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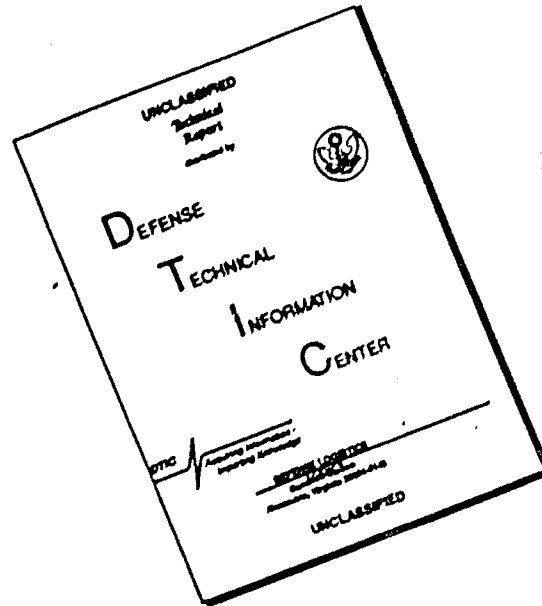
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DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310

DAAG-PAP (M) (28 Sep 71) DAFD-OTT

19 October 1971

SUBJECT: Operational Report - Lessons Learned, Headquarters, 1st Aviation
Brigade, Period Ending 30 April 1971, RCS CSFOR-65 (R3) (U)

SEE DISTRIBUTION

1. The attached report is forwarded for review and evaluation in accordance with para 4b, AR 525-15.
2. The information contained in this report is provided to insure that lessons learned during current operations are used to the benefit of future operations and may be adapted for use in developing training material.
3. Information of actions initiated as a result of your evaluation should be forwarded to the Assistant Chief of Staff for Force Development, ATTN: DAFD-OTT within 90 days of receipt of this letter.

BY ORDER OF THE SECRETARY OF THE ARMY:

Verne L. Bowers
VERNE L. BOWERS
Major General, USA
The Adjutant General

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

AVBAGO

18 May 1971

SUBJECT: Operational Report-Lessons Learned for Headquarters, 1st Aviation Brigade, Period Ending 30 April 1971, RCS CSFOR-65 (R2) (U)

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1. (C) Operations: Significant Activities

a. Command:

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

(2) Changes in Key Staff Personnel: The following changes were made in key staff personnel during the period 1 November 1970 to 30 April 1971:

(a) Brigade Commander:

BG Jack W. Hemingway, USA, 462-12-6043	12 Aug 70 - 10 Feb 71
COL Samuel G. Cockerham, TC, 425-34-0427	11 Feb 71 - 24 Feb 71
BG Jack W. Hemingway, USA, 462-12-6043	25 Feb 71 - Present

(b) Deputy Brigade Commander:

COL John G. Hughes, IN, 332-12-5425	4 Oct 70 - 1 Nov 70
COL Samuel G. Cockerham, TC, 425-34-0427	2 Nov 70 - 12 Mar 71
COL John A. Todd, IN, 257-28-6101	13 Mar 71 - Present

(c) Deputy Brigade Commander/Admin:

COL F. M. McCullar, IN, 463-03-3556	3 Oct 70 - 23 Jan 71
NONE	
COL F. M. McCullar, IN, 463-03-3556	25 Mar 71 - Present

(d) Chief of Staff:

COL Charles R. Smith, IN, 261-36-4599	19 Oct 70 - 4 Mar 71
COL Arthur W. Ponce, Jr, IN, 228-26-9194	5 Mar 71 - Present

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(a) Secretary of the General Staff:

CONVIA

LTC David L. Mosher, FA 507-28-6448 15 Oct 70 - 26 Dec 70
MLJ Tompce M. Henry, FA, 284-34-7090 27 Dec 70 - Present

(f)

LTC Sydney L. Strickland, III, 260-34-1633 26 Aug 70 - 15 Nov 70
LTC Earnest W. Rhyen, Jr, IN, 446-28-2961 16 Nov 70 - 28 Apr 71
LTC Bobby H. Knight, FA, 423-38-1113 29 Apr 71 - Present

(g) G3:

CONVIA (C) .1

LTC George N. Ivoy, IN, 254-52-1140 4 Sep 70 - 4 Dec 70
LTC William H. Dillard II, IN, 226-30-2072 5 Dec 70 - 26 Feb 71
LTC Arthur A. Dalono, IN 046-22-3010 27 Feb 71 - Present

(h) G4:

LTC Gerald E. Royals, TC, 054-22-1860 20 Oct 70 - 17 Dec 70
LTC Harold I. Snell, TC, 033-22-1368 18 Dec 70 - 25 Apr 71
LTC Leonard B. Grain, TC 416-40-3344 26 Apr 71 - Present

(i) Safety Officer:

MLJ Wayne E. Davis, EI, 408-54-4447 13 Oct 70 - 30 Oct 70
CPT Rickard A. Hooper, SC, 533-40-2429 31 Oct 70 - 22 Nov 70
LTC Joseph H. Fox, FA, 314-24-9175 23 Nov 70 - Present

(j) Flight Section:

CONVIA (d)

CPT Merrill R. Monlove, FA 528-36-4318 9 Sep 70 - 20 Jan 71
MLJ John H. Downoy, Jr, ID, 065-22-5598 21 Jan 71 - Present

(k) Aircraft Maintenance Officer:

LTC Earnest W. Rhyen, IN, 446-28-2961 2 Oct 70 - 15 Nov 70
LTC Gene R. Rasmussen, TC, 529-28-1400 16 Nov 70 - 6 Jan 71
LTC Philip C. Pitts, TC, 312-30-3584 7 Jan 71 - Present

(l) Signal Officer:

LTC Walter G. Lilloy, SC, 017-24-7876 21 May 70 - 16 Dec 70
MLJ Raymond C. Dailor, SC, 272-28-4090 17 Dec 70 - 27 Feb 71
LTC Earnest R. Hafers, SC, 246-32-5562 28 Feb 71 - Present

(n) Adjutant General:

CPT Richard L. Stroheck, AG, 161-32-4575 29 Oct 70 - 19 Nov 70
MLJ Donald B. Gukjati, AG, 509-38-8589 20 Nov 70 - 4 Dec 70
LTC Leonard J. Holman, II, AG 110-24-2750 5 Dec 70 - Present

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8 May 1971

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

b. G1/AG:

(1) Breakdown of Aviators

	OFF	WO	ENL	TOTAL
Commissioned Officers	1762			
Warrant Officers	1461			
Total	3223			

(2) Breakdown of Officers by Branch (Aviators and Non-Aviators)

BRANCH	OFF	WO	ENL	TOTAL
IN	784			
AR	286			
JA	2			
AD	92			
AG	14			
PA	340			
CH	20			
SC	88			
TC	107			
MP	12			
MI	30			
OD	12			
OW	5			
EN	120			
GM	12			
MC	34			
MS	16			
WO	1563			
TOTAL	3537			

(3) Brigade Strength. The strength of the 1st Aviation Brigade as of 30 April 1971 was as follows:

UNIT	OFF	WO	ENL	TOTAL
HHC, 1st Avn Bde	66	14	246	326
11th C.G.	262	251	2053	2566
12th C.G.	515	375	3548	4438
17th C.G.	498	468	4453	5419
164th C.G.	437	358	3438	4233
165th C.G.	196	97	1779	2072
TOTAL	1974	1563	15,517	19,054

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(4) Recommendations for Awards. The following is a report of awards approved by major subordinate commands for the period 1 November 1970 through 30 April 1971:

AWARD	HHC	11th	12th	17th	164th	165th
ME	0	0	0	0	0	0
DSC	0	0	0	0	0	0
DSM	1	0	0	0	0	0
SS	0	12	9	16	30	0
*LCM						
DFC	3	230	106	254	306	11
SM	0	9	3	43	33	2
BSM "V"	0	15	11	36	62	0
BSM	95	203	669	1039	584	139
AM "V"	0	178	146	418	665	16
AM	179	1428	14319	14210	9286	1643
ARCOM "V"	0	46	41	69	131	1
ARCOM	139	524	2714	4323	2880	829

* A total of 18 LCM were approved for personnel assigned to the 1st Avn Bde. The number approved for personnel assigned to each subordinate command is not available.

