CSFOR-65 (R2)

HQ, US Army, Pacific, APO San Francisco 96558 9 OCT 1970

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:



L.M. OZAKI
CPT, AGC
Asst AG

UNCLASSIFIED
1ST AVIATION BRIGADE AND ATTACHMENTS

AUG 1 1970

AVBAGC

UNIT	LOCATION	AFPO
<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 (TM FB)	Long Binh	96384
478th Hvy Hel Co (-)	Da Nang (Atch 101st Abn Div AMBL)	96383
<u>165th COMBAT AVN GP</u>		
HQ & HQ Co	Long Binh	96384
129th Med Det (OI)	Long Binh	96384
312th Avn Det (Div)	Long Binh (S. Ford)	96384
313th Avn Det (Div)	Tan Son Nhut H-3 (Atch 34th Gen Spt Gp)	96309
314th Avn Det (Div)	Lai 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 (Iano) (Atch 17th CAG)	96226
319th Avn Det (Div)	Bien Hoa (Atch 125th AFG) (AARTS)	96920
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 #07)	96376
324th Avn Det (Div)	Bien Hoa (Spartan) (Atch 12th CAG) (I&M)	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
338th 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 23d Arty Gp)	96289
341st Avn Det (Div)	Cu Chi (Atch 25th Inf Div)	96353
342d Avn Det (Div)	Fnu Hiep (Atch 17th CAG)	96316
343d Avn Det (Div)	Qui Nhon (Atch 1st Log Cnd)	96238
344th Avn Det (Div)	Plicku (Atch 17th CAG)	96494
345th Avn Det (Div)	Can Tho (Atch 164th CAG)	96215
346th Avn Det (Div)	Vinh Long (Atch 164th CAG)	96357
347th Avn Det (Div)	Soc Trang (Atch 164th CAG) (I&M)	96296
348th Avn Det (Div)	Ben Me Thuot (City) (Atch 17th CAG)	96297
359th Avn Det (Div)	Camp Evans (Atch 101st Abn Div)	96383
360th Avn Det (Div)	Hensel (Atch An Khe AFG)	96294
361st Avn Det (Div)	Tan An (Atch 9th Inf Div)	96371
362d Avn Det (Div)	Chu Lai (Atch 25th Inf Div)	96374
363d Avn Det (Div)	Phan Thiet (Atch 17th CAG)	96317

Encl 1

<u>UNIT</u>	<u>LOCATION</u>	<u>APO</u>
364th Avn Spt Det	Bong Son (Atch 173d Abn Bde)(English)	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
432d Med Det (OA)	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 Flt	Bien Hoa	96227
391st QM Det (PETRL)	Xuan Loc	96376
68th Aslt Hel Co	Bien Hoa	96227
430th Med Det (OA)	Bien Hoa	96227
118th Aslt Hel Co	Bien Hoa	96227
190th Aslt Hel Co	Bien Hoa	96227
520th Med Det (OA)	Bien Hoa	96227
334th Aerial Wpns Co	Phu Loi	96289
<u>210TH COMBAT AVN BN</u>	Long Thanh	96530
HQ & HQ Co	Long Thanh	96530
197th Med Det (OA)	Long Thanh	96530

<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>	Bear Cat	96530
HQ & HQ Co	Bear Cat	96530
117th Aslt Hel Co	Long Binh (Plantation)	96266
195th Aslt Hel Co	Long Binh (Plantation)	96266
93d Med Det (OA)	Long Binh (Plantation)	96266
240th Aslt Hel Co	Bear Cat	96530
772d Med Det (OA)	Bear Cat	96530
273d Hvy Hel Co	Long Binh	96384
<u>269TH COMBAT AVN BN</u>	Cu Chi	96353
HQ & HQ Co	Cu Chi	96353
116th Aslt Hel Co	Chu Lai (Attached 212 CAB)	96374
431st Med Det (OA)	Chu Lai (Attached 212 CAB)	96374
187th Aslt Hel Co	Tay Ninh	96216
541st Med Det (OA)	Tay Ninh	96216
242d Aslt Snt Hel Co	Cu Chi	96353
<u>3D SQUADRON 17TH AIR CAVALRY</u>	Di An	96289
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	Quang Tri (Attached 212 CAB)	96477
369th TC Det (KD)	Quang Tri (Attached 212 CAB)	96477
816th SC Det (RL)	Quang Tri (Attached 212 CAB)	96477

