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AGAM-P (M) (3 Oct 67) FOR OT RD 670282

13 October 1967

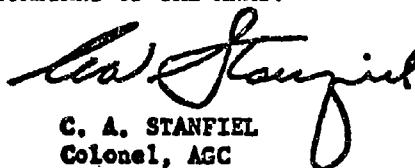
SUBJECT: Operational Report - Lessons Learned, Headquarters,
17th Combat Aviation Group

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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.

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C. A. STANFIEL
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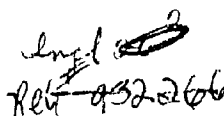
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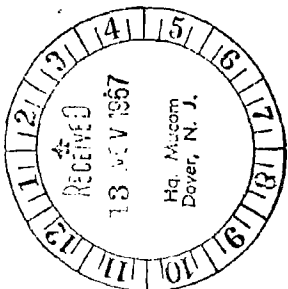
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DEPARTMENT OF THE ARMY
HEADQUARTERS, 17TH COMBAT AVIATION GROUP
APO San Francisco 96240

AVGD-SC

13 May 1967

SUBJECT: Operational Report For Quarterly Period Ending 30 April 1967

TO: See Distribution

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SECTION I: SIGNIFICANT ORGANIZATIONAL OR UNIT ACTIVITIES

1. (C) General

a. Mission: The 17th Combat Aviation Group is to provide aviation support, as directed, to United States, Republic of Vietnam, and other Free World Military Assistance Forces for the conduct of combat, logistical or other counterinsurgency operations.

b. Organization and structure as of 30 April 1967.

(1) HHC 17TH COMBAT AVIATION GROUP

HHC 10TH CAB	HHC 14TH CAB	HHC 52D CAB	HHC 223D CSAB. 196TH ASHC
48TH AHC	161ST AHC	119TH AHC	18TH UAC
117TH AHC	174TH AHC	155TH AHC	131ST SAC
129TH AHC	176TH AHC	170TH AHC	225TH SAC
281ST AHC		189TH AHC	183D RAC
180th ASHC		179TH ASHC	219TH RAC
CAG = Combat Aviation Group			220TH RAC
CAB = Combat Aviation Battalion			282D AHC
CSAB = Combat Support Aviation Battalion			
RAC = Reconnaissance Airplane Company (O-1)			
UAC = Utility Airplane Company (UL-A)			
SAC = Surveillance Airplane Company (OV-1)			
AHC = Assault Helicopter Company (UH-1)			
ASHC = Assault Support Helicopter Company (CH-47)			

(2) Group strength as of 30 April 1967

STRENGTH AUTH/ASGD

	<u>Officer</u>	<u>Warrant Officer</u>	<u>Enlisted</u>
Hq, 17th Cbt Avn Gp*	31/59	27/25	197/567
10th Cbt Avn Bn	108/134	241/184	1291/1582
14th Cbt Avn Bn	96/136	245/170	1300/1906
52d Cbt Avn Bn	90/121	187/159	1185/1494

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	<u>Officer</u>	<u>Warrant Officer</u>	<u>Enlisted</u>
223d Cbt Spt Avn Bn	188/151	22/19	733/1155
TOTAL	513/601	722/557	4707/6304

*Includes 196th ASHC

(3) AVIATOR STRENGTH

17th Cbt Avn Gp is authorized 90% manning level

<u>UNIT</u>	<u>90% AUTH/ASGD</u>
17th Cbt Avn Gp	11/39
10th Cbt Avn Bn	297/274
14th Cbt Avn Bn	293/263
52d Cbt Avn Bn	236/230
223d Cbt Spt Avn Bn	197/173

(4) Group organization and structure including assigned, attached, and units under OPCON is shown in Inclosure 10.

c. Command Relationship

(1) Col John W. Marr, Infantry, commanded the 17th CAG throughout this reporting period.

(2) Change of Command

(a) On 11 Mar 67 LTC Clifford S. Athey, Arty, was assigned as Deputy Group Commander vice LTC Foy Rice.

(b) On 1 Apr 67, LTC John H. Richardson, Armor, assumed command of the 223d CSAB, vice LTC William K. Geran.

d. Organizational Changes:

(1) The 176th AHC nicknamed "Minutemen," and stationed at Phu Heip, RVN became operational on 25 March 1967.

(2) The 196th ASHC, nicknamed "Flipper," and stationed at Camp Lane, An Son, RVN became operational on 1 April 1967.

(3) On 29 April 1967 the advance party of the 189th AHC arrived in country. This unit is assigned to the 52d CAB and will be stationed at Camp Holloway, Pleiku, RVN. Operational date will be determined by arrival of main body personnel and aircraft.

(4) On 30 April 1967 the advance party of the 225th SAC arrived in country. This unit is assigned to the 223d CSAB and will be

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stationed at Phu Hiep, RVN. Operational date will be determined by arrival of main body personnel and aircraft.

(5) On 30 April 67 the advance party of the 268th CAB arrived in country. This Battalion will be stationed at Phu Hiep and be assigned the following units:

- (a) 134th AHC (not in country)
- (b) 92d AHC (not in country)
- (c) 176th AHC (operational at Phu Hiep)
- (d) 180th ASHC (operational at Phu Hiep)

2. (C) Intelligence

a. Escape and Evasion

(1) The 17th CAG S-2 assumed the additional duty of E & E Officer upon departure of the full time E & E Officer in March.

(2) Quotas for the USAF Pacific Jungle Survival School are being filled by aviators from all the Battalions.

(3) Sufficient Blood Chits, which is a ID and request for help document were received and issued to the Battalions in order that each flight crewman would now have one in his possession.

b. Increased emphasis was placed on intelligence training in all assigned units.

3. (C) Operations and Training Activities:

a. Plans: Support of all major operations requiring aviation support within II CTZ less those conducted by 1st Air Cav Division and 4th Inf Division, was planned and supported by 17th CAG. COMUSMACV and CG, I FFORCE V initiated requests for the operations supported by 17th CAG.

b. Operations:

Operation	Avn Units	Operation Dates	Major Units (s)
Sam Houston	119th AHC 155th AHC 170th AHC 179th ASHC	1 Feb - 5 Apr 67	4th Inf Div
Francis Marion	119th AHC 155th AHC 170th AHC 179th ASHC	6 - 30 Apr 67	4th Inf Div

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Operation	Avn Units	Operation Dates	Major Units (s)
Thayer II	119th AHC	1 - 11 Feb 67	1st Cav Div
Pershing	119th AHC 179th ASHC	12 Feb - 30 Apr 67	1st Cav Div
ROK TAOR	174th AHC 180th ASHC	1 Feb - 6 Mar 67	9th ROK Inf Div
OH JAK YO I	174th AHC 180th ASHC 179th ASHC	7 Mar - 18 Apr 67	9th ROK Inf Div
OH JAK YO II	48th AHC 155th AHC 176th AHC	19 - 30 Apr 67	9th ROK Inf Div
Adams	48th AHC 155th AHC 180th ASHC	1 Feb - 2 Apr 67	1/4 Inf Div
Farragut	48th AHC 117th AHC 129th AHC 180th ASHC	1 Feb - 17 Feb 67	1/101st Abn Div
Summerall	117th AHC 129th AHC 180th ASHC	30 Mar - 29 Apr 67	1/101st Abn Div
Oregon	161st AHC 174th AHC	18 -30 Apr 67	TF OREGON
Omega	119th AHC 170th AHC	Recurring	5th SFG
MAENG HO VIII	161st AHC 174th AHC 179th AHC 180th ASHC	3 Jan - 4 Mar 67	CAP ROK Inf Div
Prairie Fire	119th AHC	Recurring	MACV

c. Training

(1) E & E Officers from each company received one days training at 17th CAG on 27 Feb 67.

(2) Newly arrived aviators have received unit training and standardization.

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(3) Aviators from the 176th AHC received training and in country check outs from the 161st AHC.