(5) Orders Published. All orders published by Headquarters, 1st Aviation Brigade with totals by month are as follows:

MONTH	GENERAL ORDERS	SPECIAL ORDERS	LETTER ORDERS
NOV	1118	295	29
DEC	990	253	52
JAN	731	237	40
FEB	941	193	29
MAR	1789	248	40
APR	1057	262	47
TOTAL	6626	1488	237

(6) R&R Data. During the period 1 November 1970 through 30 April 1971, a total of 7935 R&R allocations were received by this headquarters. Of this 6817 were utilized. The following is a breakdown by month:

MONTH	SPACES ALLOCATED	SPACES USED	PERCENTAGE
NOV	1348	1292	95.8%
DEC	1485	1289	86.0%
JAN	1253	1026	81.4%
FEB	1232	1047	85.0%
MAR	1361	1102	80.9%
APR	1256	1061	84.5%
TOTAL	7935	6817	85.9%

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(7) Applications Received. The following reflects officer application/appointments by month to the reporting period:

MONTH	OCS	WO	DIRECT APPOINTMENT	RA	TOTAL
NOV	1	0	7	6	14
DEC	1	0	3	8	12
JAN	2	0	3	6	11
FEB	0	0	0	2	2
MAR	2	0	0	9	11
APR	2	0	1	7	10
TOTAL	8	0	14	38	60

a. G2: personnel security investigation actions were accomplished during the period 1 November 1970 through 30 April 1971:

The following personnel security investigation actions were accomplished during the period 1 November 1970 through 30 April 1971:

Requests for Background Investigations 35
 Requests for verification of Background Investigations 403
 Requests for National Agency Checks 71
 Requests for verification of National Agency Checks 175
 Requests for verification of Entrance National Agency Checks 168
 Total PSI actions 852
 Completed PSI actions 678
 Pending PSI actions 174

d. G3: The most significant operational activity was the 1st Aviation Brigade and the 34th General Support Group's participation in Lanson 719.

(1) Operations:

(a) The most significant operational activity was the 1st Aviation Brigade and the 34th General Support Group's participation in Lanson 719. The aviation organization for command and control rested with the 101st Aviation Group. This group was reinforced by elements of the 14th Aviation Battalion, 23d Infantry Division, and the 223d Aviation Battalion, 1st Aviation Brigade. These reinforcing units were placed under the operational control of the 101st Aviation Group, while administrative and logistical support remained with the parent units. The 101st Aviation Group was required to support Lanson 719 and to support its parent headquarters, the 101st Airborne Division, under the overall control of the XXIV Corps Headquarters. Lanson 719 was initiated on 1 February 1971 with the air assaulting of six battalions into Laos and a ground assault by the 1st Armored Brigade along Q 9. Subsequent tactical support and resupply operations up to 23 February 1971 required extensive aviation support. Problems in the areas of command control, operations and maintenance, and a lack of operable information systems resulted in the need for the 1st Aviation Brigade and the 34th General Support Group to provide a combined control staff to perform aviation officer functions for XXIV Corps and resolve all related aviation problems. Command personnel qualified in operations and maintenance were sent

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Immediately to the XXIV Corps forward CP to analyze problems and take corrective action. Support for Lanson 719 in the areas of aviation personnel and equipment assets was given top priority. The command personnel brought forward by the 1st Aviation Brigade and the 34th General Support Group were in a position to insure top priority of in-country assets and possessed the qualifications to insure full utilization of same. During Lanson 719, many lessons were learned and many were relearned. The details of those actions and lessons learned are now being formulated.

(b) The Inguis Night Fighter and Night Tracker (INFANT) NEIT was organized as a provisional aviation detachment. The Headquarters and 1st Platoons are in a general support of Military Region 3. The 2d Platoon with five (5) UH-1M INFANT's is in general support of Military Region 4. Attached at inclosure 3 is a list of INFANT results by Military Region.

(c) The Forward Looking Infrared (FLIR) NEIT was assigned to the 1st Aviation Brigade on 1 February 1971. The FLIR NEIT was organized into a provisional aviation detachment with 5 UH-1M FLIR's and was in general support of Military Region 4. Attached at inclosure 4 is a list of FLIR results by Military Region. The FLIR Detachment remained in Military Region 4 from 1 February until 18 April 1971 when it was moved by LST to Military Region 1. During the FLIR Detachment's stay in Military Region 4 phase (1) one of the FLIR-MD, mine detection, evaluation was completed. Phase one consisted of controlled testing to develop mine detection techniques, aircraft employment concepts, and crew confidence in the system's ability to detect mines.

(d) All YO-3A aircraft in RVN were attached to the 73d Surveillance Airplane Company, located at Long Thanh, Military Region 3 on 6 January 1971. All eight (8) aircraft were modified with three (3) bladed, constant speed, variable pitch propellers. The added performance of the new propellers shortened take-off rolls by 1000 to 1500 feet. The evaluation period was extended to 30 April 1971, to allow ACTIV additional time to gain more operational data on the YO-3A and to evaluate the added performance feature of the new propellers.

(e) The operations staff also coordinated and supervised six separate training projects involving third country nationals.

(f) On 7 January 1971 the 1st Aviation Brigade provided a Task Force for the Government of Malaysia to conduct disaster relief operations. The operation was planned and executed in two phases. During Phase One the Task Force elements were relieved from their other missions and prepared to move to Kuantan (Air Base) Malaysia. During Phase Two the Task Force conducted disaster relief operations as directed. Task Force Golden Hawk included elements of the 34th General Support Group, the 12th Aviation Group (CBT), the 165th Aviation Group (CBT) and the 45th Medical Company. Task Force Golden Hawk consisted of 2 UH-1H helicopters from the 118th Assault Helicopter Company, one UH-1H each from the 117th Assault Helicopter Company, 173d Assault Helicopter Company and the 187th Assault Helicopter Company; and

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one UH-1H MEDEVAC helicopter from the 45th Medical Company. Each unit provided four man crews. Command and Control was provided by the 269th Combat Aviation Battalion. Task Force Commander (LTC Arthur A. Delone) was the Commanding Officer, 269th Combat Aviation Battalion. During the period 8 January 1971 through 19 January 1971, Task Force Golden Hawk flew 418 sorties, carried 153.2 tons of supplies, 677 passengers and performed 11 MEDEVAC missions. To accomplish this, the Task Force flew 211.7 hours. The average availability of aircraft during the period of 8 - 19 January 1971 was 94%.

