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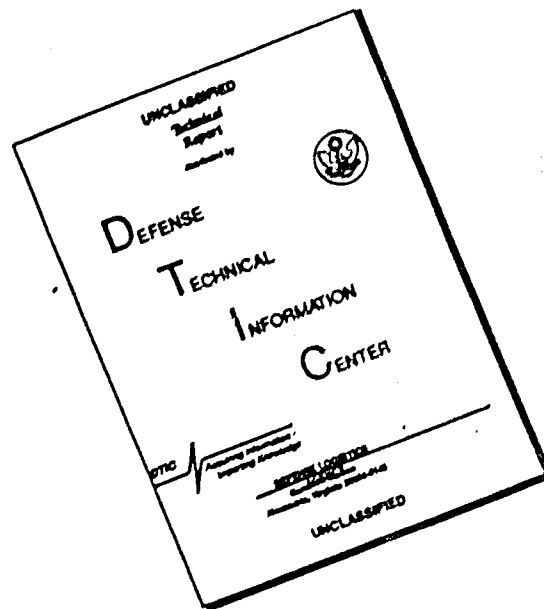
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DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310

IN REPLY REFER TO

AGDA (M) (24 Feb 70) FOR OT UT 694168

4 March 1970

SUBJECT. Operational Report - Lessons Learned, Headquarters, 7th Armored Squadron, 1st Air Cavalry, Period Ending 31 October 1969 (U)

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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:


ROBERT E. LYNCH
Colonel, AGC
Acting The Adjutant General

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DEPARTMENT OF THE ARMY
HEADQUARTERS 7TH ARMORED SQUADRON 1ST AIR CAVALRY
APO San Francisco 96357

15 Nov 1969

SUBJECT: (U) Operational Report of 7th Armored Squadron, 1st Air Cavalry
for Period Ending 31 Oct 1969, (RCS CSFOR-65) (R2)

CINCUSARPAC, ATTN: GPOP-DT, APO 96558
DCG, USARV, ATTN: AVHCO-DST, APO 96375
CG, 1st AVN EDE, ATTN: AVBAGC-O, APO 96384
CO, 164th AVN GP, ATTN: S-3, APO 96215

1. (C) Operations: Significant Activities.

A. (U) There were no changes or additions to the unit missions.

B. Organization: On 1 Sep 1969, Troop D, 3rd Armored Squadron, 5th Air Cavalry was attached to the unit from the 9th Infantry Division. Organization chart and station listings are in Enclosure 1.

C. Command and Staff:

The following are personnel occupying major command and staff positions.

(1) LTC Ronald T. Walker, 242-32-4368, Armor, assumed command from LTC George E. Derrick, 526-32-1144, Armor, on 15 Oct 1969.

(2) MAJ John H. Rhein, 168-26-1856, Armor, Squadron Executive Officer.

(3) CPT William T. Hull, 336-32-0897, Infantry, Squadron Adjutant.

(4) CPT Ronald D. Grandel, 176-36-5397, Armor, assumed duty as the Squadron S-2 from MAJ Phillip G. Scheaffer, 144-28-8806, Armor on 9 Sep 1969.

(5) MAJ Phillip G. Scheaffer, 144-28-8801, Armor, assumed duty as Squadron S-3 from MAJ David E. Thompson, 549-42-4241, Armor, on 18 Aug 1969.

MAJ William P. Gillette III, 229-44-2327, Armor, assumed duty as Squadron S-3 from MAJ Phillip G. Scheaffer, 144-28-8801, Armor on 28 Sep 69.

FOR OT UT

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Inclosure

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- (6) CPT Donald V. Cable, 541-44-7753, Armor, Squadron S-4.
- (7) 1LT Gary G. Cashion, 500-46-7476, Squadron Signal Officer.
- (8) CPT Lucien A. Brundage, 454-60-7294, CE assumed duty as Squadron Safety Officer from CWO Jose A. Suarez, 130-24-8804, on 10 Aug 1969.
- (9) CPT Robert H. Black, 286-30-9182, TC, Squadron Maintenance Officer.
- (10) CPT Robert H. Joerger, 006-30-4549, Armor, Commanding Officer, Headquarters and Headquarters Troop.
- (11) MAJ Walter E. Kidwell, 226-42-3622, Armor, Commanding Officer, Troop A.
- (12) MAJ Gary P. Bergeron, 043-26-8298, Armor, assumed command of Troop B from MAJ William P. Gillette III, 229-44-2327, Armor, on 28 Sep 1969.
- (13) MAJ William R. Rittenhouse, 233-60-9861, IN, Commanding Officer Troop C.
- (14) CPT Charles R. Steiner, 272-38-4646, Armor, Commanding Officer, Troop D.
- (15) MAJ William B. Owens, 459-56-1153, Armor, Commanding Officer, Troop D, 3rd Armd Squadron, 5th Air Cavalry.