(4) Escape and Evasion training in the Philippines is currently being conducted for aviators from all units. An active program for E & E training has been established by 17th CAG.

(5) Mechanics from all units are continuing to attend AAMTAP courses at Vung Tau.

(6) CH-47 units received training in defoliating procedures utilizing unit aircraft and spray rigs manufactured and installed by the units.

4. (C) Logistics

a. Maintenance

(1) During the reported period average aircraft availability was 75.5%, average EDP rate was 7.9%, and EDM rate was 16.6%.

5. (C) Civil Affairs

a. Welfare Services

(1) Approximately 3500 pounds of surplus food and PX supplies were distributed to the Nha Trang Orphanages, the Evangelical Bible Institute and the Evangelical Clinic and TB Hospital.

(2) 1500 bars of soap were provided to the Nha Trang Provincial Hospital.

(3) Approximately 300 pounds of clothing were distributed to the Nha Trang Orphanage.

(4) 100 blankets and a 12-bottle sterilizer were purchased and presented to the Nha Trang Catholic Orphanage.

b. Medical Services: Approximately 300 pounds of drugs were received from interested CONUS doctors and distributed to the Evangelical Clinic and TB hospital.

c. Education: 37 English classes were taught with a total attendance of 205 students.

d. Religious Activities: Approximately \$240.00 were collected through Protestant Religious services conducted in the 17th CAG Chapel and given to the Evangelical Clinic and TB hospital, and the Evangelical Bible Institute.

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6. (C) Signal

a. Equipment:

(1) The Group Signal Section and signal sections of each battalion are still experiencing shortages of teletype and single side band radios. MTOE's have been submitted adding sufficient quantities of equipment however, the items are not available for issue. With a few exceptions, most of the SSB radios on hand have been removed from aircraft and palletized for ground operations.

(2) Additional equipment shortages which prevail throughout the Aviation Group, and evidently throughout Vietnam, is the shortage of PP-34 and PP-1104 power supplies. These items are needed to provide DC power for operation of dismounted radios.

7. (C) Aviation Medicine

a. Facilities: The addition of a dental clinic to the Group Surgeon's Office will provide a much needed dental facility in the area. The dispensary, scheduled to become operational 1 May 1967, will serve all aviators in the Long Van Complex.

b. Personnel: There continues to be a shortage of flight surgeons in the Group with vacancies in the 52d and 10th Combat Aviation Battalions. Although programmed replacements will arrive soon, these arrivals will be offset by the large number of flight surgeons departing Vietnam in May and June.

c. It is anticipated that the Tuy Hoa and Da Nang areas will need a resident flight surgeon in the near future. Projected increases in aviation personnel and relative geographical isolation will dictate the flight surgeon need.

8. (U) Flight Safety

a. Period 1 February 1967 - 30 April 1967:

	<u>RW</u>	<u>FW</u>	<u>TOTAL</u>
Major Accidents	24	7	31
Minor Accidents	1	0	1
Combat Losses	0	1	9
Forced Landings	22	1	23
Precautionary Landings	19	4	23
Incidents	19	2	21

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b. Aircraft Accidents

<u>MONTH</u>	<u>RW</u>	<u>FW</u>	<u>TOTAL</u>	<u>RATE</u>	<u>FATALITIES</u>
February	6	5	11	35.5	5
March	13	2	15	44.0	5
April	4	0	4	11.3	3

c. Combat Attrition:

<u>MONTH</u>	<u>RW</u>	<u>FW</u>	<u>TOTAL</u>	<u>FATALITIES</u>	<u>MISSING</u>
February	2	1	3	0	0
March	6	0	6	1	0
April	0	0	0	0	0

d. Incidents:

<u>MONTH</u>	<u>RW</u>	<u>FW</u>	<u>P/L</u> <u>RW</u>	<u>FW</u>	<u>F/L</u> <u>RW</u>	<u>FW</u>
February	7	0	7	3	6	0
March	4	2	4	2	8	0
April	7	1	10	0	9	0

e. Cumulative accident rate per 100,000 hours flying time during period: 30.0

f. Cumulative accident rate FY 1967: 34.4

SECTION II: (C) COMMANDER'S OBSERVATIONS AND RECOMMENDATIONS

Part I Observations (Lessons Learned)

1. (U) Personnel

a. Item: Infusion

Discussion: One infusion program was completed between the three Assault Support Helicopter Companies, i.e. the 179th, 180th and 196th. The 196th exchanged ten officers and 62 enlisted men, equally divided between the 179th and 180th Companies. With added units expected to arrive at an early date more infusions among CH-47 units will be programmed. Plans have been completed to infuse UH 1 pilots with units from outside the 17th Group. The greatest problem area is during the Oct - Nov period. To further complicate the large hump is the anticipated arrival of 5 more AHC's during these months. As new units arrive, the infusion will be done by employing the slice concept: i.e. 2 officers and 6 EM.

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Observation: Continuous monitoring of the DEROS situation is required so as to avoid crippling humps

b. Item: Personnel Shortages

Discussion: The USARV manning level has been fairly well observed. A few critical areas remain, particularly in the avionics field. There is a noted trend toward a lower experience level. The bulk of the enlisted replacements have had school training to qualify as apprentices. Very few experienced NCO's have been assigned in the last few months.

Observation: A continuous on-the-job training program is necessary in order to qualify the personnel in their duties.

c. Item: Officer - Warrant Officer Ratio

Discussion: A definite trend towards less commissioned and to more warrant officers has been noted. The percentage of warrant officers has climbed from 34 to 50 percent during this quarter.

Observation: We can expect a continued trend toward the eventual ratio of 40% officers to 60% warrant officers.

2. (C) Operations

a. Item: Immediate Responsiveness for Tactical Emergency and Immediate Operations.

Discussion: Within II CTZ there is often requirements for immediate passage of important tactical information. Due to the long distances between units and the overworked and busy communication system presently used these messages cannot be disseminated to units that must be informed. The seriousness of not being able to communicate is well known, but a problem often overlooked is that once a unit is contacted the information must be passed out in clear text and thus the element of security is lost. Unfortunately the teletype system is overworked and even a flash message takes an hour or so to be transmitted and allows a misinterpretation of the basic message.

Observation: A system of instant communication with a scrambler or quick talk device should be developed to be used and assigned to each tactical battalion. The time spent in trying to establish contact with different units takes about 4 or 5 times as long as it takes to complete a telephonic communication.

3. (C) Training And Organization

a. Item: Training Requirements for New Equipment Introduced in RVN.

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Discussion: New items of equipment such as the T-53-L-13 engine, the XM 47 gravel mine, and other classified materials introduced within RVN and supplied to a unit already in country requires an extensive training program. Generally the demand for new equipment is so great that it is put into use prior to proper training which often results in damage or misinterpretation of use on the item introduced.

Observation: Continual studies should be conducted to develop an effective training - introduction program to prevent misuse of valuable new assets.

4. (C) Intelligence

a. Item: Reduction of VR Flying Hours

Discussion: During the reporting period, there were 8324 hours flown exclusively for VR out of a total of 13,616 hours flown for all missions. The previous period showed 9315 hours flown for VR, out of a total hours of 13,976. This is a reduction of 991 hours for VR or 330 hours per month. At the same time, the average availability of aircraft dropped from 57 to 48 aircraft, with the largest reduction in March due to 6 A/C being transferred from II Corps to I Corps.

Observation: With an increase of flying hours per aircraft the VR Program continues to lose its effectiveness due to lack of available aircraft. There is also an increased requirement for O-1 by the US Forces for surveillance of area of operations, Radio Relay and Artillery adjustment.

5. (C) Logistics

a. Item: Minimum Construction for Incoming Units.

