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

IN REPLY REFER TO

AGDA (M) (16 June 70) FOR OT UT 701058 26 June 1970

SUBJECT: Operational Report - Lessons Learned, Headquarters, 17th Aviation Group, Period Ending 31 January 1970 (U)

AD 509970

SEE DISTRIBUTION

1. Subject report is forwarded for review and evaluation in accordance with paragraph 4b, AR 525-15. Information of actions initiated as a result of subject report should be forwarded to ACSFOR OT UT 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

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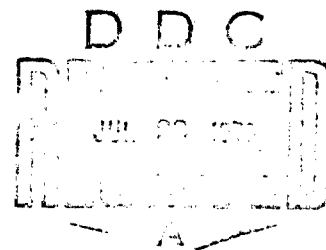
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17th Aviation Group

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

AVBACB-SC

13 February 1970

SUBJECT: Operational Report-Lessons Learned of Headquarters, 17th
Aviation Group (Combat) for Period Ending 31 January 1970,
NCS CSFOM-65 (R1) (U)

SEE DISTRIBUTION

1. Section 1, Operations: Significant Activities.

a. (U) General. This report covers the period 1 Nov 1969 through 31 Jan 1970, and is submitted in accordance with AR 525-15 and USARV Regulation 525-15. The report includes Headquarters & Headquarters Company, 17th Aviation Group (Combat); 201st Aviation Company (Corps); 58th Aviation Detachment (Support); and the 25th Medical Detachment (Q) and contains certain information not reported by other subordinate units of the 17th Avn Group.

b. (C) Personnel.

(1) Infusion: The Group has continued an infusion program directed towards the reduction of rotational humps. With the large input of 160 Aviators in Jan 70 there is now a slight rotational hump for 160 in the month of Jan 71.

(2) Replacements: The Group received 1874 replacements in this reporting period compared to a total of 1779 for the last quarter. Replacements have not been arriving prior to the DEMOS of the departing individuals. The monthly replacement flow was: 408 in November, 704 in December and 762 in January.

(3) Strength: The Group personnel strength increased during the reporting period. The strength figures for the reported units and the entire Group are attached as Inclosure 1. There is a critical shortage of certain maintenance personnel, particularly Rotary Wing Technical Inspectors and senior supervisory maintenance personnel. Inclosure 2 lists those shortages of skilled personnel that have the most effect on the aircraft maintenance rates.

(4) Changes of Command: The following changes of command were

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DOWNGRADED AT 3 YEAR INTERVALS;
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SUBJECT: Operational Report - Lessons Learned of Headquarters, 17th Aviation Group (Combat) for Period Ending 31 January 1970, MCS CSFOR-65 (1) (U)

made during this reporting period:

(a) On 3 January 1970, COL William A. Mcbowell, [REDACTED] assumed command of the 17th Aviation Group (Combat), vice COL Billy R. Wright, [REDACTED]

(b) On 17 November 1969, LTC Samuel J. Intellos, [REDACTED] assumed command of the 10th Aviation Battalion (Combat), vice LTC Davey L. Stanley, [REDACTED]

(c) On 21 January 1970, LTC Charles D. Utzman, [REDACTED] assumed command of the 52nd Aviation Battalion (Combat), vice LTC Patrick J. O'Grady, [REDACTED]

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

(a) On 27 December 1969, LTC William H. Jenkins, Jr., [REDACTED] became the Group XO, vice LTC William E. Crouch Jr., [REDACTED]

(b) On 27 December 1969, CPT Donald H. Brierley, [REDACTED] became the Group Communications and Electronics Equipment Maintenance and Repair Officer, vice CPT Alex L. Chum, [REDACTED]

(c) On 2 December 1969, 2LT Lawrence C. Kule, Jr., [REDACTED] became the Administrative Officer to the Flight Surgeon, vice 2LT James L. Culbertson, [REDACTED]

(d) On 9 December 1969, 2LT James L. Hopper, [REDACTED] became the HHC, XO vice 1LT John M. Trahey, [REDACTED]

(e) On 21 December 1969, MAJ Oscar L. Shuler, Jr., [REDACTED] became the Group S2, vice MAJ Willis L. Hanley, [REDACTED]

(f) On 31 December 1969, MAJ Edward L. Harris, [REDACTED] assumed the duties of Assistant S3.