(2) Training:

(a) During the reporting period the Army Aviation Refresher Training School (AARTS) conducted by the 34th General Support Group, provided refresher training in the following courses:

1. Type Course	Number of Quotas
AH-1G Helicopter Repair	22
UH-1 Helicopter Repair	80
OH-6 Helicopter Repair	21
CH-47 Helicopter Repair	12
T53 - L13 Engine Repair	81
T55 - L7C/11 Engine Repair	18
T53 Engine Repair	17
Amament Course #1 (UH-1B/C) Officers	30
Amament Course #1 (UH-1B/C) Enlisted	34
Amament Course #2 (AH-1G) Officers	38
Amament Course #2 (AH-1G) Enlisted	61
Tech Inspector	78
Aviation Supply	123
TOTAL QUOTAS	615

2. Six-hundred-seven people attended the AARTS courses during the reporting period, resulting in a 98.7% attendance rate for the Brigade.

(b) The PACAF Life Support School (PLSS) conducted by the US Air Force at Kadena AB, Okinawa, provided sea survival training for the thirty-eight (38) Brigade personnel during the reporting period, resulting in a 100% attendance rate.

(c) During the reporting period the USASTRATCOM Southeast Asia Signal School NO-1 (SSEA-1) conducted by the 1st Signal Brigade, provided refresher training in the following courses:

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1. Type of Course

Number of Quotas

AN/GRC-106 Maintenance	5
AN/GRC-106 Operator	8
AN/PPS-5 Radar Operator	9
AN/PPS-5 Radar Maintenance	6
PLL Course	8
Audio Visual Operator	22
TOTAL	58

2. Fifty-two (52) Brigade personnel attended the SSEL-1 courses during the reporting period, resulting in an 89.5% attendance rate.

(d) The 1st Aviation Brigade continues to use available USARV IP/SIP quotas to upgrade and supplement personnel levels within its units. USARV aviator transition quotas are utilized to supplement unit replacements from COMUS for aircraft where critical shortages exist.

1. USARV conducted transition quotas filled in 1st Aviation Brigade:

AH-1G	27
OH-6	16
OH-58	14

2. IP/SIP courses:

AH-1G	19
OH-6	11
OH-58	18
UH-1D/H	40

(3) Plans

(a) The Improvement and Modernization (IAM) Program, providing for the turn over of eight Assault Helicopter Companies and one Assault Support Helicopter Company to the Vietnamese Air Force has proceeded on schedule. All training (Pilot and Maintenance) beyond activation dates has been completed with the exception of the 231st Assault Helicopter Company, which has a completion date of 1 June 1971. All nine companies have been activated on dates and locations listed and are scheduled to be operationally ready on dates below:

US UNIT	VNAF UNIT	LOCATION	ACTIVATION DATE	OR DATE
190 LHC	223 HS	Dien Hoa	1 Sep 70	1 Jun 71
121 LHC	225 HS	Soc Trang	1 Oct 70	1 Jul 71
336 LHC	227 HS	Soc Trang	1 Nov 70	1 Aug 71
189 LHC	229 HS	Floika	1 Dec 70	1 Sep 71
*282 LHC	233 HS	Da Nang	1 Jan 71	1 Oct 71

* Retained - The 155th LHC inactivated in lieu of the 282d LHC

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US UNIT	VIAF UNIT	LOCATION	ACTIVATION DATE	OR DATE
68 AHC	221 HS	Bien Hoa	1 Jan 71	1 Oct 71
170 AHC	235 HS	Fleiku	1 Feb 71	1 Nov 71
118 AHC	231 HS	Bien Hoa	1 Mar 71	1 Dec 71
205 ASHC	237 HS (ML)	Bien Hoa	30 Sep 71	ASAP

(b) In addition to pilot training conducted in the units marked for inactivation, 125 VMAF aviators received training to upgrade proficiency ratings to first pilot during the period 1 August to 1 April 1971. This training was given by 1st Aviation Brigade units in the field.

(c) Currently plans for additional training for 120 aviators for upgrading to first pilot are being developed. These aviators will be assigned proportionately throughout Vietnam in 1st Aviation Brigade units.

(d) Plans are now being formulated to support activation of four additional Helicopter Squadrons, to include the training of VMAF helicopter aircrews and maintenance personnel prior to activation. Three of those squadrons will be Assault Companies and one an Assault Support Company. The planned schedule will go into effect on 1 January 1972.

(e) During the reporting period, 1st Aviation Brigade completed the initial update of MTOE's required by USARPAC. Brigade units were furnished three copies of their respective MTOE's and were directed to review all personnel and equipment by MOS and line number to ascertain correctness and that mission requirements were being met. In cases of continuing requirements for equipment on temporary loan, additions were made to the MTOE of the respective borrowing units.

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

1. Company C (Ranger) 75th Infantry was detached from the 173d Airborne Brigade and attached to the 17th Aviation Group (Combat) effective 15 November 1970.

2. 116th Aviation Company (Assault Helicopter) was attached to the 23d Infantry Division (Americal) effective 1 January 1971.

3. 1st Squadron, 9th Cavalry was relieved from the 1st Cavalry Division (Airmobile) and assigned to the 12th Aviation Group (Combat) effective 10 April 1971.

4. Troop F (Air) 4th Cavalry was relieved from the 2d Brigade, 25th Infantry Division and assigned to the 12th Aviation Group (Combat) effective 31 March 1971.

5. Company B, 229th Aviation Battalion (Assault Helicopter) (Airmobile Division) was relieved from the 1st Cavalry Division (Airmobile) and assigned to the 12th Aviation Group (Combat) effective 10 April 1971.

6. Company A, 227th Aviation Battalion (Assault Helicopter) was relieved from the 1st Cavalry Division (Airmobile) and assigned to the 17th Aviation Group (Combat) effective 27 March 1971.

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7. Battery A, 2d Battalion (Aerial Rocket), 20th Artillery was relieved from the 1st Cavalry Division (Airmobile) and assigned to the 12th Aviation Group (Combat) effective 1 April 1971.

8. Company C, 227th Aviation Battalion (Assault Helicopter) was relieved from the 1st Cavalry Division (Airmobile) and assigned to the 17th Aviation Group (Combat) effective 29 March 1971.

9. Company B, 227th Aviation Battalion (Assault Helicopter) was relieved from the 1st Cavalry Division (Airmobile) and assigned to the 17th Aviation Group (Combat) effective 31 March 1971.

10. The 317th Aviation Detachment (Divisional) was detached from the 11th Armored Cavalry Regiment and attached to the 1st Squadron, 9th Cavalry (Airmobile) effective 29 March 1971.

11. Company C, 228th Aviation Battalion (Assault Helicopter) was relieved from the 1st Cavalry Division (Airmobile) and assigned to the 17th Aviation Group (Combat) effective 1 April 1971.

12. Company D, 227th Aviation Battalion (Assault Helicopter) (Airmobile Division) was relieved from the 1st Cavalry Division (Airmobile) and assigned to the 17th Aviation Group (Combat) effective 10 April 1971.

13. Company A, 228th Aviation Battalion (Assault Helicopter) (Airmobile Division) was relieved from the 1st Cavalry Division (Airmobile) and assigned to the 11th Aviation Group (Combat) effective 6 April 1971.

14. HQ and Hq Company, 11th Aviation Group (Combat) (Airmobile Division) was relieved from the 1st Cavalry Division (Airmobile) and assigned to the 1st Aviation Brigade effective 10 April 1971.