Discussion: Prior to a unit's arrival, the commanders responsible for base development planning in a particular area have been directed to insure that the area the unit will occupy is cleared and the necessary roads, burn out latrines, temporary showers, and mess hall pads are constructed. (Ref. Ltr. USARV, subj Construction for Incoming Units, file AVHGD-IN, dtd 14 Apr 67.) From then on the unit is responsible for the vertical construction of its cantonment area. There is no specific mention of prior preparations that should be undertaken to accommodate aviation units and their aircraft. These preparations could be a minimum effort, such as for helicopters, PSP parking and maintenance pads with a surrounding application of penepriime.

Observation: Prior to an aviation unit's arrival, commanders responsible for base development planning at that site should be directed to insure that accommodations for parking and maintaining aircraft are included in the minimum construction effort that will be undertaken at that location prior to the unit's arrival.

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b. Item: Refueling Points at Base Camps

Discussion: Aviation units have included in the TO&E, six 100 GPM pumps, and thirteen 30/40 GPM pumps in UH-1 units and sixteen 100 GPM pumps in CH-47 units, however, these systems have proven to be inadequate when utilizing both forward support areas and base camps. With the necessity for simultaneous refueling of several helicopters at two locations, refueling capabilities have been seriously hindered many times by limited pumping pressure available at each site. In addition, the current Kenco 100 GPM pumps have proved inadequate for continuous operation due to their relatively short life and the present lack of filter elements and other parts in the supply system.

Observation: A permanent 8 point, 350 GPM, 10,000 gallon refueling system should be installed at all base camps and that each Assault Helicopter Battalion Headquarters be provided with the same capability so as to augment field locations as needed.

c. Item: Release of Supplies and Equipment

Discussion: At the present time requisitions for controlled items are not being honored at depots resulting in units having to request a release through Saigon for issue. The stockage of these items is sometimes restricted to one depot complex which further necessitates transportation arrangements for pickup and distribution.

Observation: An improved system for requisitioning controlled items should be developed and stockage of these items should be made at all depots which would facilitate pickup.

d. Item: Flying Time Spread on Aircraft

Discussion: Some aviation units arriving from CONUS have not been able to obtain a reasonable spread of flying time on their aircraft prior to deployment. Other units turn in the aircraft they trained with in CONUS and pick up new aircraft at the Port of Embarkation which have only the ferry time from the factory to the POE.

Observation: When a unit arrives in a theater of operation with aircraft not having a reasonable spread of time the inspections lunch up because operational commitments require that almost every flyable aircraft be flown every day. This creates peaks and valleys in the maintenance workload and causes the availability rate to fluctuate considerably from day to day until the unit is able to spread out the aircraft time. A strain is also placed on the supply system when a large number of time change components must be replaced at approximately the same time.

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6. (U) Medical

a. Item: Survival Kits

Discussion: Individual, Hot, Wet Climate survival kits have been made available. These will invariably replace and supplement the more bulky aircraft survival kits.

Observation: Although there are no reports of survival use to date, the smaller, lighter, individual kits seem to be well accepted.

b. Item: Sleeves rolled down

Discussion: The mortality rate of body burns is directly proportional to area skin surface burn. Therefore, protection of exposed body parts is essential to crash survival with accompanying pre-post crash fire. Rolled down sleeves by aviation personnel increases body protection by approximately 15%.

Observation: Throughout the Group, the routine "rolling down of sleeves" seems to be becoming a habit. This simple maneuver is a giant step toward aircraft safety consciousness.

c. Item: Ballistic Helmets

Discussion: The new ballistic helmet is now in use throughout the Group. In this short time there have been several instances where the helmet has actually stopped missiles without injury to the wearer.

Observation: Initial complaints of "tightness" and generally "uncomfortable" are easily solved by individual adjustment of the helmet pads. In the helmet's brief trial, the results are encouraging.

Part II: Recommendations

1. (U) Personnel

- a. No recommendations
- b. No recommendations

2. (C) Operations:

- a. Ref: Section II, Part 1, para 2a
- b. Recommend a new long range communication system be developed with an internal quick talk device.

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3. (C) Training and Organizations:

a. Ref Section II, Part I, para 3a

b. Recommend that a training team accompany each new item of equipment and remain with the equipment and unit throughout its introduction and training program.

4. (U) Intelligence

a. Ref Section II, Part I, para 4

b. Recommend that priority be given to O-1 units in this group for replacement of aircraft.

5. (U) Logistics

a. Ref: Section II, Part I, para 5d.

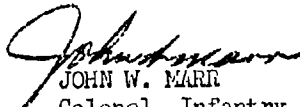
b. Recommend that units deploy overseas with aircraft they have trained with in CONUS and that a concerted effort be made to obtain the maximum flying time spread on aircraft while in CONUS.

6. (U) Other

a. No recommendations

b. No recommendations.

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AVFA-GC-OT (13 May 67) 1st Ind
SUBJECT: Operational Report for Quarterly Period Ending 30 April 1967 (U)

HEADQUARTERS, I FIELD FORCE VIETNAM, APO 96350

4 JUN 1967

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

1. (U) This headquarters has reviewed the contents of the 17th Combat Aviation Group operational report for the quarterly period ending 30 April 1967 with the following comments.

2. (C) Reference Section II, Part I - Observations.

a. Reference paragraph 2a - Operations: Non concur. The discussion and observation of this item are erroneous and misleading. It is believed that the writer is attempting to make two points.

(1) There is a requirement for secure voice communications. This is recognized as a valid requirement. Ciphony equipment for use with FM radios is currently being issued. Ciphony equipment for use with narrow band equipment such as telephones and HF radios presents a difficult technical problem which is the subject of research and development at this time. Scrambler devices and the "talk - quick" equipment referred to are not acceptable for use at group or battalion level. In the interim, operational and numerical codes are available.

(2) There is undue delay in both telephone and teletypewriter message communications. While immediate connection to a called party or immediate transmission of a message is desirable, the present state of the art requires some time for any selective switching process or processing and transmission of message traffic. The 17th Combat Aviation Group has sole user telephone and teletypewriter circuits to each battalion, so that switching and transmission time should be minimal.

b. Reference paragraph 4a - Intelligence: Concur. 17th Combat Aviation Group is short 10 of 64 authorized O-1 aircraft for support of II CTZ and requirements for additional aircraft are continuing to increase, i.e., artillery air observers and expansion of the visual reconnaissance effort.

c. Reference paragraph 5a - Logistics: Concur. Recommend USARV amend letter, subject: Construction for Incoming Units, dated 14 April 1967, to include construction of parking and maintenance pads for aviation units prior to their arrival. This would permit aviation units to become operational sooner upon arrival.

d. Reference paragraph 5b - Logistics: Concur. A request for authorization of additional required equipment was forwarded to this head-

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quarters. The request was indorsed to the 1st Aviation Brigade because the quantity of equipment requested exceeded current authorizations, and must be submitted through channels for approval. This headquarters recommended approval on 15 May 1967.

e. Reference paragraph 5c - Logistics: Concur. Current procedures, as established by 1st Logistical Command Regulation 725-5, dated 15 December 1966, provides that GS/DS units accept requests for command controlled items (CCI) and forward them to 14th ICC. The 14th ICC forwards requests to 1st Logistical Command commodity manager for release approval. Upon approval a referral order is made by 14th ICC to issuing depot. Depots should ship approved items to the GS/DS unit for issue; however, delay in transportation sometimes prompts the unit to pickup items at depot to expedite receipt.

f. Reference paragraph 5d - Logistics: Concur. This is not considered to be a serious problem. The advantages of a unit arriving in RVN with low flying time on their aircraft far outweigh the advantages of a unit arriving in RVN with a reasonable spread on aircraft time. It is logical to assume low time aircraft will provide better service with less downtime than high time aircraft. A suitable method of accomplishing the flying time spread on aircraft is to have aviation units deploy with new aircraft, and laterally transfer the new aircraft to older in-country aviation units until the desired time spread is achieved.