(g) On 1 January 1970, MAJ Richard Axtell, [REDACTED] became the Group Signal Officer, vice MAJ William D. Johnston, [REDACTED]

(h) On 3 January 1970, MAJ Howland G. Steele, [REDACTED] became the Group Maintenance Officer, vice MAJ William J. Shields, [REDACTED]

(i) On 3 January 1970, MAJ Joseph A. Tobin, [REDACTED] became the LEO to II Corp Hq's, vice MAJ Thomas L. Martin, [REDACTED]

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(j) On 7 January 1970, MAJ Donald L. Luck, [REDACTED] assumed the duties of the Asst LEO to II Corp Hq's.

(k) On 7 January 1970, MAJ James A. Talbert, [REDACTED] became the LEO to G2, IAFV, vice MAJ James H. Langston, [REDACTED]

(l) On 8 January 1970, CPT Donald S. Burgin, [REDACTED] became Assistant S1, vice James L. Koonoy, [REDACTED]

(m) On 17 January 1970, CPT Dawson C. Ray, [REDACTED] became the Group Adjutant, vice CPT Marc L. Thomas, [REDACTED]

(n) On 19 January 1970, MAJ Conrad K. Franz, [REDACTED] became the Group AOC-V Liaison Officer, vice MAJ Darryl R. Stevens, [REDACTED]

c. Intelligence.

(1) General: During this reporting period significant changes in the enemy order of battle holdings were as follows:

(a) Major elements of the 40th NVN Artillery Regiment, the 66th NVN Infantry Regiment, and the 28th NVN Infantry Regiment relocated from the Tri-Border area to Bu Prang and Duc Lap. During the month of November these units shelled and attempted to overrun Bu Prang and Duc Lap CIDG Camps. During December the units withdrew into Cambodian areas and began to relocate back to the Tri-Border area. The change in NVN units for this quarter is attached as Inclosure 3.

(b) Activity was moderate during November and January. Little significant activity occurred during December. Primary activity during November took place in Quang-Duc Province with attacks against Duc Lap and Bu Prang. January was characterized by movement of the 2nd NVN Regiment from I CTZ into Binh Dinh Province. Isolated rocket/mortar/sapper attacks occurred throughout Binh Dinh Province. Total enemy strength in II Corps increased by approximately 4,246.

(2) Air Activity: While flying in support of II CTZ during the last quarter, 17th Aviation Group aircraft were reported hit by hostile ground fire 219 times (Nov 96, Dec 39 and Jan 84), for an average of 73 hits per month as compared to 68 per month the previous quarter. The 17th Aviation Group reported aircraft being shot at but not hit 156 times (Nov 80, Dec 32, Jan 44). The increase in hits reflects the increase in activity for November and January.

(3) Physical Security: There were 36 Installation Attacks (Nov 19, Dec 7, Jan 10) reported during this quarter compared with 11 attacks the previous quarter. Installations most frequently hit were Ban Mu Thuot,

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Dong Ba Thin and An Khe. The 17th Aviation Group Headquarters has responsibility for coordinating the defense of US units in Vital Sub Sector III (5th Special Forces, US Air Force and the 6th Field Hospital), Nha Trang Installation Defense Command. Two attacks occurred during this quarter in adjacent sectors but no attacks were initiated against Sub Sector III.

(4) Security Clearances: During the reporting period 61 clearances have been validated, 25 USAF checks made, 11 MAC checks initiated and 3 background investigations initiated.

(5) Conference: 17th Aviation Group S2 Conference was held on 8-9 December at Nha Trang.

d. (U) Operations.

(1) Flight Operations: Total flying hours and performance figures for the units are listed in Inclosure 4.

(2) Unit Movement: 17th Aviation Group Headquarters (HAG) and 201st Avn Co relocated from the Long Tan area of Nha Trang Airbase to the South side of the airfield, coordinates CF 03925149; move initiated on 18 Dec 69 and completed 28 Dec 69.

(3) Unit Missions: There have been no changes in the units missions.

(4) Significant Operations: See Inclosure 5.

e. (U) Training.

(1) Army Aviation Refresher Training School: A total of 169 MACS quotas were allocated to the Group and all were reallocated to the battalions.

(2) Survival Courses: A total of 11 quotas were received for survival courses, 9 for the Escape and Evasion Course at Clark AFB, Philippines and 2 for the Pacific Life Support School at Kadena AFB, Okinawa.

(3) 201st Aviation Company, 56th Aviation Detachment and Headquarters Company Training: A total 56 days were spent in mandatory training in subjects as prescribed by USARV Reg 350-1.

(4) Aviator Standardization: During the period 1 Nov 69 thru 31 Jan 70 the 17th Aviation Group Flight Standardization Sections, in

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addition to paying assistance visits to each of the units within the 17th Group, performed the following:

(a) Conducted an Instructor Pilot Course (including ground school and MOI) for aviators assigned to the 173rd Airborne Brigade.

