

UNCLASSIFIED

AD NUMBER

AD506147

CLASSIFICATION CHANGES

TO: unclassified

FROM: confidential

LIMITATION CHANGES

TO:  
Approved for public release, distribution unlimited

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

AUTHORITY

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

THIS PAGE IS UNCLASSIFIED

CONFIDENTIAL

50



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

ACSFOR

IN REPLY REFER TO

AGDA (M) (24 Nov 69) FOR OT-UT 693157

4 December 1969

SUBJECT: ~~Operational Report~~ Lessons Learned. ~~Group, Period Ending 31 July 1969 (U)~~ ~~quarters~~ 17th Aviation

~~the National~~

SEE DISTRIBUTION

1. Subject report is forwarded for review and evaluation in accordance with paragraph 4b, 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 appropriate benefits in the future from lessons learned during current operations and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

*Kenneth G. Wickham*

KENNETH G. WICKHAM  
Major General, USA  
The Adjutant General

Incl

DISTRIBUTION:

- Commanding Generals
- US Continental Army Command
- US Army Combat Developments Command
- Commandants
- US Army War College
- US Army Command and General Staff College
- US Army Air Defense School
- US Army Armor School
- US Army Aviation School
- US Army Engineer School
- US Army Field Artillery School
- US Army Infantry School
- US Army Ordnance School
- US Army Quartermaster School
- US Army Signal School
- US Army Southeastern Signal School
- US Army Special Warfare School
- US Army Transportation School

DEC 29 1969

Regraded unclassified when separated from classified inclosure.

CONFIDENTIAL

603 650 ✓

AD506147

DOC. FILE COPY

AD506147



**CONFIDENTIAL**

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

AVBACB-SC

10 August 1969

SUBJECT: Operational Report of Headquarters, 17th Aviation Group  
(Combat) for Period Ending 31 July 1969, MOS CSFOR-65 (R1)  
(U)

See Distribution

1. Section 1, Operations: Significant Activities.

a. (U) General. This report covers the period 1 May 1969 through 31 July 1969, and is submitted in accordance with AR 525-15 and USAAV Regulation 525-15. The report includes Headquarters Company, 17th Aviation Group (Combat); 201st Aviation Company (Corps); 58th Aviation Detachment (Support); and the 25th Medical Detachment (Oa).

b. (C) Personnel.

(1) Infusion: The Group has continued an infusion program directed towards the reduction of rotational humps between like units within a battalion/squadron and between battalions. Even with this program, there still exists a slight rotational hump during the months of October and November.

(2) Replacements:

(a) In general, replacements during the last quarter have increased and have been arriving steadily before the rotation of the individuals they were to replace. This has been true in all MOS groups except for the 11, 35, 45, 63, 67, 68, 71, 72, and 76 series MOS's, in which the Group is short. The Group received a total of 419 replacements during the month of May, 571 in June, and 797 in July. This has brought the strength of the Group upward so that as of 31 July 1969 there were 1600 assigned aviator personnel, (556 officer and 1044 warrant officer) compared to an authorized (TOA) of 1582 (660 officer and 922 warrant officer) and an established manning level of 1425 (595 officer and 830 warrant officers). Unlisted strengths were raised to an assigned strength of 6337, compared to an authorized 6405. The Group is 102% overall filled with a breakdown as follows: 94% officers, 126% warrant officers, and 99% enlisted men.

FOR OT UT

693157

Inclosure

1  
**CONFIDENTIAL**

**DOWNGRADED AT 3 YEAR INTERVALS;  
DECLASSIFIED AFTER 12 YEARS.  
DOD DIR 5200.10**

**CONFIDENTIAL**

AVRACH-SC

10 August 1969

SUBJECT: Operational report of Headquarters, 17th Aviation Group  
(Combat) for Period Ending 31 July 1969, ACS CSFOR-65 (11)  
(U)

(b) A large number of UH-1 qualified warrant officer aviators have continued to arrive throughout the quarter. This has kept the warrant officer manning level over fifty (50) in each assault helicopter company and over forty (40) in the air cavalry troops. This has caused each battalion/squadron except the 223d Aviation Battalion (Combat) to be overstrength in aviator warrant officers.

(3) Changes of Command: The following changes of command were made during this reporting period.

(a) On 26 May 1969, LTC Davey L. Stanley, 240-34-4964, assumed command of the 10th Aviation Battalion (Combat), vice LTC James H. Burress, 430-36-0739.

(b) On 21 July 1969, LTC Patrick J. O'Grady, 473-22-1853, assumed command of the 52d Aviation Battalion (Combat), vice LTC Richard L. Stoessner, 290-20-0429.

(4) The following changes were made within the Group Staff:

(a) On 20 May 1969, Major Fred W. Pierce, Jr., 554-44-9336, became the Group S1, vice Major Leigh M. Ogden, 226-42-6790.

(b) On 6 June 1969, Major Hildreth C. Gore, Jr., 240-46-5487, became the II Corps Liaison Officer, vice Major Robert H. Raab, 398-32-9814.

(c) On 8 June 1969, Captain Thomas F. Strother, 549-62-1232, became the Assistant S3, vice Captain Frederick L. Chism, 419-44-5995.

(d) On 9 June 1969, Captain Michael L. Godshall, 224-54-3092, became the Base Development Officer, vice Captain Larry A. Howold, 357-36-5014.

(e) On 16 June 1969, Captain George B. Harrison, 435-56-8809, became the Flight Standardization Officer.

(f) On 5 July 1969, Captain Richard H. Sanchez, 575-24-5899, became a Movement Control Officer, vice Captain Robert M. Timmerman, 157-34-1038.

(g) On 11 July 1969, 1LT Robert C. Rice, 297-36-9042, became the Assistant S1, vice Captain Richard K. Pack, 511-44-3041.