15. The 15th Medical Detachment was detached from the 1st Aviation Brigade and attached to the 34th General Support Group.

c. GA

(1) The Mobile Maintenance Training Team (MTT) has continued its program of formal instruction and guidance to units throughout the 1st Aviation Brigade. The team has the capability of short term assistance and instruction in aircraft technical supply, maintenance management, quality control and engine conservation procedures. Many units have found that by utilizing the training team's assistance combined with a good measure of self-help they have developed a vastly improved maintenance program.

(2) Engine Program: Several significant changes have served to upgrade the quality of engines in the 1st Aviation Brigade fleet.

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- (a) Increased stockage levels have enabled the Brigade to increase the change-over rate to T53-L-13B engines. The improved quality of the T53-L-13B is evidenced by a marked decrease in engine failures. In the case of UH-1C's, the change-over results in their redesignation as UH-1M's. In addition to more reliable engine performance, shaft horsepower has been increased beyond the level achieved with the L-11 engine.
- (b) Significant improvement of Brigade participation in the Army Spectrometric Oil Analysis Program (ASOAP) has enabled units to detect imminent failures of engines and other critical components. It is significant; however, that several accidents occurred which could have been predicted by the ASOAP Lab if the oil samples had been processed in a timely manner. Continued emphasis is being placed on full participation in ASOAP and on processing accurate samples to the lab expeditiously.
- (c) Increased emphasis and training on facets of the turbine engine Conservation Program has also helped reduce the number of in-flight engine failures. Units that implement the program and make tools and equipment (e.g., Jet-cals and Vibration meters) available to maintenance personnel have significantly fewer engine problems. A mandatory 25 hour cleaning interval has been established for turbine engines in the Brigade fleet. The increase in performance has been substantial. It is mandatory; however, that adequate facilities and equipment be provided to facilitate the cleaning procedures.
- (3) The IO-3A program has experienced problems with propellers and Reduction Drive Systems. Procedures and resources are currently being developed to insure correct propeller balancing, and the Lockheed Aircraft Corp has proposed a modification to improve the Reduction Drive System.
- (4) Reports of Survey. The reports of survey actions for the period were:
- | | |
|--|----------------|
| Total Processed | 356 |
| Number personnel held liable | 95 |
| Number personnel relieved of liability | 251 |
| Dollar value of all surveys | \$6,716,580.43 |
- (5) Supply and Services. The following were approved or negotiated during the period:
- | | |
|--|---------------|
| Gratuitous Issues | 50 approved |
| Temporary Loans | 48 negotiated |
| Vietnam Assets Reconciliation Program (VARP) | 44 negotiated |
| Requests to operate at less than tabular authority | 57 approved |
- (6) During the period 31 October 1970 to 30 April 1971 the Brigade Maintenance Assistance and Instruction Team (MAIIT) (Vice Command Maintenance Management Inspection (CMMI)) conducted 115 inspections. This total includes 71 regular, 38 courtesy and 6 assistance inspections.

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(7) The Brigade POL and Ammunition team conducted liaison visits to 55 refuel/roam points throughout Vietnam. On the job training was conducted at each location and approximately 100 people were trained.

(8) Numerous incidents at refuel/roam points in MR IV involving theft and destruction of POL and ammunition were noted and these incidents were consolidated at G4. USAFV and MACV were notified and given the facts. MACV has advised DMG to take strong measures to prevent additional losses. The problem has not been resolved at this time.

(9) During the reporting period, the USAFV Facilities Review Board approved the following OMA funded projects which were requested by units of this command:

<u>Project Number</u>	<u>Job Description</u>
JOR-2-0125-71	Partitioning and air conditioning for an avionics repair shop at Stanford AAF, Long Binh.
JOR 100-1874-71	Lighting for the refueling miniport at Plantation Heliport.
JOR 0565-71	Relocation of a 20' X 48' single story structure to be utilized for billoting at Bear Cat Heliport.

(10) An operational support mission was successfully completed for the erection of 34 pre-cast concrete revetments for U-24 aircraft at Long Thanh North Army Airfield.

(11) RMC has completed work on USAFV projects 1066 and 1088. The construction provided a 5000 ft. taxiway and additional paved ramp space at Long Thanh North AAF. Work on USAFV project 1041, Can Tho AAF upgrade, continued ahead of schedule with completion and utilization of a 3500 ft paved runway. Project completion is programmed for June 1971.

(12) A Troop, 7/17th ACS relocated to Phan Rang Air Force Base and the required engineer support was coordinated through and provided by the 18th Engr Bde. Facilities engineering support was provided by the installation engineer. The engineer section initiated and expedited coordination for a high cost contractor project at Can Tho AAF. The project called for completion of a 3500 foot runway, taxiways and parking aprons.

(13) Following the destruction by fire of three single-story, 50' X 20' officers billets at Can Tho AAF, a Job Order Request #GR-00-1703-71 was initiated and expedited through facilities engineering channels to DCG USAFV for final funding approval. Reconstruction began following clean-up operations and the task was successfully completed in a timely manner, through self-help. Materials were furnished by the installation manager with technical assistance provided by tenant engineer elements. Probable cause of the fire was determined to be faulty electrical wiring.

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f. IO

(1) Home Town News Release Totals. During the reporting period a total of 10,752 Home Town News Releases (DA Form 1526) were submitted by 1st Aviation Brigade units to the US Army Home Town News Center at Kansas City, Mo. This figure was a decrease of 1,741 from the total of the previous six-month period. The steady reduction in Brigade personnel which occurred from October 1970 to April 1971 accounts in part for this decrease.

(2) Press Release Totals. During the reporting period the Brigade Information Office processed and released, to the press, 157 news stories originating at Brigade level or submitted by information personnel of subordinate units. These external releases ranged in content from straight, factual stories to more comprehensive feature articles.

(3) Transportation of News Media Personnel Aboard Aircraft Involved in Tactical Operations. Due to the recently renewed interest of the news media in aviation operations in the Republic of Vietnam, the Brigade Commander tasked the Information Office with the preparation of a Brigade policy for the transportation of news media personnel aboard aircraft involved in tactical operations. The Brigade Information Office coordinated with USARV Information Officer and MACOI in the drafting of this policy. Simultaneously, USARV Aviation Office proposed a policy on the same subject for approval by the Deputy Commanding General, USARV. The two directives, released within two days of each other, are complementary, placing upon the senior area commander the responsibility for determining whether newsmen should be allowed to accompany crews on a tactical mission. In compliance, aviation unit commanders will be prepared to furnish advice concerning space availability and effect of press accompaniment on the accomplishment of the mission.

(4) Hawk Magazine: Due to reductions in TDY and welfare funds, the USARV Central Welfare Fund stipulated in August 1970 that magazines published with nonappropriated funds would not be printed more frequently than semi-annually. The Brigade Information Office initiated a request for reconsideration of policy and received authorization to publish Hawk Magazine on a quarterly basis. The final monthly issue of Hawk was dated October 1970. Two quarterly issues, "Fall 1970" and "Winter 1971", were published during this reporting period. Under a recently completed Blanket Purchase Agreement negotiated by USARV, all nonappropriated magazines published by USARV units will be printed by the China Color Company of Taipei, Taiwan. Consequently, with the printing of the 64-page "Spring 1971" issue of Hawk, the Brigade's contract with Dai Nippon Printing Company, Ltd., of Tokyo, will expire.