D. (C) Unit Strength as of 31 Oct 1969:

(1) Military

UNIT	<u>OFF</u>		<u>WO</u>		<u>EM</u>		<u>TOTAL</u>	
	<u>AUTH</u>	<u>O/H</u>	<u>AUTH</u>	<u>O/H</u>	<u>AUTH</u>	<u>O/H</u>	<u>AUTH</u>	<u>O/H</u>
HHT	23	20	7	10	181	160	211	190
A	19	16	32	34	180	195	231	245
B	19	14	32	37	180	202	231	253
C	19	21	32	30	180	192	231	243
D 7/1	5	4	0	0	127	124	132	128
D 3/5	16	13	34	31	216	214	266	258

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UNIT	OFF		WO		EN		TOTAL	
	AUTH	O/H	AUTH	O/H	AUTH	O/H	AUTH	O/H
83rd Med	1	0	0	0	7	7	8	7
261st FA Det	0	0	1	1	8	7	9	8
7/1	102	88	138	143	1080	1100	1320	1331

(2) Civilians

SUB UNITS	TECH		REPS		US CIV		VN CIV		3rd NAT		CONT	
	AUTH	O/H	AUTH	O/H	AUTH	O/H	AUTH	O/H	AUTH	O/H	AUTH	O/H
HHT	0	2	0	0	10	10	0	0	0	0	0	0
A	0	0	0	0	6	6	0	0	0	0	0	0
B	0	0	0	0	6	6	0	0	0	0	0	0
C	0	0	0	0	6	6	0	0	0	0	0	0
D 7/1	0	0	0	0	6	6	0	0	0	0	0	0
D 3/5	0	0	0	0	0	0	0	0	0	0	0	0
83rd Med	0	0	0	0	0	0	0	0	0	0	0	0
261st Det	0	0	0	0	0	0	0	0	0	0	0	0
7/1	0	2	0	0	34	34	0	0	0	0	0	0

(3) Overall assigned/attached strength during reporting period as follows:

DATE	OFFICER	WARRENT OFFICER	ENLISTED MEN
31 Aug 69	93	109	923
30 Sep 69	108	146	1160
31 Oct 69	95	147	1095

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B. (C) Aircraft Authorized/On Hand

SUB UNIT	UH-1H		AH-1G		OH-6A		TOTAL	
	AUTH	O/H	AUTH	O/H	AUTH	O/H	AUTH	O/H
HHT	7	5					7	5
A	8	7	9	8	10	7	27	22
B	8	7	9	9	10	7	27	23
C	8	8	9	9	10	8	27	25
D 3/5	<u>8</u>	<u>8</u>	<u>9</u>	<u>8</u>	<u>10</u>	<u>8</u>	<u>27</u>	<u>24</u>
Total	39	30	36	34	40	30	115	99

F. (C) Cumulative Totals:

(1) Results

SUB UNIT	SORTIES	CONF	CONF	POW	STRUCTURES DEST	BUNKERS DEST	SAMPANS DEST	CARGO (TONS)	TROOPS
HHT	2,409	0	0	0	0	0	0	20	4,117
A	10,417	187	9	18	498	211	371	24	9,067
B	13,355	161	16	60	360	188	388	33	11,388
C	11,719	79	54	21	274	116	310	19	13,755
D	N/A								
D 3/5	<u>7,055</u>	<u>230</u>	<u>0</u>	<u>2</u>	<u>142</u>	<u>99</u>	<u>101</u>	<u>34</u>	<u>7,648</u>
Total	44,955	657	79	101	1274	614	1170	130	45,975

Aircraft By Type

OH-6A		UH-1H		AH-1G		TOTAL	
Dest	15	Dest	5	Dest	5	Dest	25
Dam	76	Dam	31	Dam	21	Dam	128

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(2) Losses: 1 Aug 69 - 31 Oct 69

<u>MOS</u>	<u>KIA</u>	<u>WIA</u>	<u>RETURNED TO DUTY</u>
100B	1	9	6
100E		1	1
268A		1	1
1981		4	2
11B20		1	0
11B40		3	2
11D20		4	2
11D40		3	2
52B20		1	0
61204		7	5
64823		1	1
67A1F		1	0
67N20	1	4	3
67V20		1	0
67Y20	1		
67Z50	1	—	—
Total	4	41	25

G. (C) Personnel

(1) (U) During the reporting period the unit personnel section was visited by the USARV Personnel Assistance Advisory Team. Minor errors in procedures were pointed out. This inspection has been a valuable aid in preparing for the forthcoming AGI.

(2) On 1 Sep 1969 Troop D, 3rd Armd Sqdn, 5th Air Cavalry was attached to the 7th Sqdn, 1st Air Cavalry from the 9th Infantry Division. The military personnel records were completely, "in-processed", with the individual unit members present. The records were in very good condition with only minor errors noted.

(3) (U) Military Justice Activities for the Period 1 Aug 69 to 31 Oct 1969:

<u>ACTION</u>	<u>SCHEDULED</u>	<u>COMPLETED</u>	<u>PENDING</u>
Special Courts-Martial	4	0	4
Summary Courts-Martial	0	0	0
212 Elimination Action	2	0	2
Squadron Level Article 15's	7	7	0

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(4) (U) R&R Program: Utilization of R&R allocations for the reporting period by the Squadron was approximately 80%. Hawaii and Sydney allocations received 100% utilization for the period. Other sites received approximately 70% utilization.

(5) (U) During the reporting period, awards and decorations have been recommended and approved as follows:

<u>AWARD</u>	<u>RECOMMENDED</u>	<u>APPROVED</u>	<u>D'GRD/V'GRD</u>	<u>DISAPP</u>	<u>PENDING</u>
DCS	0	0	0	0	0
SS	6	0	1*	0	5
DFC	22	5	0	0	17
SM	5	0	0	0	5
BE "V"	3	0	0	0	3
AM "V"	46	9	0	0	37
ACM "V"	15	4	0	0	11
LM	0	0	0	0	0
BSM	69	25	0	0	44
AM	560	292	0	0	268
ACM	193	60	0	0	133
PH	17	15	0	0	2
CIB	64	18	0	0	46
CMA	4	4	0	0	0

* 1 SS downgrade to an approved DFC

H. (C) Operations

(1) During the report period the Squadron operational emphasis shifted from the 44th Special Tactical Zone to general coverage of the majority of the IV Corps area. Priority was given to the U Minh Forest in the 21st ARVN Division area during the last six weeks. Troop D, 3/5 Cavalry was attached to the Squadron on 1 September. This additional Air Cavalry Troop greatly increased the Squadron's capability to cover the extensive IV Corps area.