3. (C) Reference Section II, Part II - Recommendations.

a. Reference paragraph 2b - Operations: Non concur. See discussion under paragraph 2a above.

b. Reference paragraph 3b - Training and Organization: Concur. New equipment training teams (NETT) are provided to instruct unit personnel on the use and maintenance of new equipment, dependent upon the complexity of the item of equipment, for a limited period of time.

c. Reference paragraph 4b - Intelligence: Concur. This headquarters is still short 10 O-1 aircraft of the total authorization of 64. The current tactical situation in II CTZ, with the increasing threat in the highlands, justifies an upgrading of the priority of assignment of replacement O-1 aircraft to II CTZ.

d. Reference paragraph 5b - Logistics: Non concur. Achievement of a maximum time spread is not considered essential for reasons stated in paragraph 2f above.

FOR THE COMMANDER:

10 Incl
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Charles G. Kearney
KEARNEY G. STAMUS
CAPTAIN, AGC
ASST AG

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AVBA-C (13 May 67) 2nd Ind
SUBJECT: Operational Report-Lessons Learned Period Ending 30 April 1967
(RCS-CSFOR 67) (U)

HEADQUARTERS, 1ST AVIATION BRIGADE, APO 96307

18 JUN 1967

THRU: Commanding General, United States Army Vietnam, ATTN: AVHGC-DH,
APO 96307

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

TO: Assistant Chief of Staff Force Development, Department of the Army
(ACSFOR DA), Washington D. C. 20310

1. (U) This headquarters has reviewed subject report of the 17th Combat Aviation Group as indorsed and considers it to be adequate and concurs with the contents except as noted.

2. (C) The following additional comments are considered pertinent:

a. Reference Section 1, Part 1, para 1b (3), page 2: Aviator strength figures presented do not agree with more recent figures provided by the 17th Combat Aviation Group. This paragraph shows the group to be below the 90% manning level while the weekly Aviator Strength Report (226-1), dtd 16 May 67, reveals 93.65% assigned of total authorized or 3.65% above 90% manning level.

b. Section I, Part 1, para 6a (1), page 6: The 1/4 ton mounted AN/VSC-2 HF/SSB Radio Teletype radios are presently arriving in country. The brigade will receive an initial 10 sets late June or early July. Then 10 sets each month for 4 months. The 17th Group will receive 5 of the initial shipment.

c. Section I, Part 1, para 6a (2), page 6: A check with 1st Log Command on the PP-34 and PP-1104 Power Supplies reveals a zero balance. They could not tell when any would arrive in country. USARV Signal is aware of this and is in touch with ANC.

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18 JUN 1967

AVBA-C

SUBJECT: Operational Report-Lessons Learned Period Ending 30 April 1967
(RCS-CSFOR 67)

d. Section I, Part I, para 7b, page 6: Flight Surgeon replacements will not be sufficient to fill all existing vacancies, and those created by departure, until October 1967. This deficiency was anticipated several months ago and numerous requisitions, including one (1) emergency requisition, were forwarded to the Surgeon General's Office, DA. At the present time there is a critical shortage of flight surgeons in RVN and CONUS. As an interim measure, the USARV Surgeon's Office has provided several General Duty Medical Officers (MOS-3100) to fill critical vacancies during the summer months.

e. Section I, Part I, Para 7c, page 6: Tuy Hoa is presently provided aviation medical support by the battalion surgeon of the 268th Combat Aviation Battalion. The 519th Medical Detachment OA is operational at Da Nang and attached to the 282nd Assault Helicopter Company. There is no lack of aviation medical support at either location.

f. Section II, Part I, para 2a, page 8: Concur with I FFV comments. Most headquarters hesitate to use operational and numerical codes which are available to all. It takes very little time to encode tactical information that must be transmitted by radio. The VSC2-RTT mentioned above will be issued down to company level. This equipment will have a security device to pass secure voice and teletype traffic.

g. Section II, Part I, para 4a, page 9: MACV established priority of assignment of O-1 aircraft. 17th Avn Gp is authorized 88 O-1's and have 85 on hand. The remainder of the 1st Aviation Brigade is authorized 88 O-1's and have 78 on hand. Upon arrival of the 185th Aviation Company in June, this problem will be partially eliminated.

h. Section II, Part I, para 5a, page 9: Letter AVBA-D, Hq, 1st Avn Bde, subject: Construction for Incoming Units, dated 27 Apr 67, recognizes the problem stated by 17th Avn Gp. This letter is addressed to Commanding General, USARV and requests that commanders responsible for base development planning be directed to provide temporary helipads or parking areas for incoming units where these facilities do not exist.

i. Section II, Part I, para 5b, page 10: A liaison visit to USARV-POL reveals there are no 350 GPM, or 10,000 gallon tanks in country at this time, and delivery date cannot be established. Construction is underway at one of the proposed permanent 8 refueling points. USARV-POL does plan liaison visits to other 7 proposed points to determine feasibility.

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19 JUN 1967

SUBJECT: Operational Report-Lessons Learned Period Ending 30 April 1967
(RCS-CSFOR) (U)

j. Section II, Part I, para 5c, page 10: Requisitions for controlled items are being honored by supporting depots. The only means 1st Log Command has of controlling items is to release them per approval of Army. Demands and stocks are such that a central control facility (1st Log Saigon) had to be established to insure priority I unit's needs were filled. Procedures for release of these items are available to units from their support command. Stockages of all items are maintained at all depots in country wherever possible. Ship arrivals are not always such that this can be accomplished. This will be brought to the attention of 1st Log Command.

k. Section II, Part I, para 5d, page 10: Concur with basic observation and recommendation of 17th Group. Nonconcur with I FFV comments and recommendations. Effective management principles must be applied by the operational unit and by FFV to insure that through proper and judicious scheduling a reasonable time spread is obtained on unit aircraft. Deploying units are usually issued aircraft in CONUS by blocks. This insures that there is configuration uniformity. There is an inherent implication in the FFV comment that by starting out in RVN with a time spread on the aircraft, they will remain that way. This is not the case. Constant attention to scheduling problems is necessary in order to maintain control of the maintenance situation. All flyable aircraft in a unit cannot be scheduled at all times without arriving at a "peak and valley" maintenance workload situation. To avoid this situation, certain flyable, or mission ready aircraft must be held down during periods when maximum effort is not required. The manhours which would have to be expended in inspecting and transferring aircraft throughout the 1st Aviation Brigade in order to maintain a time spread on aircraft in deploying units would be excessive. These manhours could be more economically employed in reducing maintenance peaks. From a management standpoint, the additional transfer actions involved in swapping unit aircraft would oversaturate the transfer system. A program of this magnitude could probably be handled only if computerized. Demand data generated in CONUS training by deploying units has dictated ASL's to support assigned aircraft. The addition of older aircraft would make these ASL's obsolete. In many instances the parts themselves are different. Sound maintenance and operational management procedures will insure a flying time spread on aircraft.

FOR THE COMMANDER:

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LEWIS T. TURNER
Captain, AGC
Asst Adjutant General

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AVHGC-FD (13 May 67)

3d Ind

SUBJECT: Operational Report for Quarterly Period Ending 30 April 1967(U)

HEADQUARTERS, UNITED STATES ARMY VIETNAM, APO 96375 1 JUL 1967

TO: Commander in Chief, United States Army, Pacific, APO 96358

1. (U) This headquarters has reviewed the Operational Report-Lessons Learned for the period ending 30 April 1967 from Headquarters, 17th Combat Aviation Group as indorsed.

