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

IN REPLY REFER TO

AGAM-P (M)(19 Nov 68) FOR OT UT 683212

25 November 1968

**SUBJECT: Operational Report - Lessons Learned, Headquarters, 14th
Combat Aviation Battalion, Period Ending 31 July 1968 (U)**

SEE DISTRIBUTION

1. Subject report is forwarded for review and evaluation in accordance with paragraph 5b, AR 525-15. Evaluations and corrective actions should be reported to ACSFOR OT UT, Operational Reports Branch, within 90 days of receipt of covering letter.
2. Information contained in this report is provided to insure that the Army realizes current benefits from lessons learned during recent operations.
3. To insure that the information provided through the Lessons Learned Program is readily available on a continuous basis, a cumulative Lessons Learned Index containing alphabetical listings of items appearing in the reports is compiled and distributed periodically. Recipients of the attached report are encouraged to recommend items from it for inclusion in the Index by completing and returning the self-addressed form provided at the end of this report.

BY ORDER OF THE SECRETARY OF THE ARMY:

Kenneth G. Wickham

**KENNETH G. WICKHAM
Major General, USA
The Adjutant General**

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DEPARTMENT OF THE ARMY
HEADQUARTERS, 14TH COMBAT AVIATION BATTALION
APO San Francisco 96325

15 August 1968

SUBJECT: Operational Report of 14th Combat Aviation Battalion for Period
Ending 31 July 1968, RCS CSFOR-65 (R1) (U)

SEE DISTRIBUTION

1. (C) Section 1, Operations: Significant Activities

a. General:

(1) The mission of the 14th Combat Aviation Battalion is to provide timely, direct and general aviation support to the Americal Division (23rd Infantry Division) and selected units within the I Corps Tactical Zone. There were no significant changes or additions to the Battalion's mission. Tactical relationship with the Americal Division was directed by General Order 951, Headquarters, USARV, 1 March 1968 and General Order 1357, Headquarters, USARV, 27 March 1968, which changed the status of the battalion from attached to OPCON to the Division.

(2) During this reporting period the 132nd Assault Support Helicopter Company was assigned to the 14th Combat Aviation Battalion becoming fully operational 15 June 1968. (See Inclosure 1)

(3) The key personnel changes during this reporting period are reflected below:

(a) The 14th Combat Aviation Battalion was commanded by LTC Ray M. Carson, OF 106 541, CE, until 7 July 1968. LTC Charles A. Klopp, OF 1 820, Infantry, is presently in command.

(b) The former Executive Officer was LTC William J. Gorman, OF 005 796, Infantry. LTC Dale W. Hurst, OF 989, TC, assumed duties on 25 May 1968.

(c) The former S-1 was Major Dohne W. McGinnis, OF 702 914, Artillery. Major Stanley L. Soranson, OF 030 842, Infantry, assumed duties on 5 June 1968.

(d) The S-2 remains 1LT Robert F. Bertrand, OF 341 378, Infantry. He assumed duties on 14 February 1968.

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683212

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DOWNGRADED AT 3 YEAR INTERVALS;
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Inclosure 1

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(e) The former S3 was Major John J. Todd, OF 102 282, SIG C, Major John R. Burden, 090 687, Artillery, assumed duties on 5 July 1968.

(f) The former S4 was Cornelius E. Liner, 04 011 864, Infantry. Major James R. Kanning, 082 703, TC, assumed duties on 27 July 1968.

(g) The commanding officers for the companies of the 14th Combat Aviation Battalion are:

	<u>PAST</u>	<u>PRESENT</u>
HHD:	Welsh, Vernon W., 1LT 05 344 493 Inf 25 Jan 68	Schindler, Marvin F., CPT 05 322 177 Inf 15 Apr 68
71st:	Fitzgerald, Robert D., Maj 01 930 052 Inf 18 Jan 68	McGinnis, Dohne W., Maj 05 702 914 Arty 5 Jun 68
174th:	Wheat, Thomas W., Maj 04 009 596 Arty 31 May 67	Gibson, Glen D, Maj 04 010 454 Arty 2 Feb 68
176th:	Jackson, Paul E., Maj 04 025 832 Arty 3 Nov 67	Tuttle, Jerry N., Maj 05 301 564 Inf 16 May 68
132nd:	Newly activated	Joiner, Jack D., LTC 04 026 624 GE 14 Dec 67
178th:	Wood, Ernest M., Jr., Maj 04 010 688 Arty 19 Dec 67	Jessup, Morris M., Maj 073 506 TC 28 Jun 68

b. S1

(1) The consolidated Battalion strength, to include a break down by rated and non-rated, as of 31 July is reflected below:

	<u>Authorized</u>	<u>Assigned</u>	<u>Over/Short</u>
OFF	93	83	-10
WO	220	169	-51
EM	1,283	1,413	+130

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<u>Rated</u>		<u>Non-Rated</u>	
<u>Auth</u>	<u>Actual</u>	<u>Auth</u>	<u>Actual</u>
0/WD	0/WD	0/WD	0/WD
89/211	77/166	4/9	6/3

(2) The individual unit strengths are reflected below:

<u>Subordinate Unit</u>	<u>Officer Auth/OH</u>	<u>WD Auth/OH</u>	<u>EM Auth/OH</u>	<u>Total Auth/OH</u>
<u>HHD & Bn Staff</u>	15/16	3/3	69/94	87/113
14th Sec Plat	0/0	0/0	60/60	60/60
534th Med Det	1/1	0/0	8/6	9/7
<u>71st Avn Co</u>	15/14	52/43	152/156	219/213
94th Sig Det	0/0	1/0	8/10	9/10
151st TC Det	1/1	1/1	70/75	72/77
<u>174th Avn Co</u>	15/15	52/38	152/152	219/205
409th TC Det	1/1	1/1	70/90	72/92
452nd Sig Det	0/1	1/0	8/8	9/9
756th Med Det	1/1	0/0	8/12	9/13
<u>176th Avn Co</u>	15/14	52/44	152/168	219/226
411th TC Det	1/1	1/1	70/74	72/76
454th Sig Det	0/0	1/0	8/10	9/10
<u>132nd Avn Co</u>	13/9	25/18	143/157	181/184
16th TC Det	1/1	1/1	80/88	82/90
<u>178th Avn Co</u>	13/7	25/17	146/158	184/182
400th TC Det	1/1	1/1	80/95	82/97
<u>14th CAB</u>	93/83	220/169	1283/1413	1599/1665

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(3) The civilian strengths as of 31 July 1968 are as follows:
(Separate detachments combined with companies)

<u>Subordinate Unit</u>	<u>DAC</u> <u>Auth/OH</u>	<u>VN</u> <u>Auth/OH</u>	<u>3rd Nat</u> <u>Auth/OH</u>	<u>Contractor</u> <u>Auth/OH</u>
HHD	0/0	7/7	0/0	1/1*
71st AHC	0/0	11/11	0/0	2/2**
174th AHC	0/0	11/11	0/0	2/2**
176th AHC	0/0	11/10	0/0	2/2**
132nd ASHC	0/0	0/0	0/0	3/2**
178th ASHC	0/0	10/10	0/0	3/3**
14th CAB	0/0	50/49	0/0	13/12

* Bell Helicopter Technical Representative

** Sheet metal personnel from "LSI" under control of 34th General Support Group.

(4) As of 31 July 1968, significant MOS shortages of the 14th CAB were as follows:

		<u>Officers/NO</u>	
<u>MOS</u>		<u>Auth</u>	<u>Assigned</u>
286A	Electronic Rep Tech	3	1
761A	Unit Sup Tech	3	1
<u>EM</u>			
35M20	Avionics Rpr Sp	9	6
67W20	Hol Tech Insp	12	12
76W20	Airt Fuel Handling Sp	28	22

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c. S2

(1) During this reporting period the 14th Combat Aviation Battalion had one hundred and fifteen (115) aircraft hit by enemy fire. This figure represents a decrease of 54% from the preceding quarter.

(2) An analysis of these hits by altitude is reflected below:

<u>ALT</u>	<u>OG</u>	<u>T/O</u>	<u>LANDG</u>	<u>ENRT</u>	<u>TARGET ATK</u>	<u>TOT/L BY ALT</u>
0	12	5	8	11	2	38
100		1		1	4	6
200		2	1	4	1	8
300		5	1	2	1	9
400			2	1		3
500		3	3	1	6	13
600					1	1
700						
800		1	1	1	1	4
900						
1000		2		2	4	8
1100				2		2
1200					1	1
1300						
1400						
1500		2			3	5
1600				1		1
1700						
1800						
1900						
2000		1		1	1	3
2100			1			1
Higher				5		5
UNK		1	1	5		7
TOT/L	12	23	18	37	25	115