(2) Night Hunter-Killer missions were terminated by the Squadron in early August. Not being able to employ the aero scouts, approximately 90% of an Air Cavalry Troop's reconnaissance capacity was eliminated. The loss of one Air Cavalry Troop per day for reconnaissance missions was unacceptable. This mission is currently being preformed by an Air Mobile Company instead of an Air Cavalry Troop.

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(3) The Air Cavalry Troops continue to furnish a mission package of 4 scouts, 4 weapons, 4 lift and one command aircraft on a daily basis in support of the three ARVN Divisions and the 44th Special Tactical Zone. The supported unit provides a ready reaction force normally company size to develop the intelligence produced by the Air Cavalry Troop. The aero-rifle platoons have been restricted from employment since mid August.

(4) The Ground Cavalry Troop has been employed as security forces for convoys and the Vinh Long Airfield during this period. The fact that there have been no combat missions assigned has retarded the combat effectiveness of the unit.

(5) The Squadron continues responsibility for the security of Vinh Long Airfield. The perimeter had to be substantially expanded to accommodate the additional Air Cavalry Troop. The last light reconnaissance conducted daily by an Air Cavalry Troop has continually intercepted and destroyed small enemy forces within close proximity to the airfield. There were no attacks on the Vinh Long Airfield during this reporting period.

(6) Civic Action in the Vinh Long area continued to be supported by the Squadron. Three orphanages, one school and the dependents of two ARVN units are supported by the Squadron through work projects and donations. The men of the Squadron contributed \$1,847.65 in support of civic action projects during this reporting period. A joint effort by the Squadron and the ARVN 31st Artillery Battalion rebuilt the Vinh Long Boys School.

(7) The break down of days and the units were engaged by type of activity during the reporting period is as follows:

Training.....	0
Troop Movement....	0
Operations.....	92
Total Days.....	92

(8) A list of enemy equipment and arms uncovered by the Squadron during the reporting period is enclosed as Enclosure 2.

I. (U) Training

(1) During the reporting period training requirements were fulfilled and gas chamber exercises were conducted during the latter part of October.

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(2) The individual aviator standardization situation continues to improve over the last reporting period with the addition of more instructor pilots in all types of aircraft and continued emphasis on the standardization program. However, a convenient stage-field is not readily available for standardization training nor is a suitable area located at present on the airfield. Airfields in the vicinity are continually being closed to training aircraft greatly hindering the standardization program.

(3) Ninety-day standardization rides at the close of the quarter were as follows:

<u>SUB UNIT</u>	<u>UH-1H</u>	<u>OH-6A</u>	<u>AH-1G</u>
HHT	91%		
A	100%	100%	94%
B	100%	100%	100%
C	100%	92%	100%
D 3/5	<u>100%</u>	<u>100%</u>	<u>100%</u>
TOTAL	98%	98%	98%

(4) More school quotas for both pilot transition and maintenance personnel have been available during the reporting period improving the over-all training situation within the Squadron.

J. (C) Intelligence

(1) During the reporting period emphasis was placed on the improvement and expansion of the Last Light Reconnaissance mission of the Airfield Sensitive Zone. Daily coordination is now being made with both Sa Dec and Vinh Long Provinces, enabling the Squadron to exploit the situation as enemy intelligence or activity is received. This enhances the security of the Airfield Sensitive Zone in that the sensitive zone lies just east of the Sa Dec Province boundary. The direct coordination with both provinces enable the airfield to seek out the enemy wherever he is located.

(2) A physical security survey was performed on the Airfield Perimeter by members of the 92nd MP Battalion. The airfield perimeter received a satisfactory rating on the survey.

(3) The expansion of the airfield has been relatively stable during the reporting period and protective structures and barriers have been erected.

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K. (U) Safety

(1) During the reporting period, there were seven (7) accidents involving Squadron aircraft. A brief account of these accidents follows:

a. Troop B, OH-6A, 12 Aug 69; low level engine failure. While performing a low-level VR, an engine failure occurred. The pilot was unable to reach a suitable force landing area and had to land on uneven terrain, in small undergrowth. No injuries.

b. Troop C, OH-6A, 20 Aug 69; low level engine failure. The pilot was performing the last light recon around Vinh Long AAF when his engine failed. Due to the fact that the A/C was extremely low and headed down wind, it was impossible to perform a successful autorotation. No injuries.

c. Troop A, UH-1H, 26 Aug 69; mid-air rotor strike. While flying formation, the #2 A/C's main rotor blades struck the blades of the #1 A/C. The #1 A/C became uncontrollable and crashed and burned. The #2 A/C was landing with only slight damage. There were 4 US and 7 ARVN injuries; 3 ARVN were killed.

d. Troop C, OH-6A, 6 Sep 69; low-level engine failure. While performing a low-level VR, an engine failure occurred. The only suitable landing area was a canal. The pilot made a successful autorotation to the canal and the only damage was salt-water emersion. No injuries.