2. (C) Pertinent comments follow:

a. Reference item concerning training requirements for new equipment introduced in RVN, paragraph 3 page 8; paragraph 3a, page 12 and paragraph 3d, 1st Indorsement; concur. G3 Training will continue to request new training teams to instruct unit personnel on the use and maintenance of new equipment.

b. Reference item concerning aviator strength figures, paragraph 2a, 2d Indorsement; concur. The strength figures reported by the 17th Combat Aviation Group. The Group has experienced difficulty in obtaining accurate strength figures because of the extensive dispersion of their battalions and companies throughout I and II CTZ's. This fact, combined with a continuous personnel turnover, deployment of new aviation units, and limited FONECON facilities, further complicates the problem. During May and June 1967, personnel officers from HQ USAFV, 1st Avn Bde and 17th Gp have worked together closely to improve reporting and accounting procedures, as accurate strength reports are essential to the management of aviator assets.

c. Reference item concerning shortage of teletype and single sideband radios, paragraph 6a(1), page 6 and paragraph 2b, 2d Indorsement; concur. A new family of single side band (SSB) voice and teletypewriter sets is being introduced into RVN. Initial deliveries of the AN/GRC 106 and AN/VSC 2 have been received. Additional quantities of these sets and other SSB sets are programmed for RVN. A final BOI for the SSB family has been prepared by USAFV and is being forwarded for validation. 1st Aviation Brigade requirements have been included. In addition to standard SSB radios a quantity of 40 each AN/MRC 119's having a SSB radio teletypewriter and voice capability, plus other communications, is programmed for 1st Aviation Brigade. On 20-23 July a conference has been planned with participation of DA, USAFCON, USAFAC and USAFV to discuss requirements, programming and deliveries of the SSB family. It is anticipated that the program will gain momentum and the USAFV posture on this type of equipment will improve considerably in the next 6-8 months.

d. Reference item concerning shortage of PP-34 and PP-1104 power supplies, paragraph 6a(2), page 6, and paragraph 2b, 2d Indorsement; concur. The nature of unit deployment in RVN has created a heavy demand for semi-fixed communications using tactical radios to support base camps,

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AVHGC-FD

SUBJECT: Operational Report For Quarterly Period Ending 30 April 1967

tactical bases of operation, forward support areas, security, etc. This type of operation has placed a heavy demand on the supply system for necessary power converters to operate from AC power sources. Continuous action is being taken through supply channels to obtain necessary assets.

e. Reference item concerning minimum construction for incoming units, paragraph 5a, page 9; paragraph 2h, 2d Indorsement and paragraph 2c, 1st Indorsement; concur. Action recommended by HQ I FFV has been initiated by 1st Aviation Brigade. Concur in the recommendation that base development for incoming aviation units include temporary parking and maintenance areas for aircraft.

f. Reference item concerning release of supplies and equipment, paragraph c, page 10, and paragraph 2j, 2d Indorsement; concur with discussion. However, due to the nature of controlled items, requirements from units must be considered on a command-wide basis. Requisitions are processed IAW 1st Logistical Command Regulation 725-5. At times stockage at the various depots gets out of balance but, depending upon the urgency of the requirement, units are issued items from other depots.

g. Reference item concerning reduction of VR flying hours, paragraph 4a, page 9; paragraph 2g, 2d Indorsement; paragraph 2b, 1st Indorsement; paragraph 4b, page 12 and paragraph 5b, page 2. This item pertains to two different subjects:

(1) Reduction of VR flying hours.

(2) Flying time spread on aircraft and will be addressed separately below:

(a) Reduction of AV flying hours.

1. Concur.

2. Since the reporting period covered, 17th Avn Gp has been brought up to authorized strength in O-1 aircraft. Additionally, the 185th Recon Airplane Co (O-1) is being assigned to 17th Avn Gp and will further increase I FFV's VR capability.

(b) Flying time spread on aircraft.

1. Concur.

2. The rationale provided by 1st Avn Bde in paragraph 2k is valid and the most effective solution to this problem which confronts all aviation units unless effective aircraft management and scheduling is employed.

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SUBJECT: Operational Report For Quarterly Period Ending 30 April 1967

h. Reference item concerning shortage of flight surgeons, paragraph 7b, page 6 and paragraph 2c, 2d Indorsement; concur with paragraph 2d, 2d Indorsement, HQ 1st Avn Bde, dated 30 April 1967. Currently there are 44 flight surgeons assigned against an authorization of 65. During the period July to September 1967 an additional net loss of 13 will be sustained, resulting in command availability of approximately 50% of authorization. A significant input is not expected until October 1967. Since DA cannot provide aero-medical trained MC officers prior to that time it will be necessary to provide care on an area rather than unit basis and in part by the use of experienced but non-aero medically trained MC officers.

i. Reference item concerning immediate responsiveness for tactical emergency and immediate operations, page 8 and paragraph 2f, 2d Indorsement:

(1) Nonconcur.

(2) Concur in discussion presented in paragraph 2a, 1st Indorsement and paragraph 2f, 2d Indorsement.

FOR THE COMMANDER:

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E. L. KENNEDY
Cpt. AGC
Assd Adjutant General

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GPOP-DT(13 May 67) 4th Ind (U)
SUBJECT: Operational Report for the Quarterly Period Ending 30 April 1967
from HQ, 17th Cbt Avn Gp (RCS CSFOR-65) (U)

HQ, US ARMY, PACIFIC, APO San Francisco 96558 20 SEP1967

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

This headquarters has evaluated subject report and forwarding
indorsements and concurs in the report as indorsed.

FOR THE COMMANDER IN CHIEF:

G. I. McMullin
G. I. McMULLIN
MAJ, AGC
Asst AG

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PERSONNEL STATISTICS

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<u>UNIT</u>	<u>AUTHORIZED</u>	<u>ASSIGNED</u>	<u>KIA</u>	<u>WIA</u>	<u>MIA</u>
Hq 17th CAG					
Feb	85	174	0	0	0
Mar	118	349	0	0	0
Apr	118	329	0	0	0
10th Cbt Avn Bn					
Feb	1640	1819	0	0	0
Mar	1640	1697	4	0	0
Apr	1644	1900	0	0	0
14th Cbt Avn Bn					
Feb	1537	1383	0	0	0
Mar	1633	1703	0	0	0
Apr	1637	1812	0	1	0
52d Cbt Avn Bn					
Feb	1464	1549	0	0	0
Mar	1464	1727	1	3	0
Apr	1464	1774	0	0	0
22d Cbt Spt Avn Bn					
Feb	1131	1355	2	0	3
Mar	1136	1368	2	0	1
Apr	1113	1393	0	0	0