(3) The weather had little or no effect on aircraft operations during this reporting period. The average daily weather for this period found cumulus cloud build-up in the morning hours with thunderstorms in the late afternoons. The thunderstorms were localized and at times curtailed operations for one (1) or two (2) hours into a specific landing zone or fire base.

d. S3 Operations

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(1) Throughout this reporting period the 14th Combat Aviation Battalion provided daily 24 hour support for the Americal Division and the I Corps T/DR. The major operational highlights are reflected below:

<u>DATE</u>	<u>UNIT MOVED</u>	<u>14TH C.A.B. SEQUENTIAL MOVEMENT ORDER NO.</u>
12 May 68	Kham Duc	Sec Para 4(o)
19 Jun 68	3/1	68-8
21 Jun 68	5/46	68-9
22 Jun 68	5/46 CIDG	68-10
6 Jul 68	5th ARVN Regt	68-11
12 Jul 68	4/3	68-12
18 Jul 68	3/1	68-13
21 Jul 68	2/1	68-14
29 Jul 68	5th ARVN Regt	68-15

The above combat assaults all were successfully completed and emphasized the basic guide lines that each assault must follow; namely,

- I Full supported unit aviation indoctrination
- II A sound tactical plan
- III Reliable communications equipment

The 14th Combat Aviation Battalion's normal aircraft allocation is one UH-1H per Infantry Battalion for utility and one for Command and Control. The inherent problem in this type operation is the lack of full employment of the aircraft's capabilities, continual emphasis must be placed on the organization and control of logistical type missions. The 14th Combat Aviation Battalion's aircraft status is reflected at Inclosure 2.

(2) In major Americal Operations, the battalion is organized to provide daily support involving one (1) to approximately thirty-five (35) UH-1D and one (1) to fourteen (14) CH-47 aircraft. During this reporting period the battalion has provided aerial support for the following operations:

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OPERATION	SUPPORTED UNIT	DATES
Wheelcor/Wallowa	198th LIB and 1/1 Cav	Began as Wheelcor (11 Sep 67) combined with Wallowa, continuing
Miscatino	11th LIB	Terminated 10 Jun 68
Burlington Trail	198th LIB and 1/1 Cav	8 Apr 68, continuing
Norfolk Victory II	11th LIB	Originally Norfolk Victory, terminated 19 Apr 68
TF Roach	198th LIB	Terminated 13 May 68
Pochantas Forest (TF Cooksoy)	196th LIB	Began 6 Jul 68

(3) The results of the reporting period's operations, to include hours, sorties flown, troops lifted, cargo lifted, med evac, aircraft recoveries, enemy KIA, sampans and structures destroyed or damaged, ammunition expended and aircraft lost or damaged by type is reflected at Inclosure 3.

(4) The 14th Combat Aviation Battalion experienced the advantage of providing support from fixed company base camp locations; however, the battalion presently has a small number of aircraft in support of other units:

Supported Unit	Aircraft/Aviation Unit	Dates
5th SF (Da Nang)	2 UH-1D's: 71/174	Began 1 Apr 68
FOB 4 (Da Nang)	1 UH-1D: 71/174	Began 1 Apr 68

(5) Of particular note during this reporting period was the evacuation, under fire, of the Special Forces Camp located at Nam Duc (See Inclosure 4). Many significant lessons learned are expressed in the after action report and it is included for a detailed description of events. The Nam Duc evacuation was a preplanned operation; in addition to Nam Duc, contingency plans for a number of SF camps have been prepared and are ready for implementation on call:

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<u>OPERATION</u>	<u>CONTROL AGENCY</u>	<u>AVIATION UNIT</u>
1 II Corps Disaster Plan	Americal Div	14th CAB
2 Golden Valley Six selected SF camp reinforcement	Americal Div	14th CAB

(6) Elements of the 14th CAB sustained a total of three (3) rocket and/or mortar attacks during this reporting period.