e. Troop A, OH-6A, 23 Sep 69; low-level frozen collective. The observer's CAR-15 got into the collective controls and the pilot did not know about the condition. The pilot started a low-level, steep, left turn at a high rate of speed. When he tried to pull out, he discovered the problem. At this time it was too late and the A/C hit the ground in a nose low and left attitude at 70kts. No injuries.

f. Troop D, 3/5, AH-1G, 8 Oct 69; rotor-strike while parking. The #1 A/C was parked on the re-arming point with the rotor turning and no pilot on the controls. The #2 A/C hovered up and overlapped main rotors. When the #2 A/C was rolled to flight idle, and the A/C settled on the PSP, the blades made contact. Major damage resulted, but no injuries.

g. Troop B, OH-6A, 19 Oct 69; training autorotation accident. The IP failed to take the proper corrective action when the pilot applied aft-cyclic upon touch-down. The tail boom was severed, but no injuries.

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(2) Safety Record (1 Aug 69 - 31 Oct 69)

<u>UNIT</u>	<u>TOTAL HOURS FLOWN</u>	<u>ACCIDENTS</u>	<u>RATE</u>
HHT	1111	0	0
A	6348	2	31.4
B	7062	2	28.3
C	7456	2	26.8
*D 3/5th	6808	5	73.5
7/1 ACS	27107	7	25.7

* August hours and accidents not included in the Squadron's total.

(3) Miniports: As mentioned in the last report, erosion continues to be a problem around the miniport refueling pads. Pacific Architects and Engineers have placed cement borders around the pads, but the ground around the cement continues to be washed away. A request for crushed rock has been placed to help resolve the problem, but to this date has not been filled.

(4) Revetments: During the building of the extension to ramps 2 and 3 the "L" shaped revetments for the AH-1G aircraft were built six inches too high preventing the aircraft from parking properly within the revetment. As yet, authorization has not been obtained to re-build the revetments to the proper specifications.

L. (U) Communications: The communications section has been able to maintain its communication assemblages in the proper configuration during the reporting period. In the past, it was necessary, on occasions, to dismount equipment to keep the Squadron Communications System in operation. This was primarily caused by a delay in the direct support maintenance unit returning repaired equipment. Due to a great improvement in the direct support unit equipment is now repaired and returned with minimum delay. Strong emphasis was also placed on daily and first echelon maintenance thereby reducing the requirements on the direct supporting unit.

M. (C) Logistics

(1) (C) During the reporting period the Squadron S-4 section continued logistical support of the Squadron and nine (9) detachments. In addition, on 1 Sep 69, Trp D, 3/5th Cav (Air) was moved from Dong Tam and attached to the Squadron. Since that time all their property, accountability and logistical support has been assumed by the Squadron property book officer.

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(2) (C) In the past several months it has been necessary to conduct two convoys weekly to Can Tho and Bien Thuy for resupply of classes I, II and VII. Due to the established turn-in and pick up dates with the supply points, it was necessary for the convoys to depart Vinh Long at 0800 every Monday and Thursday and return the same day. It was realized that to continue on such a firm schedule would be providing a lucrative target for ambush or other enemy action. To alleviate this problem a new method was established in early October by placing a 2 1/2 ton truck with a driver in Can Tho to act as a liaison for the Squadron. In addition, CH-47 helicopters have been scheduled every Monday and Thursday to transport all class I supplies. This not only reduces the requirements for convoys but also cuts down on the time that perishable food is exposed to the heat, therefore providing less chance of spoilage. There remains a need to provide one convoy a week, however, departure and return days will be staggered, thus greatly reducing the opportunity for interference by the enemy.

(3) (U) It was mentioned in the last ORLL that many self service items were not available in self service supply center. This situation has not improved during this reporting period and remains critical.

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

- A. (U) Personnel: None
- B. (U) Intelligence: None
- C. Operations:

(1) Aircraft Recovery

a. Observation: The time required to extract downed UH-1's and AH-1's is sometimes excessive due to the availability of rigging crews and CH-47 aircraft.

b. Evaluation: On several occasions units with downed aircraft had to wait several hours for recovery of downed aircraft. This delay ties up combat mission aircraft and troops.

c. Recommendations: That trained rigging crews and equipment be available in each troop to augment the capability of the recovery unit should the need arise.

d. Command Action: Each troop within the Squadron is presently training personnel and obtaining the necessary equipment to rig the UH-1 or AH-1 aircraft to enable them to be recovered quickly if the tactical situation necessitates such action and when rigging crews are not readily available.

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(2) (U) Absence of suitable aircraft training area.

a. Observation: At present there is no suitable area at the Squadron's base, Vinh Long AAF, which can be utilized for touch-down autorotation, etc. in conjunction with the individual aviator standardization program.

b. Evaluation: The absence of a training area at Vinh Long AAF increases annual operating expenses of the units on the installation to an amount in excess of \$150,000.00. The primary factors contributing to this additional cost are:

(1) The airfield most commonly utilized by the Squadron is Long Xuyen airstrip, a 40 minute round trip flight from Vinh Long. In the event two pilots are being given standardization rides, the additional flight time required can easily be increased to 1 hour. This being caused by a 20 minute round-trip flight to Con Lonh for refueling.

(2) This additional flight time requires additional maintenance. There are 242 pilots assigned to the 7/1 ACS. Regulation requires a standardization rides every 90 days, a total of 968 annual check rides. By giving two standardization rides at a time, which requires an additional 1 hour cross country time, a minimum of 484 additional cross country flight hours are required. This figure represents 15 additional intermediate inspections and 4 additional periodic inspections. These additional inspections require approximately 700 man hours to perform at \$5.00 per man hour, total cost \$3500.00.