**CONFIDENTIAL**

**CONFIDENTIAL**

AVILOR-SC

10 August 1969

SUBJECT : Operational Report of Headquarters, 17th Aviation Group  
(Combat) for Period Ending 31 Jul, 1969, AOC CLFCa-65 (rd)  
(U)

(h) On 14 July 1969, Major Donald H. Stevens, 520-28-100, became the AOKFV Liaison Officer, vice LTC Charles A. Foss, 237-40-6610.

(i) On 17 July 1969, Captain Ralph L. Holloman, 456-88-0767, became the Safety Officer, vice Major George W. Little, 430-54-1100.

(j) On 20 July 1969, Major Ellis L. Donley, 517-34-7672, became the S2, vice Major Marvin Thorpe, Jr., 217-40-2134.

(k) On 28 July 1969, Major Rodger S. Mandahl, 503-16-0636, became the Group Chaplain, vice Major Caleb A. Johnson, 525-72-4604.

(5) The following changes were made within the 201st Aviation Company (Corps):

(a) On 10 July 1969, Captain Mark L. Rogers, 463-64-7308, became the maintenance officer and services platoon commander, vice Major Lorne S. Peterson, 526-34-5907.

(6) A statement of authorized and assigned strength as of the last day of the quarter is attached as Inclosure 1.

c. (C) Intelligence.

(1) General: During this reporting period there were no major changes in the enemy order of battle holdings in the II CTZ. Significant changes were the removal of the K-34 artillery Battalion and the K-39 NVA Battalion in the probable category. A relocation of portions of three regiments from Kontum and Fleiku provinces to the Tri-Border area was apparent from mid June to early July. As June closed, enemy initiated activity declined on all fronts and remained so throughout July.

(2) Aerial Surveillance and Reconnaissance: With the continued decrease in enemy activity, more reliance was placed on the visual and electronic surveillance capabilities of 17th Aviation Group assets. Several areas of intensified reconnaissance were undertaken with significant positive sightings. On 1 July a reallocation of O-1 aircraft was effected. The previous practice of allocating aircraft to II Corps by tail number was discontinued. Aircraft are now provided on a guaranteed daily basis minimizing the need for land line coordination on aircraft status between the support and supported unit. Impact of this reallocation has been considered very favorable.

3  
**CONFIDENTIAL**

**CONFIDENTIAL**

AVEACB-SC

10 August 1969

SUBJECT: Operational Report of Headquarters, 17th Aviation Group  
(Combat) for Period Ending 31 July 1969, RGS CSFOR-65 (RI)  
(U)

(3) Air Activity: While flying in support of II CTZ during the last quarter, 17th Aviation Group aircraft were reported hit by hostile ground fire 239 times, (May 107, June 89, July 43), for an average of 80 hits per month, as compared to 81 per month the previous quarter. The sharp decline in number of hits received during July may be attributed in part to the large number of weather days prohibiting aircraft launches and denying aircraft entry into some AO's.

(4) Physical Security: Enemy standoff attacks against 17th Aviation Group installations continued throughout May and June at a moderately slow rate with associated ground probes decreasing significantly. During July standoff attacks further decreased. Totals for the period were: May-14, June-16, and July-4. The most significant loss due to enemy attack was during the early morning hours of 11 May when the enemy targeted a hangar at Kontum AAF destroying the building and six aircraft. Casualties were light with no KIA's. Installations most frequently hit were at Ban Me Thuot, Fleiku, and Kontum. All subordinate units of the 17th Aviation Group have been active in upgrading perimeter and internal security measures. Counterintelligence efforts throughout the period indicated emphasis was to be placed on avoiding major confrontations with allied forces thereby releasing NVL and VC units to concentrate on resupply, recruiting and training of political cadre and special infiltration teams.

(5) Security Clearances: Eighty Security Clearances were processed through the S2 office during this quarter.

d. (C) Operations.

(1) Effects of Weather: Marginal weather conditions hampered operations throughout the Corps area during the last month of the reporting period. Rain and fog in the Central Highlands, associated with the Southwest Monsoon Season, caused frequent delays and cancellations of combat support missions. High winds and associated moderate to severe turbulence along the coast forced numerous mission delays and cancellations. During the month of May there were forty three (43) hours of delay per one thousand (1000) missions flown, as a result of marginal weather conditions. This ratio increased to one hundred twenty three (123) hours of delay per one thousand missions during the month of June. A further increase to two hundred thirty eight (238) hours of delay per one thousand missions flown was noted during the month of July.

(2) Unit Movement:

a. B Troop 7/17th Air Cavalry Squadron was released from operational control of Task Force South effective 3 July 1969 and re-

**CONFIDENTIAL**

**CONFIDENTIAL**

AVRACB-SC

10 August 1969

SUBJECT: Operational report of Headquarters, 17th Aviation Group  
(Combat) for Period ending 31 July 1969, RGS CSFOR-65 (R1)  
(U)

turned to Squadron control. Movement from Phan Thiet began on 26 June 1969 and rear elements closed Camp Enari on 9 July 1969. B Troop was operationally ready on 7 July 1969 and commenced direct support of the 4th Infantry Division.

(b) The 61st Aviation Company (Assault Helicopter) and the 193d Medical Detachment were relocated from LZ English to Lane Army Heliport. Movement began on 8 July 1969 and terminated on 14 July 1969. The 61st AC (Aslt Hel) will continue to support the 173rd Airborne Brigade from its new location.

(c) A Troop 7/17th Air Cavalry Squadron was deployed from Camp Enari to Camp Madcliff, An Khe for the duration of the Southwest Monsoon season. Deployment began on 24 July 1969 and was completed on 27 July 1969. A Troop will support 4th Infantry Division operations in the An Khe area and provide general support of the II Corps coastal area as required.