<u>DATE</u>	<u>UNIT</u>	<u>RESULTS</u>
6 May 68	174th AHC	No damage/casualties
29 May 68	174th AHC	1-KIA 16 WIA 4 A/C Lt Dam 1 A/C Mod Dam
9 Jun 68	71st AHC	1 A/C Heavy Dam 1 A/C Mod Dam 3 A/C Lt Dam

c. Training:

(1) Due to the combat environment in which the 14th Combat Aviation Battalion operates, a formalized training schedule is difficult to administer. The 14th Combat Aviation Battalion policy is that each day is regarded as a training day with OJT principles fully applied. The Americal Division has developed a highly satisfactory basic orientation course for newly arrived personnel. As mentioned in the last ORLL, the battalion has initiated a program which permits the enlisted personnel to receive a week of intensified Infantry-type training. Results to this date have been highly satisfactory. A rifle range has been developed and constructed within the battalion area (BT 570 040) to permit all personnel to fire assigned weapons for battle field zero. The 174th Aviation Company uses facilities provided by the 11th LIB, Americal Division. An adequate aerial firing range has not been approved by Americal Division for battalion use. Crew training and proficiency is regarded as a daily occurrence, with company operations officers attempting to assign more experienced pilots with the newly arrived aviators. Mission commitments preclude assigning an aircraft daily for training; however, experience has shown that the majority of flight subjects can be integrated on missions. The exception to this is instrument training. A basic instrument refresher course has been initiated at Battalion level, utilizing the more experienced instrument pilots as instructors.

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f. S4 Logistics and Maintenance

(1) Class I - No significant events.

(2) Class II and IV - The 14th Combat Aviation Battalion received "NOMEX" flight suits and APM-5 helmets during July 1968. Fire fighting equipment, "NOMEX" flight gloves, air crew armor and ballistic helmets are still not available in sufficient quantities.

(3) Class III - In a fixed operation the availability of refueling equipment is adequate to meet mission commitments; however, if the 14th Combat Aviation Battalion was directed to displace to forward locations, organic refueling facilities would be inadequate to service all companies.

(4) Class V - Minigun ammunition and rockets (2.75") are no longer allocated items; no significant shortages exist in this area.

(5) Base Development - During this report period, the 132nd ASHC was assigned to this Battalion. A total of 65 buildings were renovated by the S4 section prior to the units arrival. Plans were also drafted for the construction of revetments, aircraft parking areas, taxi lanes and "PENEPRIE" for dust control. Maintenance hangars are now scheduled or under construction for all units of the battalion, beginning with the 176th Aviation Company.

(6) Maintenance

(a) Aircraft availability during the report period is as follows:

	<u>UH-1D/H</u>	<u>UH-1C</u>	<u>CH-47</u>
MAY	64%	47%	64%
JUNE	60%	61%	53%
JULY	80%	72%	67%

(b) Aircraft mission ready availability during the report period was as follows:

	<u>UH-1D/H</u>	<u>UH-1C</u>	<u>CH-47</u>
MAY	59%	40%	61%
JUNE	56%	53%	53%
JULY	75%	64%	55%

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(c) The arrival of the 132nd ASHC involved much coordination with supporting units. Repair parts supply is now more critical with less parts available for the CH-47's. Special tools required for the 3rd P.L. were requisitioned and only the 178th ASHC received all of their special tools. The 132nd ASHC is still awaiting receipt of two (2) special tools to complete the main rotor hub inspection.

(d) The 14th CAB was selected for immediate transfer of UH-1D's for UH-1H's. On hand at the close of this reporting period are fifty-six (56) UH-1H helicopters. The gunships assigned were increased and the total is now twenty-three (23). The UH-1D helicopters were transferred as rapidly as maintenance scheduling would permit. There are eight (8) UH-1D's remaining in the battalion that will be prepared for turn-in upon reaching 2175 hours,

(e) UH-1 parts resupply problems have decreased during this period. Combined efforts and coordination accomplished with the 335th Transportation Company (ADS) resulted in a more rapid movement of EDP parts for UH-1 and CH-47 aircraft from Quin Nhon Depot to the 335th TC. CH-47B parts are critical and continue in short supply.

(f) Vehicle spare parts supply stabilized during the month of May and the change of Direct Support Maintenance from the 723rd Maintenance Company to the 588th Maintenance Company reduced the flow of parts to units of this battalion. Increased command emphasis on unit vehicle maintenance and proper records procedure has shown improvement in vehicle availability.

(g) Personnel problems concerning maintenance qualified personnel have stabilized during this report period. The remaining problem area concerns the shortage of Technical Inspectors within the assigned helicopter companies. On the job training initiated during the preceding report period has now proven of value. The few replacement Technical Inspectors received have recently graduated from schools and have little, if any, practical experience. Additional maintenance in-country school quotas for this reporting period have been requested, received, and filled. For the forthcoming quarter the school quota requests were doubled and additional quotas above those requested have been received and will be filled. The skill level of all maintenance personnel was improved during this quarter and is expected to continue to rise.

g. Other: (To Include Civil Affairs, Safety, Commo)

(1) The Civil Affairs Program of the 14th Combat Aviation Battalion centers on the An Tan Orphanage. Through the efforts of the Battalion Chaplain (Warne, Thomas M., CPT, 02 332 781, CHC) and Flight Surgeon (Wurgler, James N., CPT, 05 718 398, MC) sixty (60) children are provided financial assistance and limited medical care. The governing board, consisting of four (4) senior Vietnamese, is advised by the Chaplain

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on money management, building construction and over-all operation.