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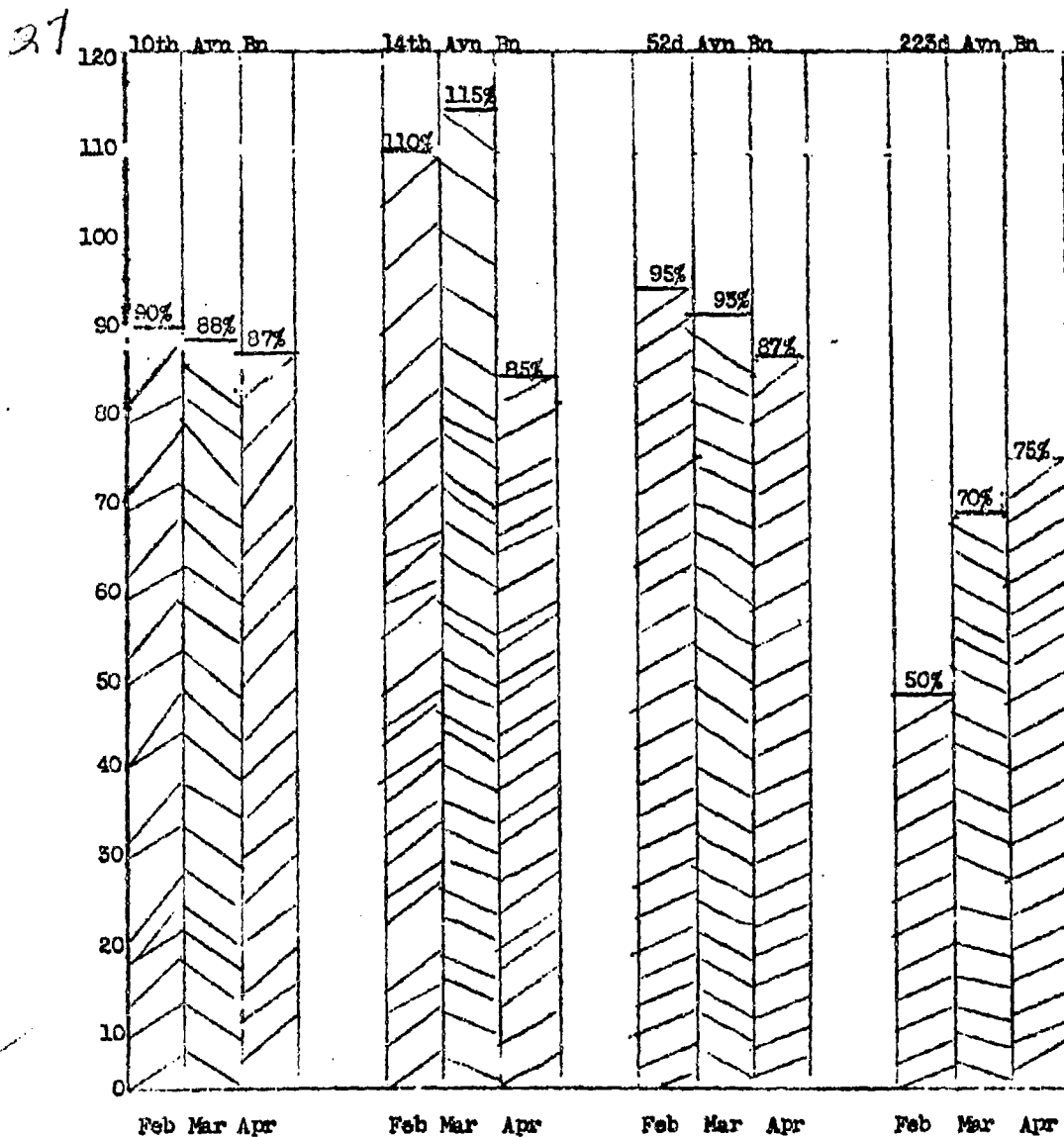
The average aircraft availability during the period was as follows:

<u>Aircraft Type</u>	<u>Availability</u>	<u>EDM</u>	<u>EDP</u>
UH-1B	72.0	23.8	4.2
UH-1C	74.8	14.9	10.3
UH-1D	79.2	14.8	6.0
CH-47A	75.9	18.0	6.1
O-1	87.4	8.8	3.8
U-6A	68.1	21.6	10.3
OV-1	80.0	6.3	13.7
U-1A	66.8	24.2	9.0

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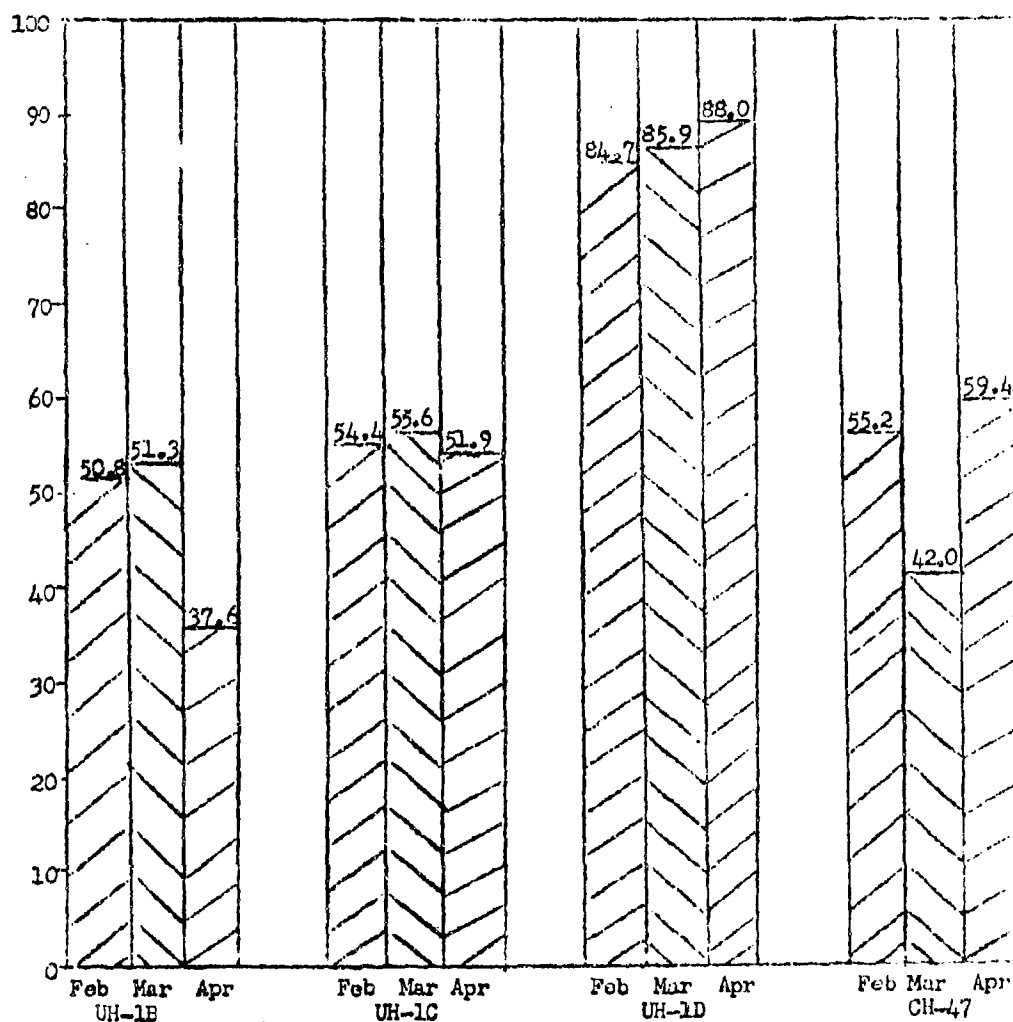
PERCENTAGE OF PRESENT FOR DUTY STRENGTH OF AUTHORIZED AVIATORS

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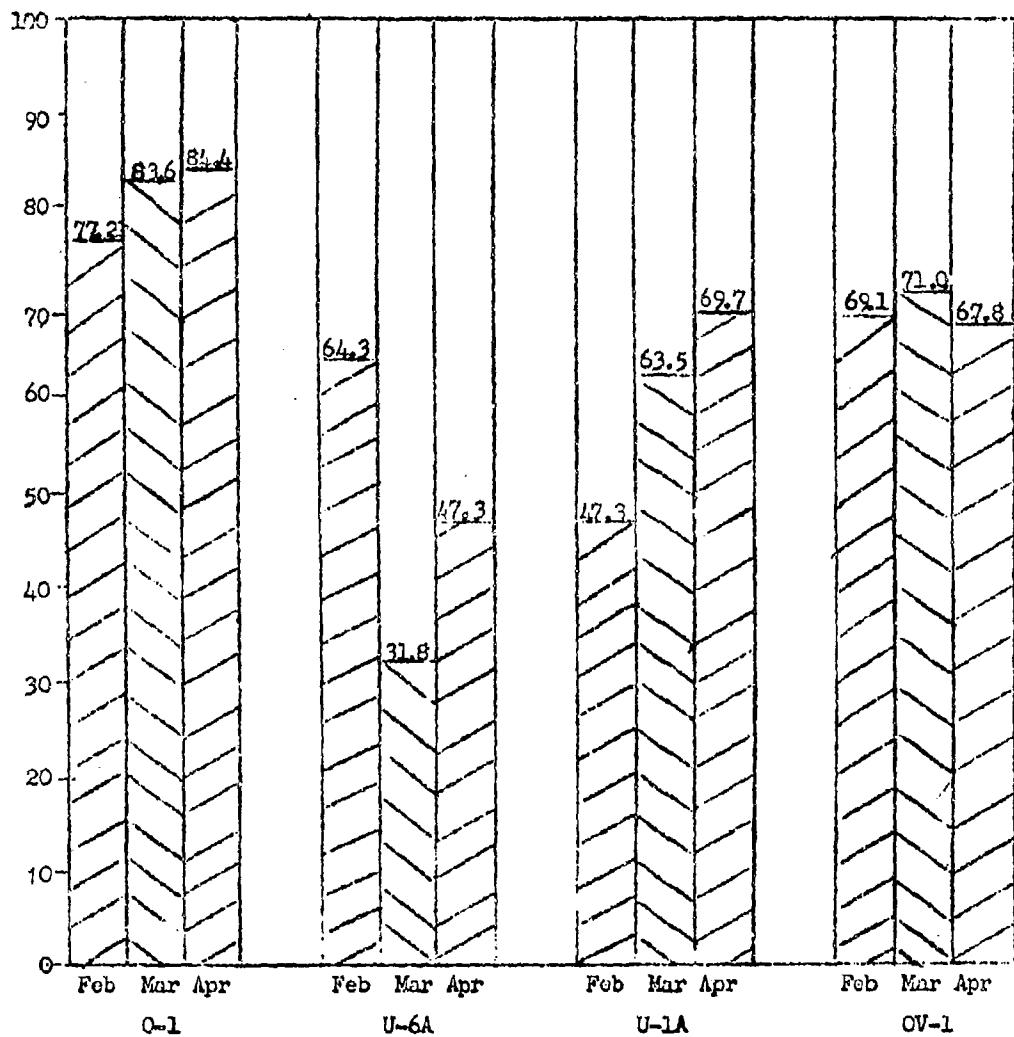