<u>UNIT</u>	<u>LOCATION</u>	<u>PO</u>
<u>16TH COMBAT AVN GP</u>		
D Troop	Di An	96289
HQ & HQ Co	Chu Lai (Atch 23d Amer Div)	96325
<u>14TH COMBAT AVN BN</u>		
14th Stry Plst	Chu Lai (Atch 23d Amer Div)	96325
534th Med Det (OA)	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 (OA)	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>		
HQ & HQ Co	Marble Mountain	96349
59th SC Det (RL)	Marble Mountain	96349
	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 (OA)	Hue Phu Bai	96308
282d Aslt Hel Co	Marble Mountain	96349
519th Med Det (OA)	Marble Mountain	96349
62d Corps Avn Co	Marble Mountain	96349
<u>17TH COMBAT AVN GP</u>		
HQ & HQ Co	Nha Trang	96240
25th Med Det	Nha Trang	96240
	Nha Trang	96240
231st Corps Avn Co	Nha Trang	96240
58th Avn Det	Nha Trang	96240
<u>10TH COMBAT AVN BN</u>		
HQ & HQ Co	Dong Ba Thin	96377
130th Med Det (OA)	Dong Ba Thin	96377
	Dong Ba Thin	96377

<u>UNIT</u>	<u>LOCATION</u>	<u>APO</u>
49th Aslt Hel Co	Ninh Hoa	96240
286th Med Det (OA)	Ninh 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 (R'DAR)	Pleiku (Camp Holloway)	96494
94th 'B' Det (OA)	Pleiku (Camp Holloway)	96494
57th Aslt Hel Co	An Khe (Camp Radcliff)	96294
193d Med Det (OA)	An Khe (Camp Radcliff)	96316
119th Aslt Hel Co	An Khe (Camp Radcliff)	96294
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
109th 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

UNIT	LOCATION	PO
219th Recon Apl Co	Pleiku (Camp Holloway)	96494
225th Surv Apl Co	Phu Hiep	96316
<u>268TH 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 AMP)	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
7TH SODN 17TH AIR CAVALRY	Pleiku (Camp Holloway)	96494
HQ & HQ Troop	Pleiku (Camp Holloway)	96494
A Troop	Pleiku (Camp Holloway)	96494
288th SC Det (RL)	Pleiku (Camp Holloway)	96494
568th TC Det (KD)	Pleiku (Camp Holloway)	96494
B Troop	Pleiku (Camp Holloway)	96494
414th SC Det (RL)	Pleiku (Camp Holloway)	96494
569th TC Det (KD)	Pleiku (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	Pleiku (Camp Holloway)	96494
164TH COMBAT AVN GP	Can Tho	96215
HQ & HQ Co	Can Tho	96215
52d QM Det (PETRL)	Can Tho	96215
Btry II (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