(2) The Aviation Safety Program

(a) The Aviation Safety Program, supervised by Major Farmer, Hugh D., Armor, 05 308 190, has included a survey of all fire support bases in the Americal Division's AO. Existing conditions and hazards were noted with recommendations for improvements. Photographs of all landing pads were taken in conjunction with the survey. These were distributed to all supporting aviation companies and the Americal Division Aviation Officer. As a result of these surveys, a marked improvement in the condition of the landing areas as well as a notable decrease in FOD damage has been noted.

(b) On 21 and 22 June 1968, an extensive safety survey was conducted, covering all aspects of safety within this battalion. Deficiencies were noted in a consolidated report prepared by the Safety Office, and a copy was given to each aviation company to stimulate and develop an exchange of ideas relative to the safety program.

(c) During the period of this report, the battalion experienced five (5) major accidents resulting in a total of seven (7) fatalities and twelve (12) injuries. For this reporting period the battalion flew 28,115 hours.

(3) Battalion Communications

(a) The Battalion Communications Center, supervised by 1LT Garbow, Christopher, SIG C, 05 329 163, has relocated the Battalion switchboard to the operations bunker, providing greater reliability in the event of mortar/rocket attacks. A direct sole user line has been established between this battalion and the 16th Combat Aviation Group.

(b) Selected members of the battalion have attended NETT classes on the installation and use of the KY-28 (Secure Voice) equipment.

(c) The Retrofit Program for the Battalion aircraft continues. Fifty-nine (59) aircraft of the battalion are now ready to accept the KY-28 (Secure Voice) system.

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2. (C) Section 2, Lessons Learned: Commanders Observations, Evaluations and Recommendations.

a. Personnel: None

b. Operations:

(1) Utilization of Command and Control aircraft

(a) Observation: A continuing problem area exists in the utilization of Command and Control aircraft by Infantry commanders.

(b) Evaluation: Many commanders consistently jeopardize their aircraft and themselves by requiring the pilots to fly at minimum altitudes over known enemy positions, land in totally unsecured areas and engage enemy personnel with door guns when armed aircraft should be used. The fact is recognized that when the tactical mission requires, the aircraft should be utilized wherever and whenever possible. However, operating in an area of known enemy positions and flying low and slow in a needless attempt to draw fire is not necessary. Also, landing in unsecured areas to perform "snatch" missions (the use of a single aircraft to extract a lone enemy) or to permit a ground recon by the Battalion Commander is an improper use of an aircraft, needlessly risking the crew, passengers and aircraft.

(c) Recommendation: Infantry commanders should receive a detailed briefing from the Aviation Battalion Commander and his S-3 on the proper utilization of the Command and Control helicopter. This would eliminate the pressure placed on the young aviator and increase the understanding between the Aviation unit and Infantry unit. Guidance from the highest practical level, through command channels, is recommended to reinforce the aviation position in this matter.

(2) Hour Flying Problem

(a) Observation: A problem area exists in the 140 hour flying program.

(b) Evaluation: During this quarter, units experienced a critical shortage of pilots due to unexpected losses and normal rotations. As mission requirements increased, aviators were of necessity, exceeding the established 140 hour program.

(c) Recommendation: Units must employ all assets to spread the flying burden evenly throughout a unit; consideration should be given to raising the flying hour maximum to 150 hours.

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(3) Gunship Support

(a) Observation: Effective gunship support to aircraft employing approaches other than "straight in" or "dog log" is difficult.

(b) Evaluation: Single aircraft requiring gunship support sometimes employ unique approach methods such as a tight spiral approach with a high rate of descent. This tactic nullifies the effectiveness of a gunship escort. If at all possible, a straight in or dog log approach should be made to any landing zone where gunship escort is required. As in any escort role prior coordination is absolutely necessary.

(c) Recommendation: A critical evaluation be made of the tactical situation by the escorted aircraft commander prior to initiating an approach which will reduce gunship escort effectiveness.