AVERAGE FLYING HOURS BY TYPE AIRCRAFT
ROTARY WING

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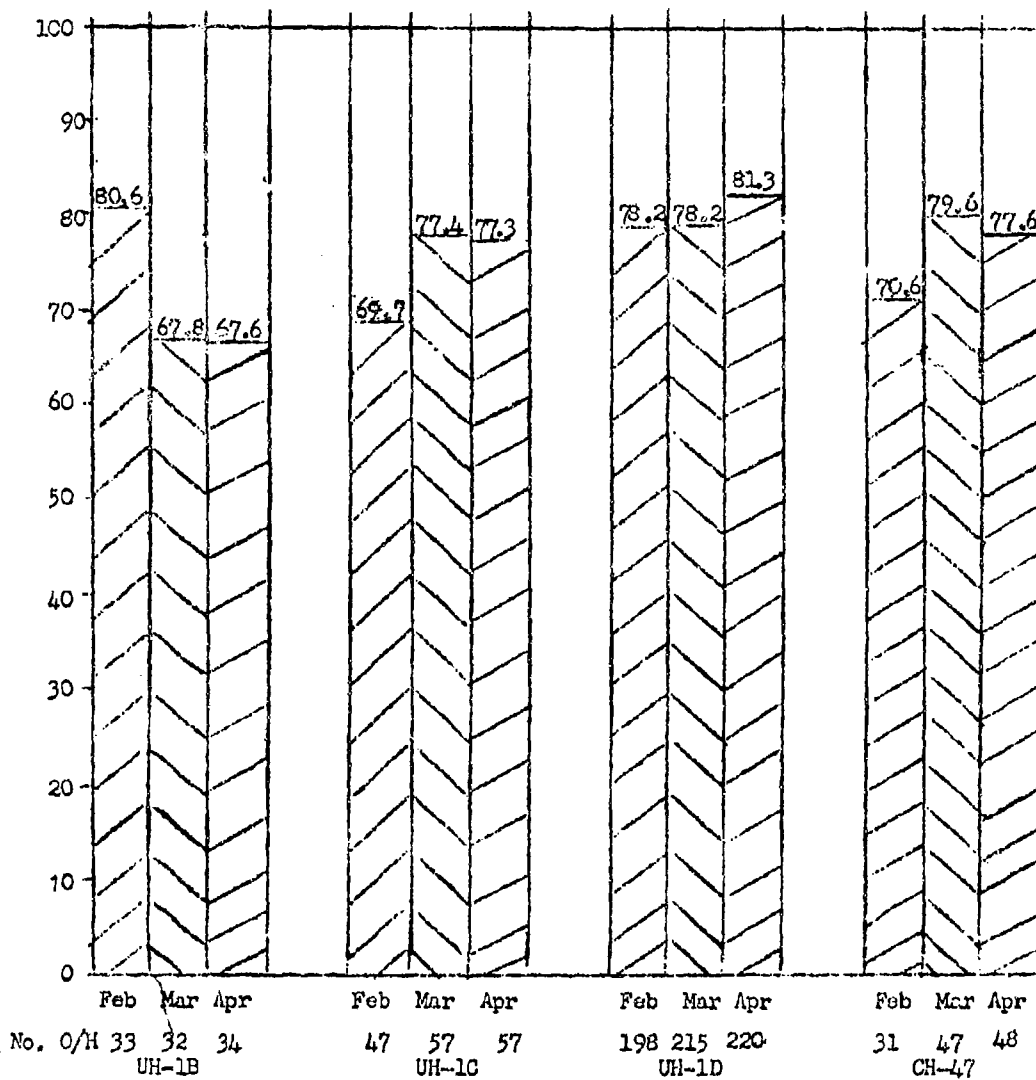
AVERAGE FLYING HOURS BY TYPE AIRCRAFT
FIXED WING

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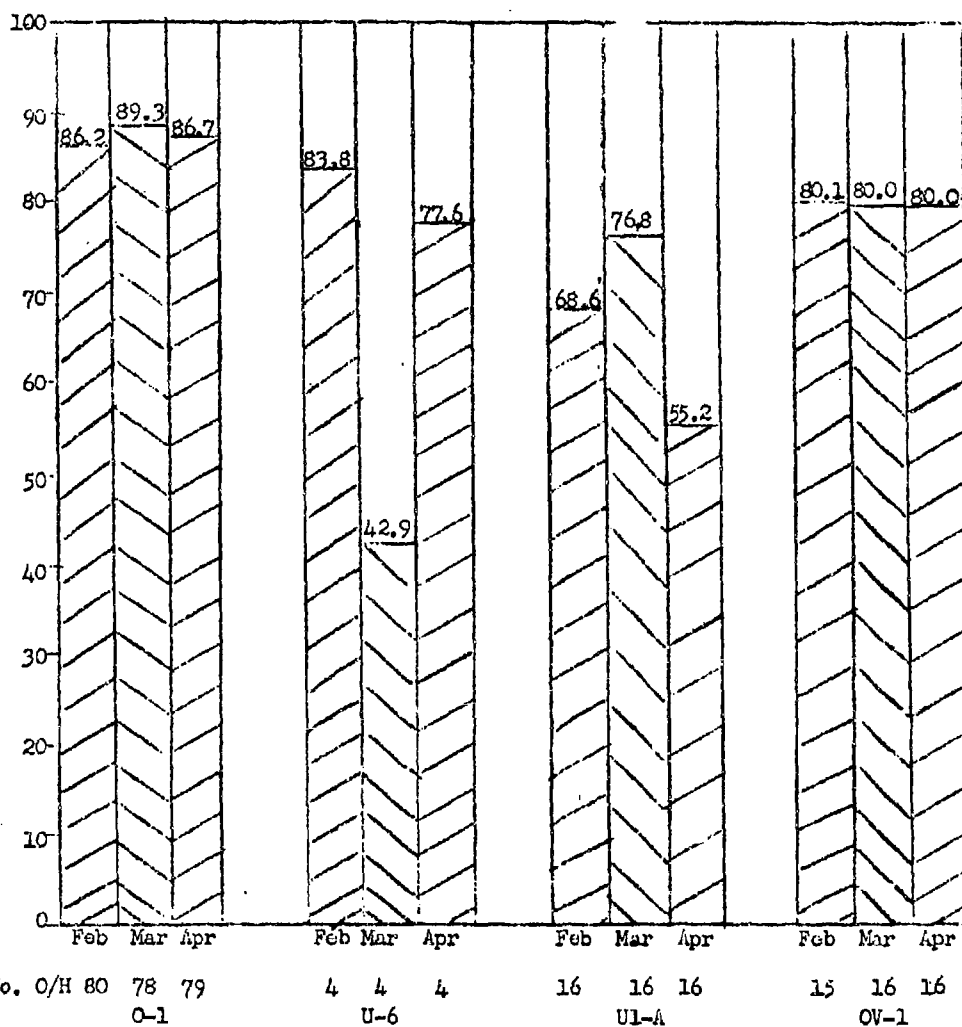
PERCENT OPERATIONAL READY
ROTARY WING