(d) The 119th Aviation Company (Assault Helicopter) was deployed from Camp Holloway to Camp Madcliff for the duration of the Southwest Monsoon season. Movement commenced on 25 July 1969 and terminated on 29 July 1969. The 119th AC (Aslt Hel) became operationally ready at An Khe on 27 July and will provide general support to units in the An Khe area and coastal regions as required.

(e) The 193rd Medical Detachment was relocated from Lane Army Heliport to An Khe on 31 July 1969. It will provide medical support for the 238th Aviation Company (Escort), the 119th Aviation Company (Assault Helicopter) and A Troop, 7/17th Air Cavalry Squadron.

(3) Operations supported by 17th Aviation Group assets during reporting period are listed in Inclosure 2.

(4) Operational results are attached as Inclosure 3.

(5) There has been no change in the mission of units covered by this report.

c. (U) Training.

(1) ROKF-V Aviator Transition Training: Transition Training for Republic of Korea (ROK) aviators in the UH-1H continued during the quarter. This program was initiated on 7 April 1969 and is scheduled for completion on 28 November 1969. The first 30 day period of each training cycle, Phase I and II of the program, is devoted to 14 hours of formal ground instruction and a minimum of 25 hours of transition

**CONFIDENTIAL**

## CONFIDENTIAL

AVBACE-SC

10 August 1969

SUBJECT: Operational Report of Headquarters, 17th Aviation Group  
(Combat) for Period Ending: 31 July 1969, ACS OORCA-65 (RI)  
(U)

flight instruction. Significant difficulties were encountered during the reporting period with aviators entering the initial phases of instruction. Three classes of four aviators began instruction at one month intervals. Of the four aviators entering instruction in June, one was released for medical reasons and the remaining three were released because their level of proficiency was below acceptable standards. Of the four beginning instruction during July, one was released midway through the transition phase because of lack of proficiency. Inability to understand English to the degree required to receive flight instructions and to safely carry out instructions received from air traffic controllers was the most pronounced problem encountered and it in turn contributed to the low levels of proficiency. Phase III of the program, a 60 day period, is devoted to operational flying with an assault helicopter company. A total of 8 HOK aviators successfully completed Phase III during the reporting period and have been released to their units for operational flying. The program will continue, with input of four aviators during each of the next three months.

(2) Army Aviation Refresher Training School: A total of 154 AAKTS quotas were received during the reporting period. Courses completed by members of this Command include OH6A Airframe, UH1D/H Airframe, AH1G/UH1C Airframe, CH47 Airframe, T53 Engine Maintenance, T55 Engine Maintenance, T63 Engine Maintenance, enlisted and Officer Armament, Tech Supply, and Tech Inspector.

(3) Escape and Evasion School: A total of thirty eight (38) quotas were received for out-of-country E & E courses. All quotas were filled and all individuals successfully completed the training. A team from the PACAF Life Support school visited one subordinate unit to conduct in-country survival training for air crews. Arrangements have been made for return of the team during the next reporting period to complete training of other units subordinate to this headquarters.

(4) Headquarters Company Training: Headquarters Company engaged in twelve (12) days training. Subjects covered: Command Information, psychological warfare, civil affairs, weapons firing, character guidance, military justice, intelligence training, communication security, code of conduct, survival, escape and evasion, safeguarding defense information, CBA, riot control, sentry duty and physical security.

(5) U21A Transition Training: The 201st Aviation Company (Corps) completed transition of four (4) aviators in the U21A during the reporting period. Two (2) additional aviators are undergoing transi-

## CONFIDENTIAL

AVENCB-SC

10 August 1969

SUBJECT: Operational Report of Headquarters, 17th Aviation Group  
(Combat) for Period Ending 31 July 1969, ROS CCFOR-65 (nl)  
(U)

tion with expected completion during August.

(6) Replacement Training: Replacement training was conducted for all individuals processing through this headquarters. Subjects covered are as required by USMAV Regulation 350-1. A total of 214 individuals received training to generally familiarize them with their new role in combat support operations and to enable them to adapt to their new environment.

(f) (U) Logistics.

(1) Group CIIII Team: A Group CIIII Team was initiated in April of this year to assist units in all phases of maintenance and supply. This team has produced a significant improvement in the overall logistics profile of many of the Groups units. Since initiation of this team no unit which was assisted has failed to pass a Brigade or USMAV CIIII.

(2) New Equipment: Units within the 17th Aviation Group (Cbt) received their first issue and instructions on use of the Antioscillation Sighting System XM-76. The XM-76 is a motion compensating stabilized binocular which provides an aerial observer with a clear steady image of the observed area and reduces vertigo and nausea.

(3) Prescribed Load Listings: All aviation units within the 17th Avn Gp (Cbt) have converted their tech supply from Authorized Stockage Listings to Prescribed Load Listings. This was accomplished with no adverse effect on the unit tech supply system and indications are that by using a P.L.L., the units will realize less Non Operational ready Supply (NORS) time than in the past. More conclusive data will be available within the next 2 months.

(4) Aircraft Status is attached as Inclosure 4.

g. (U) Organization.

(1) Organization of all units covered by this report remained unchanged.

(2) MTOE Action: The 201st Aviation Company (Corps) is preparing a Modified Table of Organization and Equipment (MTOE) to incorporate a direct support maintenance capability.

(3) Unit Reassignment: The 304th Aviation Support Detachment was released from assignment to the 17th Aviation Group and was reassigned to the 173rd Airborne Brigade effective 1 June 1969.

AVBACB-SC

10 August 1969

SUBJECT: Operational Report of Headquarters, 17th Aviation Group  
(Combat) for Period Ending 31 July 1969, RCS CSFOR-65 (RI.)  
(U)

(4) The Organizational Chart appears as Inclosure 5.

(5) The Station listing of subordinate units is attached as Inclosure 6.

h. (U) Chaplain.