(4) Resupply Pad Locations

(a) Observation: Ground commanders usually establish resupply pads in close proximity to the landing zone center of mass.

(b) Evaluation: The ground commanders place resupply pads as close as possible to the using unit to reduce the ground handling of the delivered equipment. Consequently their pick-ups and drop-offs are in close proximity to radio antennas, personnel living quarters, other loose equipment and trash from "C" ration cases. Due to the high winds created by a helicopter, especially the CH-47B, this trash and loose equipment is often ingested into the rotor blades or engines.

(c) Recommendation: That ground commanders be required to establish their resupply pads as far from center of mass as tactically possible and that all resupply pads be kept in a high state of police.

(5) Water Resupply Utilizing Water Trailers

(a) Observation: Water resupply to units in the field is generally carried in a 400 gallon water trailer.

(b) Evaluation: Due to the weight, only the water trailer can be carried in one CH-47 load. If the water was put in "blivots" (250 or 500 gallon size), 1000 gallons of water could be carried in one load and spillage would be negligible.

(c) Recommendation: That water resupply be conducted using water "blivots" rather than water trailers.

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(6) Sling Equipment

(a) Observation: Sling equipment used by units is becoming worn and unserviceable.

(b) Evaluation: Over a period of time, the sling equipment utilized in resupply missions becomes worn excessively and creates a potential hazard to the aircraft involved and to personnel on the ground. Undesirable sling equipment is a primary cause for dropped loads, resulting not only in loss of supplies and equipment, but in possible damage to the aircraft and damage to ground installations and personnel.

(c) Recommendation: If possible, each supported unit should be provided with sufficient data to set up a criteria for inspection, down grading and replacement of sling equipment. Personnel from each unit should initiate a program for periodic examination and a spot check should be performed by rigging crews each time the sling equipment is used.

c. Training: None

d. Intelligence: None

e. Logistics:

(1) Use of Jungle Boots for Aviators in RVN.

(a) Observation: Newly arrived units are unaware of the fact that the 1st Aviation Brigade does not authorize the use of jungle boots for flight crews while participating in aerial flight.

(b) Evaluation: The 132nd ASHC, while being activated and deployed from Fort Benning was directed by a CONARC Logistics LOI that aviation units would be issued jungle boots prior to deployment and that leather boots would not accompany personnel to Vietnam.

(c) Recommendation: That the 1st Aviation Brigade advise the appropriate agency to insure that deployable units in CONUS are advised of the requirements for leather boots in Vietnam for aviation units.

f. Organization:

(1) Procurement of Regulations

(a) Observation: It is difficult to obtain the needed regulations and directives for units arriving in country.

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SUBJECT: Operational Report of 14th Combat Aviation Battalion for Period
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(b) Evaluation: It is difficult for a newly arrived unit to establish itself in Vietnam without the required command regulations. Upon notification of the 132nd ASHC arrival in country, requisitions for the required regulations were sent. It took one (1) month for one requisition to be filled and the remaining two (2) requisitions have not been filled as of 31 July 1968.

(c) Recommendation: That packets of all current MACV, USARV, and 1st Aviation Brigade regulations be automatically distributed to the sponsoring unit for all newly assigned units to RVN.

g. Other:

(1) Employment of Armed Helicopters

(a) Observation: Definite standards as to when armed helicopters should be employed are not fully understood by Infantry leaders.

(b) Evaluation: A minority of Infantry unit commanders fail to realize that some missions should be attempted only with armed escorts. For example, a "snatch" mission should have armed helicopters available in order to keep the lift helicopter from being placed in an untenable position. In other instances gunships are utilized in roles more suitable for available indirect fire weapons.

(c) Recommendation: That the proper utilization of gunships be continually emphasized at all levels.

3. (U) Section 3, Headquarters, Department of the Army Survey Information:

None

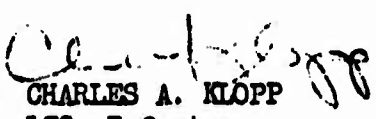
4 Incl

1. Organization Chart

2. Aircraft Status

3. Operational Statistics

4.--GAAR, Extraction of Kham Duc SF Camp Withdrawn, HQ, DA


CHARLES A. KLOPP
LTC, Infantry
Commanding

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15 August 1968
SUBJECT: Operational Report of 14th Combat Aviation Battalion for Period
Ending 31 July 1968 RCS CSFOR (R1) (U)

DISTRIBUTION:

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THRU: 1st Avn Bde
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THRU: USARPAC
TO: ACSFOR, DA
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3 copies to: USRV
2 copies to: 1st Avn Bde (Info)
1 copy to: 16th Cbt Avn Gp (File)
10 copies to: Americal Division

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AVGH-CO (15 Aug 68) 1st Ind
SUBJECT: Operational Report-Lessons Learned (ORLL) for Quarterly Period
Ending 31 July 1968, (U)

DA, Headquarters, 16th Combat Aviation Group, APO 96337

TO: Commanding General, 1st Aviation Brigade, ATTN: AVBA-MH, APO 96384

1. (U) This headquarters concurs in the basic report.