(5) Proposed Yearbook. In October 1970, the Brigade Information Office undertook the production of a comprehensive history and pictorial review of the 1st Aviation Brigade. Subordinate units were directed to submit historical material and photographs to this office for compilation and editing. Publication of the book, entitled The Golden Hawk, was to be completed by 25 May 1971. As government funds

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were unavailable, the book was to be funded internally. Contract negotiations established a cost of \$3.50 per copy, providing that 10,000 pre-paid subscriptions were obtained. Continuation of the project was based on the attainment of a minimum of 10,000 paid subscriptions by 2 January 1971, but a review of subscription totals on that date revealed that the Brigade had fallen far short of its goal. Production of the book was terminated immediately and all monies collected for the project were returned to the subscribers. Submitted material has been maintained for historical purposes and for possible publication at a later date under a different format.

g. Signal:

(1) The following is a summary of teletype message traffic between the Brigade Headquarters and its subordinate units for the period covered in this report:

Total Messages Handled: 12,062
Total Group Count: 5,860,225

(2) The Signal Section conducted 74 staff visits to subordinate units during the period. In general, the communications and avionics situation within the Brigade is excellent, with the exception of the extremely critical shortage of avionics maintenance personnel. To counter the situation, the Brigade has consolidated assets, cross trained and substituted individuals wherever practical. The situation is forecast to deteriorate further.

(3) The Signal Section supported the Brigade forward CP at Quang Tri with two FM radios and secure equipment during operation Lamson 719. In addition, secure radio teletype and land line teletype links were established from the Brigade Headquarters at Long Binh to the 223rd Aviation Battalion (CBT) at Dong Ha, RVN, for the same operation. This was reported to be the longest teletype link ever established in Vietnam for a sole user. Outages for both links were minimal.

h. Surgeon:

(1) During the reporting period three medical detachments in the Brigade stood down. The 8th, 520th and 758th Medical Detachments (OA) represents the First Brigade medical detachments to be inactivated by the drawdown in Vietnam.

(2) Effective 6 April 1971, the 430th Medical Detachment(OA) was reassigned by the 1st Aviation Brigade from the 12th Combat Aviation Group to the 17th Combat Aviation Group for further assignment to the 10th Combat Aviation Battalion with duty station at Ninh Hoa, RVN. The 430th OA was shipped from Bien Hoa Air Base on 9 April with two assigned personnel.

(3) The 1/9th Air Cavalry Aid Station began full scale operation at Di An on 22 April 1971. The disease incidences from the 1/9th ACS used in Calculating the 12th Combat Aviation Group incidence rates have been adjusted for a 30 day reporting period.

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(4) On 25 April 1971, the 154th Medical Detachment (OA) was reassigned from the 11th Combat Aviation Group to HQ, 1st Aviation Brigade, and further attached to the 765th Transportation Battalion (34th General Support Group) to provide medical support to Vung Tau Army Airfield. This action was coordinated through USARV - Medical Command. The 154th and 85th Medical Detachments assumed the mission, personnel, property and facilities of the 345th MB dispensary (Med Com) on 5 May 1971 as the 345th stooddown. 1st Aviation Brigade medical units will be the only American medical units at Vung Tau when this change is effected.

(5) On 15 April 1971, coordination was begun at Marble Mountain with the new medical facility commander. It is anticipated that as the Marines withdraw from Marble Mountain, their medical facility will be taken over by the 11th Combat Aviation Group's surgeons office, 223d Combat Aviation Battalion's surgeons office and the 759th and 286th Medical Detachments. These medical units will provide medical care to the Marble Mountain Air Facility.

1. Aviation Safety:

(1) The 1st Aviation Brigade flew 597,226 hours during the reporting period and experienced 91 aircraft accidents. The aircraft accident rate for the 6 months, based on 100,000 flying hours, was 15.2.

(2) 46% of the total accidents during this six months resulted from human cause factors. Engine failures were the greatest material cause factor and accounted for 24 percent of the total accidents.

(3) Fixed wing accidents accounted for 12 of the 91 accidents representing an upward trend of fixed wing accidents. The fixed wing accidents accounted for 13% for this six months, compared to the 9% for the preceding 6 month period.

(4) During the last six months the Aviation Safety Section visited a total of 73 battalion and company sized units. These visits proved beneficial in assisting the aviation accident prevention program at the lowest unit level.

(5) Aircraft Accident Statistics:

<u>MONTH</u>	<u>TOTAL FLYING HOURS</u>	<u>NUMBER OF ACCIDENTS</u>	<u>RATE*</u>
NOV	105,245	14	13.3
DEC	109,653	19	17.3
JAN	95,922	16	16.6
FEB	92,102	15	16.3
MAR	97,745	15	15.3
APR	96,559	12	12.4

* Per 100,000 flying hours

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(6) A shortage of school trained Aviation Safety Officers continues to exist within the Brigade. A continued effort to assign school trained safety officers to safety positions is being made at all levels of command.

j. Chaplain

(1) The Brigade Chaplain Section experienced no major changes in personnel during the reporting period. No unit was without the services of a Chaplain during the reporting period. Religious coverage for all three major faiths was coordinated and supplied through adjacent unit Chaplains. Different types of worship services were initiated to improve chapel attendance.

(2) During the period there was a shortage of school-trained enlisted assistants; however, this shortage was alleviated by the end of the reporting period.

(3) All Chaplains were encouraged to make more pastoral visits to duty areas. The Character Guidance Program received emphasis and all Chaplains were encouraged to utilize the new films in the "Our Moral Heritage" series.

(4) Through the means of a monthly newsletter, significant events and information reference policies were brought to the attention of all Chaplains in the Brigade.

(5) Breakdown of Chaplain Activities

(a) Group Religious Services

Sunday/Weekday

Number: 2,859

Attendance: 45,990

Memorial Services

Number 33

Attendance: 3,814

(b) Number of pastoral visits: 18,820

(c) Number of counselings and interviews: 16,013

(d) Number of Character Guidance sessions: 453

k. Headquarters and Headquarters Company Commander:

(1) CPT David H. Latimer Jr. assumed command on 19 December 1970.

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(2) A CHL was conducted on 6 March. Motorpool records management and flight line crosses were unsatisfactory. All other areas were satisfactory.

(3) From 10 through 12 March, the Brigade Headquarters and Headquarters Company and Brigade Headquarters received the Annual General inspection. Eighty-seven areas were inspected. Seventy-nine of these were rated excellent; 8 satisfactory; and no areas received an unsatisfactory rating.

(4) There was one SIR in the unit since the last OR-LL and this was a result of a vigorous campaign within the unit to eliminate the sale and use of hard drugs within the unit. The SIR concerned an enlisted man who was bringing drugs back to Long Binh from Can Tho for the purpose of sale. A confidential informer reported that the man would be returning and carrying drugs aboard a US Army aircraft. The subject was apprehended when the aircraft landed and a subsequent search revealed that he was in possession of drugs.

(5) There was one traffic accident during the reporting period which resulted in serious injury to a Vietnamese National riding a motorcycle. The accident occurred off post on HWY 1 and the US driver was charged with failure to yield the right of way.

(6) The one area in which the unit has experienced a great deal of difficulty has been in the area of vehicle theft. Eleven vehicles have been stolen during the reporting period, and of these, five have been recovered.