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PERCENT OPERATIONAL READY
FIXED WING

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DEPARTMENT OF THE ARMY
HEADQUARTERS, 17TH COMBAT AVIATION GROUP
APO San Francisco 96240

SUBJECT: Mishap Report Guide

The following is published as a guide for reporting mishaps through channels:

	USARV 348	USARV 193	CFM 19	USARV 232 AI	#INVEST OFFICER	DA 2397 BOARD	USARV CD	DA 285 INCID
A/C hit by hostile fire, not downed	NO	NO	NO#	NO	1*	NO	YES	NO
A/C hit by hostile fire, downed, NLD	NO	YES	NO#	NO	1*	NO	YES	NO
A/C hit, down LD (Min or Maj) No Fatality	NO	YES	YES	NO	1*	NO	YES	NO
A/C hit, Fatality	NO	YES	NO	NO	1*	NO	YES	NO
A/C hit, down LDG Damage Fatality	NO	YES	YES	NO	1*	NO	YES	NO
A/C down, Min or Maj Damage No Fatality	NO	YES	YES	YES	1	NO	NO	NO
A/C down, Min or Maj Damage with Fatality	NO	YES	YES	NO	4	YES	NO	NO
A/C Inc and other type	NO	NO**	YES	NO	—	NO	NO	YES
P/L, F/L	NO	NO**	YES	NO***	—	NO	NO	NO
Missing A/C Flight/Ground	NO	YES	YES	NO	4	YES	NO	NO
Hazard	YES	NO	NO	NO	—	NO	NO	NO

REMARKS: All CFM's are to be transmitted with a precedence of "priority." CFM's will be protectively marked, FOUO for accidents involving fatalities; this protective marking will be removed after three days have elapsed. Downed aircraft reports are due at USARV within three hours of occurrence; CFM's must be submitted within eight hours. Normal Safety channels will be used during duty hours to unit SDO at other times.

ABBREVIATIONS: CFM-Crash Facts Message, NLD-No Landing Damage, LD-Landing Damage, PL-Precautionary Landing, FL-Forced Landing, AI-Accident Investigation, Inc-Incident, Min-Minor Accident, Maj-Major Accident, CD-Combat Damage.

*Not required to be on orders, **Unless recovery required, ***Ref: AR 385-40, para 25d (3)-serious injury, #Required if minor or major damage occurs.

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STATION LIST

17TH AVIATION GP - ASSIGNED - ATTACHED
(as of 30 Apr 67)

UNIT	LOC	REMARKS, CHANGES AND/OR CORRECTIONS
HQ, 17th Cbt Avn Gp	NHA TRANG	
HHC, 17th Cbt Avn Gp	NHA TRANG	
342d Avn Op Det	NHA TRANG	
10th Cbt Avn Bn	DONG BA THIN	
HHC	DONG BA THIN	
238th FA Det (Radar)	DONG BA THIN	*
339th Avn Op Det	DONG BA THIN	
48th Aslt Hel Co	PHAN RANG	
286th Med Det	PHAN RANG	
279th SC Det (Avionics)	PHAN RANG	
390th TC Det (Hcptr FM)	PHAN RANG	
117th Aslt Hel Co	DONG BA THIN	
130th Med Det	DONG BA THIN	
256th SC Det (Avionics)	DONG BA THIN	
140th TC Det (Hcptr FM)	DONG BA THIN	
129th Aslt Hel Co	DONG BA THIN	
433d Med Det	DONG BA THIN	
296th SC Det (Avionics)	DONG BA THIN	
394th TC Det (Hcptr FM)	DONG BA THIN	
180th Aslt Spt Hel Co	TUY HOA	
403d TC Det (Hcptr FM)	TUY HOA	
281st Aslt Hel Co	NHA TRANG	
499th SC Det (Avionics)	NHA TRANG	
483d TC Det (Hcptr FM)	NHA TRANG	
14th Cbt Avn Bn	AN SON	
HHD	AN SON	
348th Avn Op Det	AN SON	
161st Aslt Hel Co	AN SON	
756th Med Det	AN SON	
449th SC Det (Avionics)	AN SON	
406th TC DET(Hcptr FM)	AN SON	
174th Aslt Hel Co	AN SON	
452d SC Det (Avionics)	AN SON	
409th TC Det (Hcptr FM)	AN SON	
176th Aslt Hel Co	NINH HOA	
454th SC Det (Avionics)	NINH HOA	
411th TC Det (Hcptr FM)	NINH HOA	
52d Cbt Avn Bn	PLEIKU	
HHD	PLEIKU	
52d Security Plt	PLEIKU	
68th Inf Det (Radar)	PLEIKU	
Hqs, 1/125th Air Tfc Co	PLEIKU	**
244th Avn Op Det	PLEIKU	

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UNIT	LOC	REMARKS, CHANGES AND/OR CORRECTIONS
<u>119th Aslt Hel Co</u>	PLEIKU	
94th Med Det	PLEIKU	
70th SC Det (Avionics)	PLEIKU	
545th TC Det (Hcptr FM)	PLEIKU	
<u>155th Aslt Hel Co</u>		
94th Med Det	BAN ME THUOT	
208th SC Det (Avionics)	BAN ME THUOT	
165th TC Det (Hcptr FM)	BAN ME THUOT	
255th QN Det (Petr1)	BAN ME THUOT	
<u>170th Aslt Hel Co</u>	PLEIKU	
755th Med Det	PLEIKU	
448th SC Det (Avionics)	PLEIKU	
405th TC Det (Hcptr FM)	PLEIKU	
<u>179th Aslt Spt Hel Co</u>	PLEIKU	
402d TC Det (Hcptr FM)	PLEIKU	
<u>189th Aslt Hel Co</u>	PLEIKU	****

<u>223d Cbt Spt Avn Bn</u>	QUI NHON	
<u>IHC</u>	QUI NHON	
343d Avn Op Det	QUI NHON	
<u>18th Util Airplane Co</u>	QUI NHON	
163d Med Det	QUI NHON	
256th TC Det (Ar Acft RR)	QUI NHON	
<u>131st Survl Airplane Co</u>	HUE PHU BAI	
<u>183d Recon Airplane Co</u>	DONG BA THIN	
2774th Cbt Avn Co	DONG BA THIN **	
<u>219th Recon Airplane Co</u>	PLEIKU	
<u>220th Recon Airplane Co</u>	HUE PHU BAI	
134th Med Det	HUE PHU BAI	
231st SC Det (Avionics)	HUE PHU BAI	
Det B, 1/125 Air Tfc Con	HUE PHU BAI	***
<u>196th Aslt Spt Hel Co</u>	AN SON	* Assigned 17th CAG
610th TC Det (Hcptr FM)	AN SON	
564th Med Det	AN SON	
<u>282d Aslt Hel Co</u>	DA NANG	
504th SC Det (Avionics)	DA NANG	
484th TC Det (Hcptr FM)	DA NANG	
519th Med Det	DA NANG	

268th Cbt Avn Bn	PHU HIEP	****
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* Attached for Admin and Log
 ** Attached for Oper, Rats and Qtrs
 *** Attached for Log, Rats and Qtrs
 **** Not Operational

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