(1) Civic Actions: The 17th AG (C) Protestant Chaplain Fund designated 3 offerings during this quarter for the Vietnamese Evangelical Bible Institute in Nha Trang. A total of \$78.90 was contributed. The Group Chaplain delivered 21 boxes of medicine during this quarter to the Cham-Y-Vien Tin-Lanh in Nha Trang. This medicine is sent from the St. John's Lutheran Church in Philadelphia, Pennsylvania.

(2) Religious Activities: The Group Chaplains Conference continue. A total of 3 conferences were held with all 6 Chaplains attending each conference. On the 27th of May 1969, the 1st Aviation Brigade Chaplains conference was held in Vinh Long. All 6 Chaplains of this Group and 1 Chaplains Assistant attended the conference. The Group Chaplain continues the Sunday evening General Protestant Services. During the period, 13 evening services were held with a total attendance of 344 men. The nightly devotional classes continue with a total of 14 sessions and a total attendance of 50 men.

i. (U) Aviation Safety. The accident rate for the 17th AG (C) has decreased this quarter. Primary cause of this decrease is command emphasis in safety and standardization. The cumulative accident rate per 100,000 flying hours has decreased from 21.0 to 19.9. The accident experience for this quarter is attached as Inclosure 7.

j. (U) Signal. The Signal Section, HHC, 17th AG (C) continued to provide radio, teletype and telephone communications for Headquarters, 17th AG (C). Guidance was provided to Signal Sections of subordinate units to insure that the Groups communications system was responsive to the Unit's needs. Avionics assistance visits were made to 9 Avionics Repair sections during the quarter. Organic Battalion and Group Signal Officers attended 1st Aviation Bde Signal Officers Conference on June 5. During July, HF radio assets were redistributed throughout the Group to provide command oriented radio communications to units in remote geographical locations. Avionics Officers of the 17th AG (C) attended the USAF Avionics Conference on 13 July at Saigon. Implementation of AR 105-31 and utilization of the new DD Form 173 was accomplished by all units during July.

## CONFIDENTIAL

AVM:CB-SC

10 August 1969

SUBJECT: Operational Report of Headquarters, 17th Aviation Group  
(Combat) For Period Ending 31 July 1969, MOS CSFOR-65 (ul)  
(U)

Continued progress was made in the installation and use of MESTOR equipment through at the 17th AG (C).

k. (U) Annual General Inspections. The 17th Aviation Group (Combat), Headquarters Company, 201st Aviation Company (Corps) and the 58th Aviation Detachment received the Annual General Inspection during the period 29 April - 2 May 1969. The general results of the inspection are extracted from the official AGI Report dated 16 June 1969.

" The mission of the 17th Aviation Group (Combat) Headquarters was being accomplished in a satisfactory manner (based on a satisfactory - unsatisfactory rating scale). All personnel contacted were professionally competent and enthusiastic in the performance of assigned duties. The overall appearance of areas, the condition of facilities and equipment, except as otherwise noted, and the positive attitude exhibited by most personnel were indicative of a high degree of professionalism and dedication. "

### 2. Section 2, Lessons Learned: Commanders Observations, Evaluations, and Recommendations.

#### a. (U) Personnel.

(1) Personnel Management: Programming of Authorized Absences (201st Avn Co)

(a) Observation: Several aviators with DEMOS within the same month extended for six (6) months. When these aviators departed on their thirty (30) day extension leave, the mission available aviator strength was greatly reduced.

(b) Evaluation: The need for a closely monitored schedule of planned extension leaves, as well as prospective extensions is of utmost importance. The personnel strength indicates sufficient aviators to perform all missions and fly all assigned aircraft. This, however, may not be the case if several aviators are on special leave at the same time. Other factors to be considered include R&H, 7 day leave out of country, and the possibility of emergency leave.

(c) Recommendations: That assignment of several personnel with close proximity of DEMOS be monitored closely. That extension leaves, R&R, and ordinary leaves be closely monitored to insure an overlap of personnel.

## CONFIDENTIAL

**CONFIDENTIAL**

AVRMC6-CC

10 August 1969

SUBJECT: Operational Report of Headquarters, 1st Aviation Group  
(Combat) for Period Ending 31 July 1969, MOS CSFOR-65 (RL)  
(U)

(1) Command Action: This unit has established a program of spacing aviator absences to prevent a recurrence of above problem. A limited number of extensions are accepted during any particular period.

(2) Shortages of Avionics Repair Personnel:

(a) Observation: Units of the 17th AG (C), which are authorized avionics repair personnel, continue to operate below the authorized manning level due to a lack of avionics personnel.

(b) Evaluation: The 17th AG (C) is authorized 271 avionics personnel and, throughout the quarter, has operated at a level of 165 to 175 personnel. A break out of shortages by MOS is attached as Inclosure 8. Avionics Sections have been able to accomplish their mission by consolidation of personnel assets or outstanding efforts of the personnel available. Due to the similarity of the 35 series, MOS's 35A, L, H, and N have been utilized to perform 35 series functions, regardless of the specific suffix, to accomplish the mission. Vacancies of 35F supervisors and 760 Avionics Parts Specialists have been very difficult to fill from available assets.

(c) Recommendations: That continued emphasis be placed on assigning personnel with Avionics MOS's to avionics positions and that efforts be made to obtain personnel in sufficient numbers to fill the existing shortages.

(1) Command Action: Notification of Avionics MOS shortages was made to SigO 1st Avn Bde via phone conversation. Constant monitoring by 17th AG (C) personnel will insure that all personnel assigned to this group with Avionics MOS's are placed in avionics positions. This was a item of discussion at USAFV Avionics Conference 13 July 69.

b. (C) Operations.

(1) Situation Report (SITREP)

(a) Observation: Commanders must have current knowledge of completed operations, unit productivity, and proposed operations.