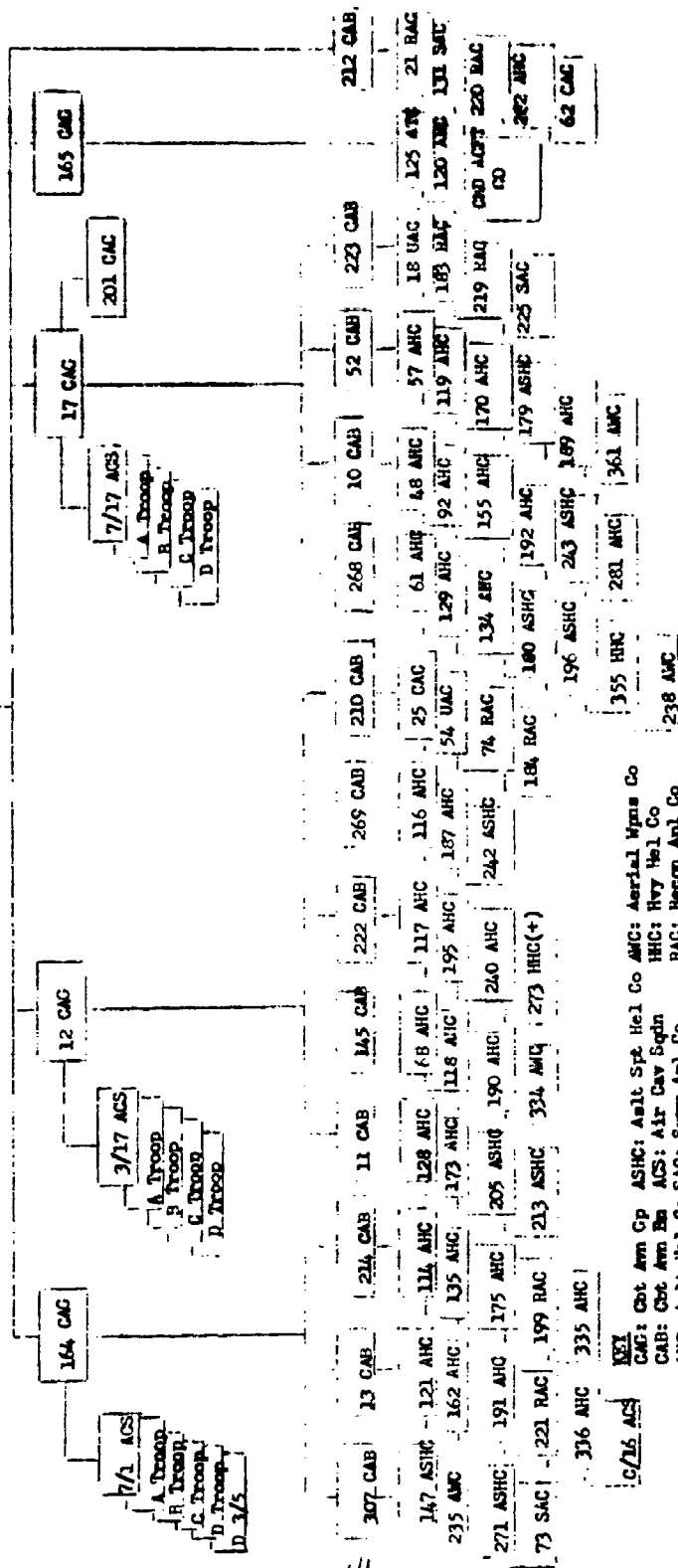
<u>UNIT</u>	<u>LOCATION</u>	<u>AFO</u>
13th Stry Plat	Can Tho	96215
78th FA Det (RADAR)	Can Tho	96215
268th FA Det	Vinh Gia	96215
261st FA Det (RADAR)	Vinh Long	96357
269th FA Det	Nui Hon Soc	96215
AH-1G NETT (Attached 12th CAG)	Vung Tau	96292
OH-6A NETT (Attached 12th CAG)	Vung Tau	96291
69th Inf Det (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	Can Tho	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	Can Tho	96215
85th Med Det (OA)	Can Tho	96215
235th Aerial Wpns Co	Can Tho	96215
73d Surv Apln Co	Long Thanh	96350

<u>UNIT</u>	<u>LOCATION</u>	<u>APO</u>
271st Aslt Spt Hel Co	Can Tho	96215
<u>7TH SQDN, 1ST AIR CAVALRY</u>	Vinh Long	96357
WQ & HQ Troop	Vinh Long	96357
83d Mod Det (OA)	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.

AUG 1 1950

1st Avn Bde



NOTE: 1. 16th CAG, 14th CAB, 71st, 174th & 176th ASHC attached to 234 Americal Division for all purposes (not shown above).
 2. 473rd Hvy Hel Co attached to 101st Airborne Division (amb) for all purposes (not shown above).

UNCLASSIFIED

CONFIDENTIAL

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DOCUMENT CONTROL DATA - R & D

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