(3) Additionally, the operating cost of a UH-1 aircraft amounted to \$186.00 per flight hour according to a study at Ft Huachuca. The additional 484 cross-country flight hours required annually cost an additional \$90,024.00. Operating costs for the AH-1G are slightly greater and operating costs for the OH-6A are less. This figure does not include crew compensation.

(4) The figures represented here are based on two standardization rides being given at one time, which is generally the case. In addition these figures only apply to the 7/1 ACS. The 214th Avn Bde also located on the airfield has similar requirements at the same basic operating costs.

c. Recommendations: In order to eliminate the additional expenses, maintenance man hours and improve aircraft availability, it is recommended that a touch-down autorotation area be incorporated into any base airfield serving more than 25 helicopters.

d. Command Action: A formal letter of request is presently being prepared for forwarding to higher Headquarters requesting that an adequate stage-field type lane be constructed at Vinh Long Army Airfield.

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D. Organization: None

E. Training: None

F. (C) Logistics

(1) (U) Shortage of Office Supplies and repair of Office Equipment.

a. Observation: Recent increases in the use of office supplies and equipment has overtaxed the present supply allotments.

b. Evaluation: The time required to repair typewriters has caused a shortage within the unit. Lack of mimeograph paper and other miscellaneous office supplies has decreased the efficiency and effectiveness of administrative offices.

c. (C) Recommendation: That the maintenance system in RVN be improved and that shipments of office supplies be increased.

d. Command Action: Requisition of office equipment and supplies should be increased.

(2) Insufficient quantities of 10 lb. FD 2.75 inch rockets.

a. Observation: Insufficient quantities of 10 lb. FD 2.75 inch rockets have been provided on monthly allocations during the reporting period.

b. Evaluation: During the reporting period 10 lb. FD 2.75 inch rockets were allocated in insufficient quantity to allow the Air Cav troops to adequately accomplish their mission. Many of the missions have been to provide close in support for friendly troops, therefore requiring the use of these rockets. This has caused the allocation to be depleted early in the allocation period. Adequate amount of 10 lb. VT 2.75 inch rockets have been available, however, they can not be used for close in support of friendly troops without endangering their lives.

c. (C) Recommendation: That the supply system in country be augmented to insure that an adequate amount of 10 lb. FD 2.75 inch rounds are available.

d. Command Action: Attempts were made to obtain additional rounds through supply channels, but they could not be provided because they were not available in country.

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G. Communications

(1) Antenna support brackets for VRC-12 series radio.

a. Observation: During the rainy season when canvas tops are mounted on the 1/4 ton vehicles, the antenna rubs a hole in the canvas top at the corner where the antenna matching unit MX-6707 is mounted.

b. Evaluation: By moving the antenna support bracket to a higher position thereby leaving approximately four inches to bolt to the vehicle, a two inch clearance resulted between the canvas top and the antenna itself.

c. Recommendation: That several antenna support brackets be made higher to eliminate this problem.

d. Command Action: Several antenna support brackets were moved to higher positions on Squadron staff 1/4 ton vehicles and EDR is being prepared for submission.

(2) Cracking of antenna support brackets for VRC-12 series radios.

a. Observation: Antenna support brackets were cracking when mounted in a higher position as described in observation one above.

b. Evaluation: By placing the antenna support bracket in a higher position a smaller area of the bracket was in actual mounted contact with the vehicle permitting slight movement caused by the swaying of the antenna when vehicle is in motion. This movement caused cracking in the aluminum alloy antenna support bracket.

c. Recommendation: That the antenna support bracket for VRC-12 series radios be made of a stronger alloy than presently used. This would enable the antenna to be mounted higher saving wear on canvas tops caused by the rubbing of the antenna.

d. Command Action: Two antenna support brackets were fabricated out of steel and mounted on a test basis. To date these brackets are holding up well and there is no sign of cracking or breaking.

H. (U) Material

(1) Front mounted landing lights on AH-1G aircraft.

a. Observation: Later models of the AH-1G aircraft do not have front (nose) mounted landing lights.

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b. Evaluation: The absence of front mounted landing lights on late model AH-1G aircraft produces many safety hazards. Should the search light fail the pilot is left with no landing light system. Also, first hand experience has shown that the single search light is inadequate in providing satisfactory depth perception lighting, particularly in an aircraft where front visibility is minimal.

c. Recommendation: That subsequently manufactured AH-1G aircraft be equipped with front mounted landing lights and that AH-1G aircraft presently in the inventory without the front mounted landing lights be so equipped.

d. Command Action: An equipment improvement report is presently being prepared for submission.

(3) Wearing of tail rotor control rod support brackets.

a. Observation: The tail rotor control rod support brackets installed in the tail boom of the OH-6A have been wearing and allowing the grommets to come loose from the brackets.

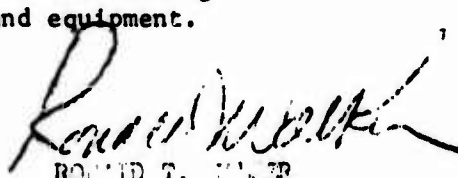
b. Evaluation: To eliminate this discrepancy, a .020 stainless steel doubler plate can be installed to the bracket with a new grommet. This will prevent the bracket from becoming worn causing the grommets to come loose. A number of tail booms had to be changed due to worn supports, at a cost of \$900.00 each. Three new support brackets only cost \$45.00. In addition, the support brackets are in short supply system.

c. Recommendation: That all subsequent series of OH-6A aircraft be modified with the reinforced tail rotor control rod support bracket.

d. Command Action: OH-6A aircraft presently assigned to the Squadron are being modified in this manner during scheduled maintenance periods.