2. (C) Section I Significant Organization Activities

a. Page 9, para 1f(2) Logistics: NOMEX flight equipment has been received to cover phase 1, 2, and 3 requirements. Action is pending on phase 4 and 5 requirements as well as air crew armor and ballistic helmets.

b. Page 12, para 2b(1) Operations: Action is being taken to brief all new battalion Commanders in the 23rd Inf Div regarding employment of C&C ships and the necessity for employing gunships where offensive fire power is required.

(s) William C. Tyrrell
(t) WILLIAM C. TYRRELL
COLONEL, CE
Commanding

A TRUE COPY:


HAROLD E. KLINGMAN
Major, GS
Opns Off, Doc Br, DST Div
Office, ACoS, G3

AVBA-C (15 Aug 68) 2d Ind

SUBJECT: Operational Report of 14th Combat Aviation Battalion for Period
Ending 31 July 1968, RCS CSFOR-65 (R1) (U)

DA, HEADQUARTERS, 1ST AVIATION BRIGADE, APO 96384 6 Sep 68

THRU: Commanding General, US Army Vietnam, ATTN: AVHGC-DST, APO 96375
Commander-in-Chief, US Army Pacific, ATTN: GPOP-OT, APO 96558

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

1. This headquarters has reviewed this report, considers it to be adequate and concurs with the contents as indorsed.

2. The following additional comments are considered pertinent:

a. Paragraph 1f(6)(c), page 10. The 14th CAB will be contacted by this headquarters to determine specific tool shortages. Contact will then be made with the project manager to expedite issue required tools.

b. Paragraph 2b (6) page 14. TM 55-450-11, Air Transport of Supplies and Equipment: Helicopter External Loads Rigged with Air Delivery Equipment, dated June 1968, is being distributed by USARV to aviation supported units throughout RVN. Distribution has also been made to all 1st Aviation Brigade units. This manual lists storage, inspection and maintenance criteria for cargo sling equipment (FSC 1670).

c. Paragraph 2e, page 14. A letter has been forwarded by this headquarters to USARV G-4 requesting CONARC be advised that the leather combat boot is to be worn by aviators in RVN.

d. Paragraph 2f, page 14. This headquarters recognized that acquisition of required regulations was a problem for newly arrived units. A regulation was published on 29 July 1968 which requires the AG of this headquarters to prepare a packet of local regulations for use by units assigned to the Brigade. Guidance will also be provided regarding use of DA Form 12 for initial distribution of DA publications.

3. Report arrived this headquarters with 4 inclosures as originally stated in the basic report and not with inclosures 2 and 3 withdrawn as indicated on the 1st Indorsement.

FOR THE COMMANDER:


J. B. SEGAL
AGC
ASST ADJUTANT GENERAL

CONFIDENTIAL

AVHGC-DST (15 Aug 68) 3d Ind (C) MAJ Klingman/ds/LBN 4433
SUBJECT: Operational Report of 14th Combat Aviation Battalion for Period
Ending 31 July 1968, RCS CSFOR-65 (R1) (U)

HEADQUARTERS, US ARMY VIETNAM, APO San Francisco 96375 17 OCT 1968

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

1. (U) This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 July 1968 from Headquarters, 14th Combat Aviation Battalion.
2. (C) Reference item concerning hour flying problem, page 12, paragraph 2b(2): Nonconcur. This headquarters is aware of the aviator shortage throughout RVN and action is being taken to alleviate this problem. Paragraph 9, USARV Regulation 95-1 authorizes exceptions to the 140 hour limit based on combat essential operations. No further action by higher headquarters is recommended.