(7) Eleven Article 15's were given during the reporting period, and two persons are pending General Court Martials. One of the General Court Martials was for AWOL. The man was AWOL from another unit and assigned to this unit after his unit was inactivated. Lack of significant disciplinary problems is attributed to the availability of E1 and NCO clubs and recreational facilities in the area, and the motivation and educational level of the enlisted personnel assigned to this unit.

1. Historian:

(1) Combat Art Team. Despite the presence of only one Combat Artist during the entire reporting period, the Brigade Combat Art Team accomplished the following:

(a) The creation of all illustration for the six monthly editions of the HWK SQUAD.

(b) The creation of 20 oil and acrylic paintings.

(c) The creation of illustrations for HWK magazine.

(d) A continuous "rotation" loan system of six paintings to USARV Headquarters for display purposes.

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(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.

(3) Historical Collection. A total of 15 weapons and pieces of equipment in the 1st Aviation Brigade Historical Collection were shipped to the Army Aviation Museum at Fort Rucker, Alabama.

(4) End of Tour Interviews. Four End of Tour Interviews of Battalion and Group Commanders were conducted during the reporting period.

(5) Special Projects. On the request of General William Westmoreland, Army Chief of Staff, the 8th Military History Detachment participated in a Historical Monograph Series on Airmobility. The Detachment contributed a total of 14 tape recorded interviews, dealing with a wide range of topics pertinent to Army Aviation and the concept of Airmobility.

(a) During operation Lamson 719, a member of the Detachment was temporarily assigned to the 223d Aviation Battalion (Combat). For the duration of the operation the Detachment representative conducted three in depth interviews with key officer personnel involved in the operation. Each of these interviews took approximately three to four hours to conduct. They provided meaningful insight into the problems and accomplishments of Army Aviation while operating in a "mid-intensity fire environment". Currently the interviews are being prepared for shipment to the Office of the Chief of Military History at Department of the Army.

(b) During the last four weeks of the reporting period, the Detachment was tasked by CHINUSARPAC to compile information for an Historical Monograph Series on Rules of Engagement for Armed Helicopters operating in Vietnam, Cambodia and Laos. At the moment the Detachment is collecting and preparing all available information on this subject.

D. Brigade Judge Advocate:

(1) Lawyer strength remained constant throughout the reporting period. Ten lawyers dispersed at five different locations provided legal services for the Brigade.

(2) Brigade Headquarters inaugurated a special program for legal services at Phu Loi, an installation composed mainly of aviation units and without attorneys on the post. In addition, the Brigade legal section provided temporary legal support and guidance for units deployed to participate in the Lamson 719.

(3) The number of cases tried during each month of the reporting period averaged twenty-four. This represents a slight decrease in cases tried during earlier reporting periods.

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(4) There was a significant trend in courts martial cases. At the beginning of the reporting period, 15% of courts martials were related to heroin. By the close of the period this had grown to 35%.

(5) There were nine General Courts pending at the beginning of this period. At the close of the period, there were twenty-four General Courts pending.

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

a. Personnel

(1) Personnel Authorization Errors:

(a) Observation: Two MTOE's for type units organic to the 1st Aviation Brigade contain serious errors. There appears to be no system established to effect a rapid correction of the errors.

(b) Evaluation: MTOE 1-128TP502 dated 15 May 1969, Aviation Aerial Surveillance Company, does not authorize MOS 35R, Avionic Radar Equipment Repairman. This means that no provision has been made to perform DS maintenance on the OV-1 Mohawk doppler navigation system in RVN. The proper functioning of this system is vital to OV-1 mission accomplishment. MTOE 17-95TP01 dated 21 April 70, Cavalry Squadron Airmobile Division, lists six authorizations for MOS 31L, Field Radio Relay Equipment Repairman, but no authorizations for MOS 35L, Avionic Communications Equipment Repairman. Air Cavalry Squadrons are not authorized radio carrier equipment; however, they are authorized avionics communications equipment. It is obvious that MOS 31L has been substituted for MOS 35L through error, yet no means is available to correct the situation expeditiously.

(c) Recommendation: That higher headquarters establish an effective system whereby such obvious errors can be rapidly corrected.

(d) Command Action: This headquarters will continue efforts to obtain personnel possessing the proper MOS to accomplish the mission.

b. Operations.

(1) Iroquois Night Fighter and Night Tracker (INFANT), ENSURE 100 and Forward Looking Infrared (FLIR), ENSURE.78.

(a) Observation: The INFANT and the FLIR projects were assigned for operational use to the 1st Aviation Brigade without additional personnel authorizations.

(b) Evaluation: The INFANT and FLIR projects were assigned to the 1st Aviation Brigade, for operational use, during the period of draw down of US Forces in RVN. Personnel spaces were not available to support these systems in RVN. As an interim measure the INFANT and FLIR systems have been organized into Provisional Aviation Detachments, however, provisional unit authorizations do not allow for replacement personnel requisitions or the addition of new military occupational specialties to place a demand on the replacement personnel system.

(c) Recommendation: Future planning for test and evaluation and subsequent operational assignment for projects similar to INFANT and FLIR should include the authorization of additional personnel spaces to allow

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for satisfactory operation of these specialized systems without creating a burden upon the gaining unit. Special emphasis should be given to the "hard skill MOS" personnel who repair the sensors. Due to the limited number of these highly trained individuals and the lengthy time required to train these personnel, school allocations should be forecast as soon as possible to preclude an operational unit from having to suffer from shortages in sensor maintenance personnel.

(d) Command Action: Steps are being taken at this time to select Assault Helicopter Companies within the 1st Aviation Brigade that will have these special systems integrated into their units and have their MTO's changed to accommodate the sensor maintenance personnel.

(2) Night Attack/Surveillance Helicopter Clearance Problems.

(a) Observation: Clearance to engage targets by the NASH element has been a problem of major concern.

(b) Evaluation: On numerous occasions the NASH element, INFANT and/or FLIR, has detected targets to include personnel, sampans, vehicles, and cooking fires. In many cases clearance to engage the targets detected was received up to (10) ten minutes after the initial sighting, thereby exposing the aircraft to enemy fire in some cases and in other cases allowing the possible targets to escape and evade. In many cases the clearance to engage never was received.

(c) Recommendation: That NASH operations should be coordinated with all friendly forces within the area of operations and extensive training and information programs should be conducted to familiarize the ground commanders with the capabilities of the NASH systems. If possible "back seat" observers who are familiar with the area of operations and are capable of granting clearance to engage targets should be utilized. Ideally the NASH element operates best in specified strike zones or free fire areas.

(d) Command Action: The recommendations listed in paragraph (c) above have been implemented with considerable success.

(3) The Organization and Deployment of Task Force Golden Hawk (Flood Relief Operations).

(a) Observation: The organization and deployment of Task Force Golden Hawk was assigned to the 1st Avn Bde. Since this was a unique situation using a tactical force tailored to a specific disaster operation, no contingency plans were available. To limit the effect on any one combat unit, the Task Force was assembled from elements of many units rather than identifying a single unit.

(b) Evaluation: Initial organization and deployment required an excessive amount of coordination with numerous U.S. Army Headquarters outside

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of the Aviation Brigade's as well as other sources. Although this was successful, it did result in delays which, in retrospect, were avoidable.

(c) Recommendation: In future relief operations when 1st Aviation Brigade is tasked as the coordinating agency, that concurrent instructions be issued to those units not under control of 1st Aviation Brigade to furnish support as required and to immediately send liaison personnel to the coordinating agency.