(b) Evaluation: Units of this headquarters are so widely dispersed that constant personal contact between commanders is often impossible. Other reports in existence (RiOPREP, C. Report, After-Action Report, OPREP-5, SPECOPS) present required information which is in most cases historical when received. It was therefore deemed necessary to initiate this report which provided certain general and

**CONFIDENTIAL**

AVB.CB-SC

10 August 1969

SUBJECT: Operational Report of Headquarters, 17th Aviation Group  
(Combat) for Period Ending 31 July 1969, RCS CSFOR-65  
(R1) (U)

specific information which is timely and of value to the commander. SITREP reporting periods are from 0001H to 2400H daily. Information is compiled at battalion and transmitted electrically with an immediate precedence to arrive at this headquarters not later than 0500 daily. Operations and plans summaries are presented in company/truck sequence. Significant activities are detailed and normal operational support is listed by productivity. The plans summary lists all combat assaults, MAP insertions, Sniffer missions and other significant activities planned.

(c) Recommendations: All commands with units at distant locations should investigate the value of a daily written SITREP. Information required by other reports presently in existence could be included in the SITREP. It is realized that initially the administrative burden is increased but will later be offset by deletion of obsolete reports.

(d) Command Action: This headquarters initiated a daily SITREP in message form commencing on 30 June 1969. The quality of the report continues to improve.

(2) Herbicide Operations.

(a) Observation: Helicopters were being occasionally utilized for conduct of herbicide operations by US and other FVMAF's in the II Corps Tactical Zone. Crop damage due to improper and indiscriminate dispensing of herbicides could result.

(b) Evaluation: Aerial defoliation is normally considered an Air Force mission. Aircraft of the 17th Group will support defoliation missions only when Air Force, ground spray or cutting is not practical. Areas normally covered must be small, inaccessible to larger Air Force aircraft, or defensive perimeter areas. Requests for herbicide operations must be approved LAMCV Dir 525-1 to prohibit indiscriminate defoliation.

(c) Recommendation: That all commands anticipating employment of herbicides request helicopter support only as a last resort. Operations must be planned and approved before Army Aviation units are permitted to accept or support the mission.

(d) Command Action: Elements of this command have been instructed to support defoliation operations only when mission is validated by I Field Force Vietnam. This control will prevent indiscriminate aerial spraying and should preclude costly, inadvertent damage to crops.

## CONFIDENTIAL

AVBAC.3-5C

10 August 1969

SUBJECT: Operational Report of Headquarters, 17th Aviation Group  
(Combat) for Period Ending 31 July 1969, RCS CSFOR-65 (RI)  
(U)

### (3) Tactical (Forward) Command Posts:

(a) Observation: Recent operations in an isolated area of the II Corps Tactical Zone clearly demonstrated the need for establishment of a TAC-CP whenever two or more aviation units are providing support for large operations.

(b) Evaluation: In the absence of a forward controlling and coordinating element during major operations, confusion prevails and much effort is wasted. Proper planning for all major operations includes making provisions for a TAC-CP. The TAC-CP should be composed of representatives from operations, intelligence and logistics. Equipment must be adequate to conduct effective control, to arrange for necessary logistical support, and to provide constant communications with all aircraft operating in the area of operations.

(c) Recommendations: That all aviation battalions/squadrons develop a contingency plan for establishment of a TAC-CP simultaneous with, or prior to, commencement of any major operation involving two or more aviation units. Personnel must be pre-designated, properly trained and thoroughly briefed.

(d) Command Action: This command has instructed all subordinate units to develop the capability of deploying a TAC-CP whenever the situation dictates.

### (4) U21 Ground Operations:

(a) Observation: The policy of the co-pilot leaving the cockpit to open the door of the U-21A while it is taxiing into hard stand areas, ramps or base operations creates a potential safety hazard.

(b) Evaluation: A U-21A was taxiing from the parking ramp to the VIP pick-up area at Dak To airfield on 29 June 1969. The Co-pilot was in the rear of the aircraft to open the air stair door to enable the general officers to load the aircraft. The pilot taxied to the right side of the taxiway to avoid taxiing under the turning rotor of a helicopter. The right propeller hit a stake on the edge of the taxiway. The pilot did not observe the stake because it was on the right side of the aircraft, hidden by the nose section, and the stake was the same color as the ground.

(c) Recommendation: That the co-pilot remain in the cockpit during all taxi operations to insure good visual observation on both sides of the aircraft. The exception would be when confined areas

## CONFIDENTIAL

**CONFIDENTIAL**

AVBACH-SC

10 August 1969

SUBJECT: Operational Report of Headquarters, 17th Aviation Group  
(Combat) for Period Ending 31 July 1969, RCS CSFOR-65 (R1)  
(U)

or on rough taxiways in which it is necessary for the co-pilot to disembark the aircraft and serve as a ground guide.

(d) Command Action: Aviators in this unit have been instructed to remain in the cockpit of the U21 during all taxi operations to prevent occurrence of similar incidents.

c. (U) Training.

(1) Tactical Instrument Instructor Training Program.

(a) Observation: That most aviators do not possess the desired proficiency level in instrument flying.

(b) Evaluation: Due to the lack of experienced aviator personnel, especially in UH-1 units, instrument proficiency has consequently suffered. It was found that in most Assault Helicopter Companies, only one or two aviators possess a Standard Instrument Rating and in the majority of these units even these ratings have expired. The remainder of the aviators in these units possess only a Tactical Instrument Rating.

(c) Recommendations: That all aviation units set up and maintain an Instrument Training Program. That this training program encompass basic instrument maneuvers to include enroute hood work, terminating with either an ADF approach or a GCA approach whenever available, and in conjunction with normal missions.