I. (U) Other: None

Incl 1 (C) Organization chart and station listing.
Incl 2 (C) Captured enemy weapons and equipment.


RONALD T. MILLER
LTC
Commanding

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AVRAGE (15 Nov 69) 1st Ind

SUBJECT: Operational Report of 7th Armored Squadron, 1st Air Cavalry
for Period ending 31 October 1969, AOC COM-65 (R2) (U)

DA, HQ, 164TH AVIATION GROUP (COMBAT), APO 96215, 28 November 1969

TO: Department of the Army, ATTN: AGSFOR
Commanding General, 1st Aviation Brigade, ATTN: AVBAGC-U, APO 96304

1. (U) The attached 7th Armored Squadron, 1st Air Cavalry ORL for period ending 31 October 1969 has been reviewed by this headquarters.

2. (U) The following corrections are made on the report:

- a. Para 1 C (4), page 1: Change spelling of Scheaffer to sneaffer.
- b. Para 1 C (5), page 1: Change spelling of Scheaffer to Sheaffer. Change 18 August 1969 to 18 September 1969.
- c. Para 1 K (4), page 10: "...built six inches to high..." should read "...built six inches too high..."

3. (U) The following comments made on the report:

a. (U) Para 1 K (3), page 7: The U.S. rifle platoons organic to the Air Cavalry Troops have not been employed since mid August due to the Vietnamization of the war effort in the Delta. The Commanding General, DMC has directed that they not be employed in a combat assault role. Since the Air Cavalry Troops are normally employed with one troop in support of an inserted U.S. rifle platoon reinforced by an ARVN reaction force would at best be difficult. Current air cavalry doctrine on the employment of reaction forces is that once the aero-rifle platoon makes contact and a company size reaction force is inserted, the aero-rifle platoon is subordinated to the infantry company commander. This would result in a U.S. platoon being subordinated to an ARVN company commander. CG, DMC has elected to use ARVN reaction forces in a capacity similar to the aero-rifle platoon.

b. (U) Para 1 K (4), page 7: As stated in the report, the ground cavalry troop is given the missions of convoy security and the security of Vinh Long Airfield, which are combat missions. Recently the Cavalry troop was employed in Vinh Binh Province to search for the crew of a downed aircraft. The troop moved to Chau Doc Province on 22 November 1969 to provide additional security for a Tru 13 radar site and conduct refresher training on the conduct of reconnaissance missions and weapon firing.

c. (U) Para 1 K (7), page 7: Included in the 92 operations days were the following maintenance stand down days:

Troop A - 6

Troop B - 6

Troop C - 7

Troop D, 3rd Squadron, 5th Cav - 7

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

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AVRAGE (15 Nov 69) 1st Ind 28 November 1969

SUBJECT: Operational Report of 7th Armored Squadron, 1st Air Cavalry
for Period Ending 31 October 1969, AOC GSFON-65 (A2) (U)

d. (U) Para 1 A (4), page 10: Measures are presently being taken to correct this situation.

e. (U) Para 2 C (1), c, page 11: Concur. This recommendation will be incorporated in 164th CAG SOP.

f. (U) Para 2 C (2), b (1), page 12: Dong Tam can be utilized as a training site. Round trip between Vinh Long and Dong Tam is 30 minutes. Refueling facilities are available at Dong Tam which would eliminate the necessity of flying to another staging field for refueling.

g. (U) Para 2 C (2), b, (4), page 12: The 214th Avn Bde should read 214th Avn Bn.

h. (U) Para 2 C (2), c, page 13: Concur. This headquarters recognizes the need for a training area located on the airfield at Vinh Long and has recommended a survey be conducted by the 165th Aviation Group to determine the feasibility of the proposed site and other locations on the airfield that would be suitable for such a training site.

i. (U) Para 2 F (1), c, page 13: This headquarters concurs with recommendations concerning shortage of office supplies and repair of office equipment. A command letter has been forwarded to 1st Avn Bde from this headquarters requesting assistance in obtaining needed office supplies and equipment from the 333C.

j. (C) Para 2 F (2), c, page 13: This headquarters concurs that a shortage of 10 lb PD 2.75" rockets exists. Sufficient 17 lb PD, 10 lb VT and 17 lb VT 2.75" rockets are available. This headquarters has recommended to its units that they utilize these rockets to the maximum whenever possible in order that the allocated 10 lb PD 2.75" rocket may be retained for use only when absolutely required.

k. (U) Para 2 G (1), and (2) c, page 14: This headquarters noncon-
curs with both recommendations. The antenna mounting brackets currently issued with the VMO-12 series radios are adequate when used properly. Antenna tie-down kits issued with all Av/VMO-12 family radios allow enough nylon cord to tie the two sectional whip antenna down to a safe height for travel. Recommend enough slack in tie-down cord for the tip of the antenna to be not less than 10 feet from the ground, when tied forward. The antenna will remain much straighter because the strain caused by the very low tie-down angle will be greatly decreased. This will also keep the female socket of the upper section from splitting. All brackets which have been mounted in a higher position should be replaced. If new holes were drilled in the fender well of the M151 for the purpose of higher mounting, the holes should be filled prior to remounting.