Provide the longest lead time possible in the nature of a warning order to facilitate planning and actual recon.

(d) Command Action: None

e. Training

(1) PACAF Life Support School

(a) Observation: Personnel attending the PACAF Life Support School (PLSS) at Kadina AFB Okinawa were experiencing difficulties in obtaining transportation for return to RVN.

(b) Evaluation: The PLSS attendees are booked on flights to Okinawa through Tri-Svc ATCO. When they report to Tri-Svc ATCO upon arrival at Kadina AFB, they sometimes find that no transportation is available until well after their course of instruction is completed, sometimes up to two weeks after the course is completed.

(c) Recommendation: That coordination with Tri-Svc ATCO be effected to "block" space on a flight returning to RVN upon completion of each PLSS course.

(d) Command Action: Coordination was effected with the USARV Aviation Training Officer to accomplish the recommendation listed in paragraph (3) above.

d. Intelligence.

(1) Intelligence Training.

(a) Observation: A need exists for some degree of intelligence training to be made available to personnel performing intelligence duties at Company and Battalion level.

(b) Evaluation: The assignment of officer personnel to intelligence duties at lower levels of command is often on an "additional duty" basis and the officer is seldom trained in intelligence work. Field inquiries have verified that such training would be most welcome and it is felt that their work at that level would be much more productive if they are made aware of basic collection techniques, the sources available to them within the intelligence community and the value of production at their level.

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(c) Recommendation: That action be taken to establish a short course of instruction for personnel assigned intelligence duties at Company and Battalion level.

(d) Command Action: The Brigade G-2 office is now preparing a very basic lesson plan covering the intelligence cycle, information security, and personnel security. It is anticipated that this lesson plan will provide for approximately eight hours of instruction to concerned personnel.

e. Logistics

(1) Engine Cleaning Program

(a) Observation: Many engine malfunctions and low power problems are caused by dirty engines.

(b) Evaluation: Inspections by this headquarters and data received from Brigade units reveal that dirty engines cause a loss of power available and decrease the service life of engine components.

(c) Recommendation: That an engine cleaning program be established for 1st Aviation Brigade units.

(d) Command Action: A message was sent on 7 April 1971 specifying procedures for cleaning of compressor rotor blades and air passages of Aircraft Turbine Engines.

(2) Aviation PLL Performance Report

(a) Observation: Staff visits revealed numerous problem areas in aircraft PLL management.

(b) Evaluation: In most situations aircraft PLL problem areas would have been corrected had the commander known they existed.

(c) Recommendation: That a PLL Performance Report be utilized as a management tool to inform the unit commander and other managers (Bn, Gp, AMO's) of the specific condition and progress of each technical supply operation.

(d) Command Action: 1st Aviation Brigade Letter dated 16 Feb 71 directed that all aviation units would prepare a PLL Performance Report twice monthly and that a PLL Supply Performance Chart will be maintained locally, displayed, and kept current in each technical supply.

(3) Transfer or Refuel/Rearm Sites

(a) Observation. Forty refuel/rearm sites were offered for transfer to RVAF and none were accepted.

(b) Evaluation: RVAF stated their intention of accepting only certain sites

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with no scheduled transfer dates. Each site would be individually considered; yet to date none have been accepted.

(c) Recommendation: Each commander offer sites for transfer. When transfers are not accepted, sites should be closed where the combat situation permits.

(d) Command Action: Appropriate references and guidelines for transfers were disseminated to aid in Vietnamization.

(4) Field Mess Equipment

(a) Observation: Many company size units operating out of messes with garrison type mess equipment do not have their field mess equipment. This was most evident when the units of the 223d CAB moved north on 31 January 1971.

(b) Evaluation: Many units have turned in mess equipment and then requested it again on a 12-priority. It is essential that all units have authorized field equipment since one cannot forecast when a need may arise. Also, shortages of property occur occasionally and units could supplement their garrison equipment with the field equipment.

(c) Recommendation: All units authorized field mess equipment should insure that necessary equipment is on a valid priority requisition.

(d) Command Action: A letter has been sent to all units requesting that they expedite requisition of field mess by submitting priority requests.

(5) Vector Control

(a) Observation: Pacific Architects and Engineers in the past have handled insect and rodent control measures at most installations. With this service being performed, units have tended to neglect their own program, failing to appoint teams and secure necessary equipment and chemicals. This becomes a severe problem when units move into areas where this service is not furnished.

(b) Evaluation: Teams should be appointed and trained for each unit.

(c) Recommendation: Units appoint on order personnel responsible for controlling insects and rodents. Requisition and maintain equipment and materials needed to perform this function, train through active participation the control teams.

(d) Command Action: None

f. Organization: None

g. Information:

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(1) Home Town News Release "Kills"

(a) Observation: Recent statistics indicate that an inexcusable percentage of Home Town News Releases mailed directly to the U.S. Army Home Town News Center by Brigade units have been "killed," that is, not processed or forwarded to home town news media.

(b) Evaluation: "Kills" result from a failure on the part of the submitting units to insure that DA Form 1526 is filled out properly -- according to the instructions found on the reverse side of the form. Proper scrutiny of these completed forms by the submitting organization can correct errors which cause kills.

(c) Recommendation: That a policy be instituted requiring subordinate units which are originating 1526's to submit the completed forms to the Brigade Information Office for final scrutiny. Properly completed forms would then be forwarded to IO, 1st Aviation Brigade to the News Center; improperly completed forms would be returned to the submitting unit for correction.

(d) Command Action: The Brigade Information Office recently sent a message to this effect to all group commanders, for the attention of information officers.

h. Signal

(1) Repair and Return of Low Density Equipment.

(a) Observation: Excessive turn around time for low density items is causing unacceptable number of major systems to be deadlined. This is especially true in the area of aviation peculiar electronics equipment.

(b) Evaluation: The lack of response in the repair and return of major components of aviation electronic systems is having a detrimental effect on the ability of some units to maintain an acceptable level of operational readiness. In the case of SLAR and IR systems for OV-1 Mohawk aircraft, units have been forced to repeatedly switch a limited number of systems between aircraft in order to meet mission requirements for a given day. Other sensor systems within the unit were not operational because of the excessive number of critical components being processed through the repair and return program. Although the aircraft with inoperative major systems should technically be carried in a NORM status, unit commanders are reluctant to do so because of their desire to show a high operational readiness figure for the unit. Another example of excessive turn around time can be shown in the case of azimuth drive assemblies, FSN5840-082-3728, for AN/TPN-18 radars. Average total turn around time for this item is running well in excess of 100 days. Most of the delay seems to be caused by shipping and handling procedures. In-country float is currently exhausted.

(c) Recommendation: That action be taken at DA level to reduce total repair and return turn around time; with special emphasis on critical components of low density aviation electronic systems.

(d) Command Action: None

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i. Safety

(1) Engine Failures

(a) Observations: While engine failures continue to be the largest single accident cause factor within the Brigade, the trend is downward.

(b) Evaluation: The 6 point engine analysis program and the change out program to the improved T53-L-13B have contributed greatly in the decrease of engine failures.

(c) Recommendations: That the 6 point engine analysis program be continued and that the Aviation Safety and Aviation Maintenance Sections monitor the results to identify any unit which experiences an abnormal number of engine failures in any given period. The system should also provide a current accounting of failure causes and the resulting type of mishap (i.e. accident, incident, precautionary or forced landing).