FOR THE COMMANDER:

W. C. ARNTZ
CHTAGC
Assistant Adjutant General

Cy furn:
HQ 1st Avn Bde
HQ 14th CAB

GPOP-DT (15 Aug 68) 4th Ind (U)

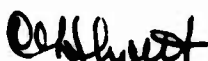
SUBJECT: Operational Report of HQ, 14th Cbt Avn Bn for Period Ending
31 July 1968, RCS CSFOR-65 (R1)

HQ, US Army, Pacific, APO San Francisco 96558 14 NOV 1968

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

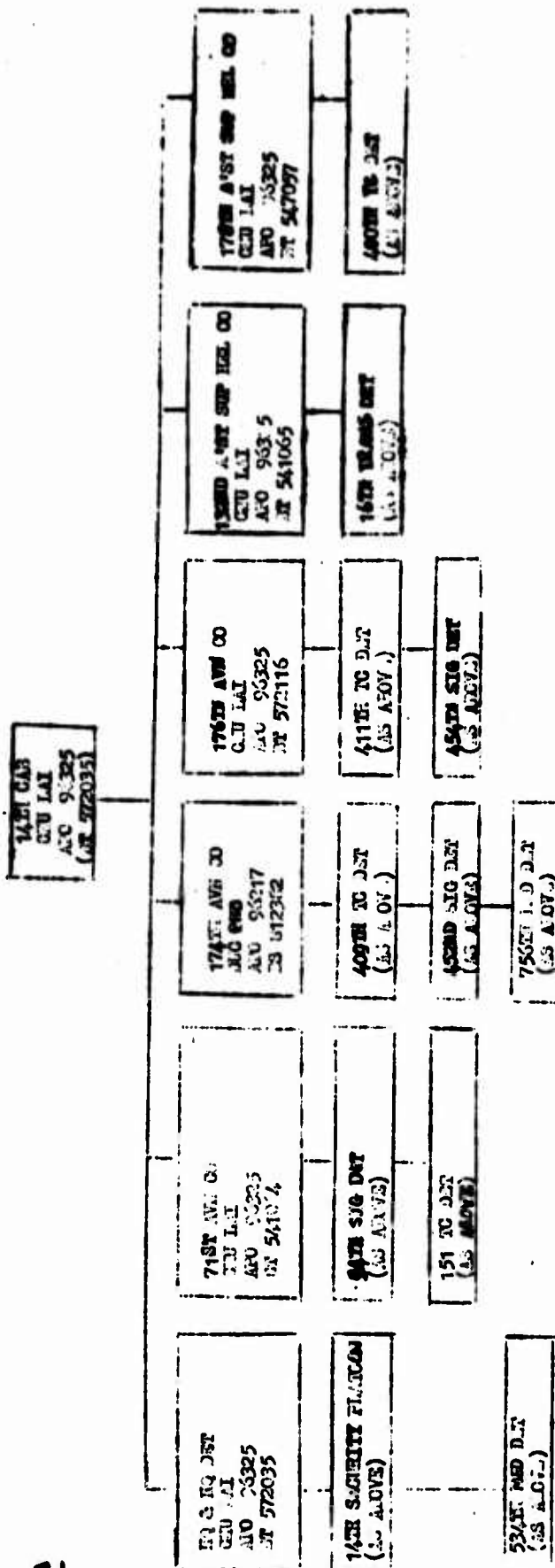
This headquarters has evaluated subject report and forwarding indorse-
ments and concurs in the report as indorsed.

FOR THE COMMANDER IN CHIEF:


C. L. SHORTT
CPT, AGC
Asst AG

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ORGANIZATIONAL CHART



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14TH COMBAT AVIATION BATTALION
OF NATIONAL GUARDIANS
1 MAY 62 / 31 JULY 62

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REG CODE AND UNIT	UNIT	LOSS/DNR	UNIT	LOSS/DNR	UNIT	LOSS/DNR
7150 A-100	1 / 15	- / 25	10 / 10	10 / 10	10 / 10	10 / 10
1760 A-100	- / 11	1 / 19	-	-	-	-
1760 A-100	- / 10	1 / 19	-	-	-	-
1320 A-100	-	-	-	1 / 8	-	-
1760 A-100	-	-	-	4 / 11	-	-
END	-	0 / 0	-	-	0 / 0	0 / 0
TOTAL	1 / 37	2 / 63	-	4 / 19	0 / 0	0 / 0

UNCLASSIFIED

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DOCUMENT CONTROL DATA - R & D

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CO, 14th Combat Aviation Battalion			
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1 NOV 66

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The following items are recommended for inclusion in the Lessons Learned Index:

ITEM 1

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ITEM 3

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PAGE # _____

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