(d) Command Action: The 17th Aviation Group (Combat) Standardization Section has set up a Tactical Instrument Instructor Training Program to aid individual units in establishing their own program. A four day school is conducted by the Group for the purpose of qualifying unit IP's to instruct basic instrument maneuvers. The ground school brings the IP's up-to-date on the latest changes in ATC Procedures, FLIP and TMAP's. In the air the IP's learn L.O.I., to include a "talkdown GCA". They also learn proper Method of Instruction on all instrument maneuvers, including unusual attitude recovery and autorotations under the hood. With this training the IP's are able to return to their respective units and instruct Tactical Instrument Procedures as well as check for minimum instrument proficiency during 90 day Standardization rides.

(2) U21 Transitions.

(a) Observation: The assignment of non-U-21A rated aviators on a six months extension reduces the capability of the unit to per-

# CONFIDENTIAL

AVRACE-SC

10 August 1969

SUBJECT: Operational Report of Headquarters, 17th Aviation Group  
(Combat) For Period Ending 31 July 1969, RCS CSFOR-65 (RL)  
(#)

form its mission. The aircraft time required to transition these aviators is not justified by the limited amount of operational use obtained from them later.

(b) Evaluation: This unit has recently gained six (6) fixed wing aviators under the six (6) month extension program. None were rated in the U-21A, although all were multi-engine rated. The operational commitments necessitate the use of all available aviators and aircraft continuously, and precludes the conduct of pilot transition training on a scheduled basis. Consequently, the period required to transition an aviator into the U-21A has been running from 1 to 2 months. In addition, 1st Aviation Brigade Regulations require 250 hours multi-engine time in Vietnam before a pilot is eligible for aircraft commander. With the absence from the company for an authorized RCR and 7 day leave, plus a possible two (2) month transition period, these pilots are productive for only 4 months of their six month extension period and will most likely not attain aircraft commander status.

(c) Recommendation: Fixed wing aviators not rated in the U-21A should not be transferred to this unit unless they have at least nine (9) months of service available.

(d) Command Action: This unit has been recommending disapproval of all requests for extension to receive a U21 Transition. Specific exceptions are made in individual cases, especially if the aviator is an experienced, high-time multi engine qualified pilot.

d. (U) Intelligence. None

e. (U) Logistics.

(1) Forward Area Refueling.

(a) Observation: 350 GPM pumps have proven to be superior to 100 GPM pumps for refueling large flights of helicopters in forward areas.

(b) Evaluation: In a combat environment, refueling at forward areas must be accomplished in the most expeditious manner possible. Use of the 100 GPM pump limits the unit to only 2 refueling points per pump which must include a fuel tanker or fuel bladder for each pump. The 10th Aviation Battalion (Combat) is utilizing a test 12 point refueling system which was issued by 1st Aviation Brigade. This system, mounted on a 2½ ton truck, is used when the staging area is accessible by road. Evaluation of this system has revealed

# CONFIDENTIAL

AVBACB-5C

10 August 1969

SUBJECT: Operational Report of Headquarters, 17th Aviation Group  
(Combat) For Period Ending 31 July 1969, RCS CSFOR-75  
(RI) (U)

that twelve (12) aircraft each taking on an average of 700 lbs of JP 4, can refuel in five (5) minutes. With the previous 100 GPM pump system, execution of the same operation would take 45 minutes to 1 hour. The time saved has greatly improved the efficiency of the operations.

(c) Recommendation: That each Aviation Company (Assault Helicopter) be authorized one (1) twelve (12) point refueling system and 350 GPM pump for refueling large flights of helicopters.

(d) Command Action: This Headquarters is presently submitting an MTOE change to include the 12 Point Refueling System and 350 GPM pump.

(2) Rotor Blade Retrofit

(a) Observation: The CH-47A rotor blade retrofit program was unduly complicated due to a lack of blades available for direct exchange.

(b) Evaluation: Commencing 30 June 1969, the 17th Aviation Group (Combat) was directed to begin a turn-in of all CH-47 forward rotor blades and approximately 80% of the aft rotor blades for inspection and retrofit. Initially each CH-47 unit was to receive 12 aft rotor blades from their Direct Support unit. This would allow the units to turn-in aft blades without grounding aircraft. However, distribution was slow and the units did not receive the blades until the retrofit program was approximately 50% completed. No forward blades were available for issue to the units. The retrofit activity at Phu Loi did not have sufficient forward blades for direct exchange with the units. When a unit delivered forward blades to the retrofit activity and did not receive exchange blades, the aircraft remained grounded until the next exchange was made.

(c) Recommendation: That each unit be provided with 6 forward blades and 6 aft blades prior to the start of a retrofit program. This will prevent the grounding of flyable aircraft and permit scheduling maintenance.

(d) Command Action: This Headquarters has informed 34th General Support Group of this recommendation.

(3) Weapon Security.

(a) Observation: Crew chiefs on CH-47 aircraft cannot adequately

AVBACB-SC

10 August 1969

SUBJECT: Operational Report of Headquarters, 17th Aviation Group  
(Combat) for Period Ending 31 July 1969, RCS CSFOR-65 (R1)  
(U)

safeguard their individual weapons while performing their duties.

(b) Evaluation: Crew chiefs on CH-47 aircraft are authorized and issued the M16 rifle. All crew members are required to either wear or secure their assigned weapon in a manner which would preclude it from being lost. It is impractical for a CH-47 crew chief to wear his M16 rifle while performing his in-flight duties. For this reason the crew chiefs store their weapons in racks which have been installed in some of the CH-47 aircraft. These racks are not locked so that the weapons will be readily available in the event of a tactical emergency. It has been noted that weapons not being worn at the time of a tactical emergency are normally abandoned, lost or destroyed. It has also been noted that weapons placed in these racks can be lost or stolen during troop movement flights.

(c) Recommendation: To authorize and issue a sidearm to all CH-47 crew members that can be worn and properly safeguarded at all times.