(d) Command Action: The 6 point engine analysis program has been continued and information gathered from initial phases has been utilized to improve the TEC and DER checks on the engine. Additionally, significant trends in engine component failures are identified and presented to appropriate agencies for analysis and action.

k. Headquarters and Headquarters Company

(1) Vehicle Theft

(a) Observation: The theft of U.S. Army Vehicles has become a serious problem throughout the Republic of Vietnam.

(b) Evaluation: The theft of government vehicles is a problem because of the lack of a proper means of securing the vehicles and an absence of coordinated Vietnam wide policy to reclaim stolen vehicles. The stolen vehicles generally fall into two categories - 1/4 and 3/4 ton vehicles, and occasionally larger vehicles. The smaller vehicles are usually taken for "joy rides" or to replenish a unit's TOE when it is short vehicles. The "joy ride" vehicles are often found on post the next day. The larger vehicles are usually stolen to either replenish a unit's TOE or they are sold on the black market.

(c) Recommendation: That all vehicles be double locked at night and that drivers remove the dispatches when they lock the vehicles. Locating unauthorized vehicles in U.S. channels is to conduct a USARV wide inspection of all unit vehicles on a given day. This inspection would be conducted by the Unit Commander personally. All vehicles without serial numbers or with serial numbers not matching the unit property book would be immediately turned into a central point. That the Military Police in conjunction with the National Police and Vietnamese Military Police (QC) set up nationwide check points and record the serial numbers and drivers' names of all vehicles over 2 1/2 tons to include all US, ARVN and any other vehicle of obviously Military origin.

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AVBAGC-O

SUBJECT: Operational Report-Lessons Learned for Headquarters, 1st Aviation
Brigade, Period Ending 30 April 1971, RCS SCFOR-65 (R2) (U)

(d) Command Action: The first recommendation above has been implemented at the unit level; the other two have been recommended for forwarding for consideration.

1. Staff Judge Advocate.

(1) Improvement of Legal Assistance Offered by Headquarters, 1st Avn Bde

(a) Observation: During the period in question, there was a steady increase in the number of Courts-Martial, both Special and General. With the consolidation of many Aviation units at Phu Loi, RVN, it became obvious that swift and effective legal service would be endangered. Moreover, the Lam Son 719 Operation added an additional burden. The Brigade Judge Advocate's Office required an expansion of library and other appropriate legal material. Since the use of Narcotic Drugs had increased sharply, commanders desired more information on the conduct of legal searches and seizures. Also, to combat such widespread use of drugs, they desired that classes be conducted by legal personnel to warn of the dangers of drug abuse.

(b) Evaluation: When it became obvious that the legal assistance program was being stretched to its capacity, the Brigade SJA re-evaluated the situation. It was decided that the serious problems in Phu Loi would deserve utmost attention. Furthermore, enlisted attorneys were instructed to begin broadening their legal assistance capability to reach areas other than Courts-Martial, Article 15 advice, and FEB counseling. The crisis caused by Lam Son 719 had to be met swiftly.

(c) Recommendation: That more effective legal assistance could be provided if the legal counselors could visit Phu Loi on a regular basis, thus eliminating lost time and inconvenience. A schedule was made whereby two legal officers would visit Phu Loi each week. One would advise Commanders on command problems, especially preparation of charge sheets, while the other would act as defense counsel for pending Article 15's or Courts-Martial. Both would act in their general capacity as legal assistance officers in non-punitive matters.

The situation that developed as a result of Lam Son 719 dictated that a legal officer be made available to the units there. Therefore, one legal officer from Brigade was temporarily attached to the 223d CAB to establish sufficient channels for handling future legal problems.

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AVBACC-O

18 May 1971

SUBJECT: Operational Report-Lessons Learned for Headquarters, 1st Aviation Brigade, Period Ending 30 April 1971, RGS CSFOR-65 (R2) (U)

(d) Command Action: In order to meet the ever increasing demands for expanded legal services, the Brigade SJA Office acquired sufficient legal information to provide detailed counseling in the areas of Marriage of Vietnamese Civilians, Naturalization of Foreign Nationals serving in the U.S. Armed Forces, and Domestic Relations. An added service was the lecture series on drugs provided by the section for company sized units.

At Phu Loi, the section dispatched two attorneys to alternate visits to the 3/17th Squadron and the 11th CMB on a weekly basis to provide on the spot legal assistance and counseling.

One legal Officer was assigned to the 223d CMB for two weeks in February to establish legal lines of communication with the XXIV Corps, and to provide normal legal services.

a. History: None

AWP
C2 GS Chief of Staff

~~4 Incl~~

~~1. Unit List, 1st Avn Bde Det~~

~~2. 1st Avn Bde Station Chart~~

~~3. FLIR Op Data Thru 30 Apr 74~~

~~4. REPORT Results by Unit~~

JACK W. HEMMINGWAY
Brigadier General, USA
Commanding

Inclosures withdrawn

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AVHDO-DO (18 May 71) 1st Ind

SUBJECT: Operational Report-Lessons Learned for Headquarters, 1st Aviation Brigade, Period Ending 30 April 1971, RCS CSFOR-65 (R3) (U)

Headquarters, United States Army Vietnam, APO San Francisco 96375 14 JUN 1971

TO: Commander in Chief, United States Army Pacific, ATTN: GPOP-FD,
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 period ending 30 April 1971 from Headquarters, 1st Aviation Brigade.

2. Comments follow:

a. Reference item concerning "Personnel Authorization Errors," page 20, paragraph 2a(1): nonconcur. The system proposed concerning this Headquarters detecting obvious MOS errors is in direct contradiction to procedures prescribed in paragraph 1-7d(4), AR 310-49 (TAADS). This Headquarters will continue to review unit MTOE documents to eliminate obvious personnel and equipment errors. However, this does not lessen the unit commander's responsibility to frequently review his authorization documents to ensure that personnel and equipment authorizations are adequate to accomplish his assigned mission. Unit will be notified of proper method of correcting personnel and equipment errors in MTOE documents. No action by USARPAC or DA is recommended.

b. Reference item concerning "Vehicle Theft," page 26, paragraph 2k(1): concur. A comprehensive vehicle study conducted by this Headquarters and subsequent command action and regulatory changes provide detailed guidance for increasing security of US vehicles. A new vehicle locking device developed by LWL has been requested for test purposes. MACV has been requested to solicit GVN assistance in confiscating those US military design vehicles illegally in the possession of local nationals. The recommendation to conduct a USARV wide vehicle inspection on a given date is not considered practical, since a unit commander should be cognizant of any unauthorized vehicles within his command. No action by USARPAC or DA is recommended.

FOR THE COMMANDER:


CPT. INF.
Acting Asst Adjutant General

Cy furn:
1st Avn Bde

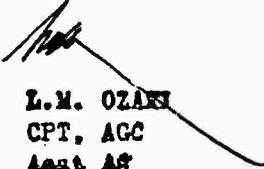
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GPOP-FD (18 May 71) 2d Ind (U)
SUBJECT: Operational Report-Lessons Learned, Headquarters
1st Aviation Brigade, Period Ending 30 April 1971,
RCS CSFOR-65 (R3)

HQ, US Army, Pacific, APO San Francisco 96558 1 JUL 1971

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. OZARK
CPT, AGC
Asst AS

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