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AVD:AS (15 Nov 69) 1st Ind 20 November 1969

SUBJECT: Operational Report of 7th Airborne Squadron, 1st Air Cavalry
for period ending 31 October 1969, AOS OAFM-65 (n2) (U)

1. (U) Para 2 n (1), C, page 15: Concur.
- m. (U) Para 2 n (2), C, page 15: Concur.

J. M. Tullison
J. M. TULLISON
Colonel, Infantry
Commanding

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AVBAGC-C (15 Nov 69) 2d Ind
SUBJECT: Operational Report of 7th Armored Squadron, 1st Air Cavalry
for Period Ending 31 Oct 1969, (RCS CSFOR-65) (42) (U)

DA, HEADQUARTERS, 1ST AVIATION BRIGADE, APO 96384 11 DEC 1969

THRU: Commanding General, United States Army Vietnam, ATTN: AVBAGC-DT,
APO 96375
Commander-in-Chief, United States Army Pacific, ATTN: CFCP-DT,
APO 96558

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

1. (U) This headquarters has reviewed subject report and concurs with
the contents as indorsed except as noted below.

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

a. Paragraph 1K(3), page 10, discusses the problem of soil erosion
of refueling pads. Crushed rock, a controlled item in this area, was
not provided for refueling pad construction because it would not solve
that particular soil erosion problem. A request for operational support
to completely renovate the refueling pads has been forwarded to Delta
Military Assistance Command and is under review.

b. Paragraph 1M(3), page 11, discusses unsatisfactory stock levels
at self-service supply centers. This headquarters received several
complaints from major subordinate commands concerning self-service supply
shortages and has coordinated with the US Army Support Command, Saigon,
to alleviate the situation.

c. Paragraph 2F(1), page 13, addresses shortages of office supplies
and excessive repair time for typewriters. See paragraph 2b, this indorse-
ment. Additionally, typewriters are repaired by the 147th Light Equip-
ment Maintenance Company at Long Binh, RVN. The civilian contract for
repair of typewriters was cancelled due to unsatisfactory performance of
the contractor and a new contract negotiated. The present civilian
contractor who repairs typewriters is collocated with the maintenance
facility of the 147th Light Equipment Maintenance Company. This should
enhance the repair work flow and minimize unavailability of imperible
typewriters.

d. Paragraph 2F(2), page 13, discusses the shortage of 10 pound
PD 2.75" FFAR ammunition. The 10 pound PD 2.75" rocket was in short
supply early in this reporting period; however, the supply stock level
improved throughout the quarter, and rockets are now available as required.

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DOD DIR 5200.1J

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AVBAGC-0

11 DEC 1969

SUBJECT: Operational Report of 7th Armored Squadron, 1st Air Cavalry
for Period Ending 31 Oct 1969, (ACB CSFOR-65) (R2) (U)

e. Paragraph 2H(1), page 14, discusses the need for a nose mounted landing light on AH-1G helicopters. Nonconcur. Field evaluations conducted with AH-1G's having nose mounted landing lights proved conclusively that this configuration was not as good as the single searchlight system. Numerous Equipment Improvement Recommendations (EIR) were submitted by units in the field recommending the front mounted landing light be removed in favor of the single searchlight. As a result of these requests, the AH-1G is now produced with the single searchlight system.

f. Paragraph 2H(3), page 15, discusses wear of CH-6A tail rotor control rod support brackets. Concur. Coordination with higher technical representative, 34th General Support Group, revealed that a proposed manufacturing change will be incorporated in the production of CH-6A's.

g. Paragraph 2H(3)d, page 15, states that the unit is making its own CH-6A tail rotor control rod support bracket modifications. Nonconcur. Aircraft will not be modified until the appropriate EIR has been submitted, approved and instructions for modification issued to the respective units.

FOR THE COMMANDER:


ARTHUR W. LITTLE
CPT AGC
Asst AG.

Cy of 2d Ind Furn:
CO 7/1st Air Cav Sqdn

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AVHGC-DST (15 Nov 69) 3d Ind

SUBJECT: Operational Report of 7th Armored Squadron, 1st Air Cavalry
for Period Ending 31 October 1969, (RCS CSFOR-65) (R2)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375

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 October 1969 from Headquarters, 7th Armored Squadron, 1st Air Cavalry and comments of indorsing headquarters.

2. Comments follow:

a. Reference item concerning "Logistics", page 11, paragraph 1M(3), and 2d Indorsement, paragraph 2b; concur. It is recognized that self service supply support has been inadequate in this command. The non-availability of essential supplies at Self Service Supply Centers is an immediate matter of concern within USARV. It is an item of General Officer interest and positive steps are being implemented to rectify this situation at all USARV Self Service Supply Centers.

b. Reference item concerning "Aircraft Recovery", page 11, paragraph 2c(1); concur. USARV Regulation 750-16, paragraph 5c, makes this a unit responsibility within their capability.