(d) Command Action: At present this Headquarters is awaiting new MTOE 1-258G P3 Aviation Company (Support Helicopter) for possible authorization of sidearms to crew chiefs.

f. (U) Organization: None

g. (U) Signal:

(1) Incomplete ZYS modification of new aircraft (UH-1H) received from CONUS:

(a) Observation: Throughout the quarter the 17th AG (C) has received 23 UH-1H's from CONUS which have not had a complete ZYS (Secure Voice modification).

(b) Evaluation: Replacement aircraft received by this unit have incomplete ZYS, or have not had the ZYS modification. The ZYS modification team within II Corps does not have the modification kits necessary to complete the installation. The percentage of ZYS modification complete in this unit on 1 May 69 was 94%. Due to the retrograde of modified ships which are replaced with unmodified ships, this percentage was dropped to 38% as of 31 July 69. Compounding the problem is the fact that some ships are received which are partially modified and there is no visible indication of what portion of the modification has been accomplished.

(c) Recommendation: That all aircraft requiring ZYS be con-

AVBACB-SC

10 August 1969

SUBJECT: Operational Report of Headquarters, 17th Aviation Group  
(Combat) for Period Ending 31 July 1969, RCS CSFOR-65  
(RI) (U)

pletely modified before shipment to RVN and that an indication of  
the modification be made in the ship's records.

(d) Command Action: Notification of this problem was made to  
34th Group at Avionics conference, 13 July 1969. This was a topic  
of interest in 17th AG (C) ORLL for the quarter ending 31 January  
1969.

*Nelson A. Mahone Jr*

8 Incl

as

Incls 1, 2, 5 - 8 wd HQ, DA

NELSON A. MAHONE JR.

COL, FA  
Commanding

DISTRIBUTION:

2 CINCUSARPAC, ATTN: GPOP-DT, APO 96558  
3 CG, USARV, ATTN: AVHGC-DST, APO 96375  
2 CG, 1ST AVN BDE, ATTN: AVBAGC-O  
4 CG, I FFORCEV, ATTN: AVFA-GC-OT, APO 96350

CF:

CO, 10th AB(C)  
CO, 52d AB(C)  
CO, 223rd AB(C)  
CO, 268th AB(C)  
CO, 7/17th ACS  
CO, 201st AC

AVFA-GC-HIST (10 Aug 69) 1st Ind  
SUBJECT: Operational Report of Headquarters, 17th Aviation Group  
(Combat) for Period Ending 13 July 1969, RCS CSFOR-65 (R1)

DA, Headquarters, I Field Force Vietnam, APO 96350

TO: Commanding General, 1st Aviation Brigade, APO 96384

(U) This headquarters has evaluated subject report and concurs.

FOR THE COMMANDER:

*Frederick E. Holland*  
FREDERICK E. HOLLAND  
1LT AGC  
ASST AB

CF:  
2 - ACSFOR, DA  
1 - HQs, 17th CAG

AVBAGC-0 (10 Aug 69) 2d Ind  
SUBJECT: Operational Report of Headquarters, 17th Aviation Group (Combat)  
for Period Ending 31 July 1969, RCS CSFOR-65 (RI) (U)

DA, HEADQUARTERS, 1ST AVIATION BRIGADE, APO. 96384

3 OCT 1969

THRU: Commanding General, United States Army Vietnam, ATTN: AVHGC-DST,  
APO 96375  
Commanding General, United States 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 subject report and concurs with the contents as indorsed except as noted below.
2. The following additional comments are considered pertinent:
  - a. Paragraph 1i, page 8, discusses a decrease in the accident rate. Records, this headquarters, indicate an accident rate of 16.3 per 100,000 flying hours rather than 19.9.
  - b. Paragraph 2a(2)(a), page 10, addresses a shortage of avionics repairmen. The enlisted MOS's discussed in this paragraph and shown at inclosure 8 are in short supply throughout USAFV and 1st Aviation Brigade. As assets become available, they are distributed on an equitable basis to all elements of the 1st Aviation Brigade.
  - c. Paragraph 2c(2), page 13, discusses the feasibility of six months extensions for the purpose of U-21 transition. Requests for extension to transition into U-21's are being carefully screened to assure that only aviators with extensive fixed wing and multiengine experience are being accepted. Aviators with little or no experience and background in multi-engine aircraft will not be extended if their request for extension is predicated on U-21 transition.
  - d. Paragraph 2c(1), page 14, discusses forward area aircraft refueling. Nonconcur with the recommendation that each Aviation Company (Assault Helicopter) be authorized one (1) twelve (12) point refueling system and 350 GPM pump for refueling large flights of helicopters. The refueling system is normally found at a fixed installation and does not lend itself to frequent moves due to size, weight and personnel required to install and operate. The five (5) 10,000 gallon bladders or one (1) 50,000 gallon bladder which are organic to the system require a tractor with S&P trailer as prime mover. Having a refueling system limited to use in staging

AVBAGC-O

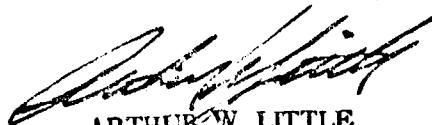
9 OCT 1969

SUBJECT: Operational Report of Headquarters, 17th Aviation Group (Combat)  
for Period Ending 31 July 1969, RCS CSFOR-65 (H1) (U)

areas accessible by road only would in itself be contrary to the mission of an Aviation Company (Assault Helicopter). This refueling system is excess to the needs of an Aviation Company (Assault Helicopter) and would greatly reduce its mobility.

e. Paragraph 2c(3), page 15, discusses enlisted aircraft crew member weapon security. Nonconcur with the recommendation to authorize and issue a sidearm to all CH-47 crew members that can be worn and properly safeguarded at all times. This headquarters recognizes the administrative problems of weapon security during troop movement flights. However, in areas such as the security of base camps, as well as for purposes of escape and evasion, it is essential for the crew members to be armed with their TO&E weapon. The M-16 rifle delivers greater fire power and offers more protection for the individual than the .45 caliber or .38 caliber pistol.

FOR THE COMMANDER:



ARTHUR W. LITTLE  
CPT AGC  
Asst AG.

Cy of 2d Ind Furn:  
CO, 17th Avn Gp (Cbt)

AVHGC-DST (10 Aug 69) 3d Ind  
SUBJECT: Operational Report of Headquarters, 17th Aviation Group (Combat)  
for Period Ending 31 July 1969, RCS CSFOR-65 (R1)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375 17 OCT 1969

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

1. This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 July 1969 from Headquarters, 17th Aviation Group (Combat).


2. Comments follow:

a. Reference item concerning "Tactical Instrument Instructor Training Program", section II, page 13, paragraph 2c(1); concur. USARV Reg 95-25 requires unit commanders to implement an instrument training program for all aviators under their command. Instrument training programs should make maximum use of Army GCA facilities for pilot training and the improvement of the GCA operators' proficiency.

b. Reference item concerning "U21 Transition", section II, page 13, paragraph 2c(2); concur. Applications for transition should be carefully screened and considered on an individual basis. A multi-engine qualified, fixed wing aviator requires a minimum of 15 hours to transition into the U-21. The unit should be able to give the newly assigned extendee this instruction without undue burden.

c. Reference item concerning "Incomplete ZYS modification of new aircraft (UH-1H) received from CONUS", section II, page 16, paragraph 2g(1); concur. The ZYS modification program within RVN is being managed by this headquarters and the 34th General Support Group. Sufficient installation kits to provision all UH-1, CH-47 and O-1 aircraft are scheduled for delivery NLT December 1969. All UH-1H aircraft manufactured subsequent to tail number 68-15325 are being factory provisioned for secure voice, TSEC/KY-28.

FOR THE COMMANDER:

  
C. D. WILSON  
1LT, AEC  
Assistant Adjutant General

Cy furn:  
17th Avn Gp (Cbt)  
1st Avn Bde

**CONFIDENTIAL**

GPOP-DT (10 Aug 69) 4th Ind  
SUBJECT: Operational Report of HQ, 17th Aviation Group  
(Combat) for Period Ending 31 July 1969, RCS  
CSFOR-65 (R1)

HQ, US Army, Pacific, APO San Francisco 96558 30 OCT 69

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:

*C. L. Shortt*  
C. L. SHORTT  
CPT, AGC  
Asst AG

**CONFIDENTIAL**

**CONFIDENTIAL**

**OPERATIONAL RESULTS**

1. (C) Results.

<u>UNIT</u>	<u>Sorties Flown</u>	<u>Troops Lifted</u>	<u>Cargo Lifted (tons)</u>	<u>Enemy KIA</u>	<u>Structures Dam Dest</u>	<u>Sampans Dam Dest</u>
17th AG(C) HHC	1042	1633	72			
201st Avn Co	5696	14654	101			
*(58th Avn Det)						
17th AG(C)	6738	16287	173	0	0	0

2. (C) Losses

<u>UNIT</u>	<u>Aircraft Lost</u>		<u>Aircraft Damaged</u>	
	<u>Type</u>	<u>Nr</u>	<u>Type</u>	<u>Nr</u>
17th AG(C) HHC	---	0	---	0
201st Avn Co	---	0	---	0
17th AG(C)	---	0	---	0

\* Operational results are reported as combined totals by the 201st Avn Co. and the 58th Avn Det.

Incl 3

**CONFIDENTIAL**

AIRCRAFT STATUS AS OF 31 JULY 1969

UNIT	OH6A		UH1D/H		U6A		U8F		U21	
	<u>Auth</u>	<u>OH</u>	<u>Auth</u>	<u>OH</u>	<u>Auth</u>	<u>OH</u>	<u>Auth</u>	<u>OH</u>	<u>Auth</u>	<u>OH</u>
17th AG(C) HHC	3	1	0	1	0	2				
201st Avn Co	4	0	7	8			1	0	0	4
58th Avn Det			2	0	3	0			2	2
<hr/>										
17th AG(C) TOTALS	7	1	9	9	3	2	1	0	2	6

Incl 4

24

**CONFIDENTIAL**

UNCLASSIFIED

Security Classification

DOCUMENT CONTROL DATA - R & D		
<i>(Security classification of title, body of abstract and indexing annotation must be entered when the overall report is classified)</i>		
1. ORIGINATING ACTIVITY (Corporate author)	2a. REPORT SECURITY CLASSIFICATION	
HQ, OACSFOR, DA, Washington, D.C. 20310	CONFIDENTIAL	
	2b. GROUP	
	4	
3. REPORT TITLE		
Operational Report - Lessons Learned, HQ, 17th Aviation Group		
4. DESCRIPTIVE NOTES (Type of report and inclusive dates)		
Experiences of unit engaged in counterinsurgency operations, 1 May 69 to 31 July 69.		
5. AUTHOR(S) (First name, middle initial, last name)		
CO, 17th Aviation Group		
6. REPORT DATE	7a. TOTAL NO. OF PAGES	7b. NO. OF REFS
10 August 1969	27	
8a. CONTRACT OR GRANT NO.	9a. ORIGINATOR'S REPORT NUMBER(S)	
	693157	
b. PROJECT NO.	9b. OTHER REPORT NO(S) (Any other numbers that may be assigned this report)	
N/A		
c.		
d.		
10. DISTRIBUTION STATEMENT		
11. SUPPLEMENTARY NOTES	12. SPONSORING MILITARY ACTIVITY	
N/A	OACSFOR, DA, Washington, D.C. 20310	
13. ABSTRACT		
25		

DD FORM 1473  
1 NOV 68

UNCLASSIFIED

Security Classification