FOR THE COMMANDER:


L. D. MURPHY
CPT, USA
Assistant Adjutant General

Cy furn:
7th/1st Air Cav
1st Avn Bde

GPOP-DT (15 Nov 69) 4th Ind (U)

SUBJECT: Operational Report of HQ, 7th Armored Squadron, 1st Air Cavalry
for Period Ending 31 October 1969, RCS CSFOR-65 (R2)

HQ, US Army, Pacific, APO San Francisco 96558 29 JAN 1970

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

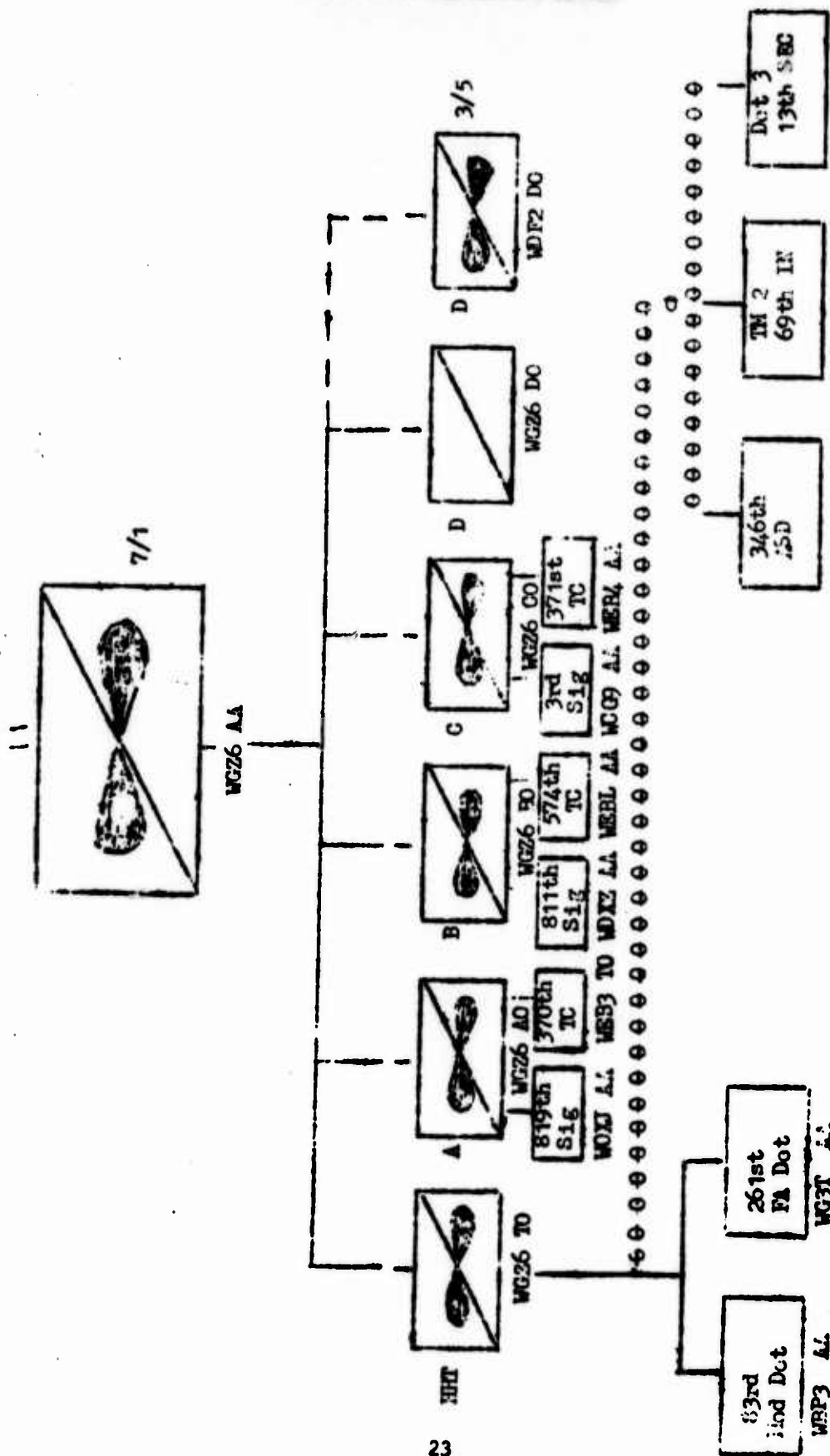
This headquarters concurs in subject report as indorsed.

FOR THE COMMANDER IN CHIEF:


C. E. SHORTT
CPT, AGC
Asst AG

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Incl 1. (C) Organization Chart and Station Listings



Attached units.
Attached for maint and log only.
All units located at Vinh Lon, RVN, APO 96357

Incl 1

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

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Enclosure 2. (C) (Enemy Weapons and Equipment Captured) to Operational Report Lessons Learned for the Reporting Period Ending 31 Oct 1969.

Claymore mines	1
B-40 rockets	1
107 rockets	1
122 rockets	9
60mm rockets	1
B-40 rocket launcher	2
122 rocket launcher	1
60mm mortar rounds	20 plus 2 boxes
Minos	2
82mm mortar rounds	100 cases
75mm ammo	100 rounds
BAR	1
Grease Gun	1
Machinegun	1
AK-50	5
K-2	2
AK-47	16
SKS	2
M-1	4
Weapons	5
Machinegun .30 cal	1
Chi Com Rifles	2
Pistol, 45 cal	1
Grenades	131
AK-47 ammo	103 cases
Explosives	20 pieces
Blasting caps	50
TNT	15 kilos
PRC-25	1
Documents	3 kilos
Penicillin	200 kilos
Wood	500 kilos
Rice	322 kilos
Ponchos	20
Bod rolls	4
Mats	10
Sugar	20 kilos
AK-50 magazines	10
57mm rounds	9
Cooking pots	6
Cups	4
Generator	1
Serpen motor	1
Engines	3

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