(b) Conducted an Instrument IP Course each month for units within the Group. This course provides Tactical Instrument IP's to those helicopter units which ordinarily have a need for renewing Tactical Instrument Tickets.

(c) Assisted the following units outside the 17th Group with standardization IP, Instructor Pilot and 90 day proficiency check rides: 14th Engineers Brigade, B/2/1st Armored C v Squadron and the 173rd Airborne Brigade.

f. (U) Logistics.

(1) Boots Combat Leather: 2800 pair of boots combat, leather, black, were received and distributed through the 17th Avn Gp. This alleviated a shortage plus brought all units up to their authorized stockage level. The leather boots are required to be worn by aviators/aircrewmembers as additional protection against the possibility of a post-crash fire.

(2) Chrome Chambered M-16: On 2 January 1970, units of the 17th Aviation Group (Combat) began exchanging non-chrome chambered M-16's for chrome chambered M-16's. The exchange was completed on 29 Jan 70 and a total of 2695 chrome chambered M-16's were received.

(3) XM76 Antioscillation Sighting Device: As of 23 Jan 70 the 17th Aviation Group (Combat) received 64 of 79 authorized XM76 sighting devices. The 15 remaining sighting devices are to be issued within the next quarters.

(4) Holster .38 F&W 1095-973-0521: On 11 Jan 70, a total of 793 .38 Cal holsters were received and distributed to all units of the 17th AG(C). These holsters were not the same type holsters mentioned in the last ORLL, however, they are an acceptable substitute.

(5) Command Controlled Lumber: The supply of critical sized lumber (1x, 2x and 4x) and plywood has slowly improved during the last quarter. The first releases since these items were placed on the command controlled list were made in November - a total of 48,800 bf, of which 30,000 bf, were 4x12. In early January a special allocation was received to support relocation of several units. During January, also, a total of 34,000 bf of mixed 1x and 2x material was released, along with 350 sheets of plywood.

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(6) Aircraft Status is attached as Inclosure 6.

(g) (U) Organization.

(1) Unit organization: No change since last report. See Inclosure 7.

(2) Station List: See Inclosure 8.

(3) MTOE Action: There have been no MTOE actions during the reporting period.

h. (U) Chaplain.

(1) No personnel changes were made in the Group Chaplain's Section.

(2) The Group Chaplain's office was moved on 18 Dec to the Nha Trang Air Base Chapel. On 28 Dec all Air Force Chaplains departed the Air Base Chapel and the Group Chaplain was requested by the Air Force to be the Installation Chaplain as he was the Senior Chaplain on the base. No problems have been experienced in this area and a fine co-operative program has been established.

(3) The Group Chaplain attended the Brigade Chaplain's Conference at Long Binh 13-14 Jan 70.

(4) Civic Actions:

(a) Medicine was delivered to the Chan-Y-Vien Tin-Lanh Mission in Nha Trang.

(b) The Chaplain attended the first meeting of the combined Civic Action Council and Community Relations Council of the Province at Nha Trang on 22 Jan.

i. (U) Aviation Safety. The accident rate for the 17th AG(C) increased 4% during this quarter. Engine failures accounted for 25% of these accidents, 15% were due to weather, 10% due to other material failures and 50% due to operational error. The accident rate for the quarter is 23.9 per 100,000 flying hours. The accident experience for this quarter is attached as Inclosure 9.

j. (U) Signal.

(1) The Signal Section, HHC, 17th AG(C) continued to provide radio, teletype and telephone communications for Headquarters, 17th AG(C).

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Guidance and assistance were provided to Signal Sections of subordinate units to insure that the 17th AG(C) Communication System was responsive to the unit's needs. A Communications and Electronics Newsletter is presently being put in final form for publication this month. The newsletter contains information pertaining to Ground, Avionics and General Communications and Electronic Operations. Deletion of the Organization Maintenance Record (DA Form 2408-3) has been accomplished as pertains to Signal Equipment within the 17th AG(C). IAW 1st Avn Bde Reg, Unclass, Cite # 003232, Subject: Elimination of DA Form 2408-3. The 17th AG(C) and Battalion Signal and Avionics Officers attended the 1st Aviation Brigade Signal Officers Conference on 9 and 10 Jan 70. Signal and Avionics Assistance Visits were conducted by personnel of the 17th AG(C) to units within the 17th AG(C). Avionics personnel strength remained the same during November and December and units within the 17th AG(C) have an adequate fill level.

(2) Units of the 17th Gp have made little progress with aircraft/ZYS modifications due to the shortages of mounts, control heads and personnel to perform the modification. At present, new aircraft being delivered to the 17th Gp have not had this modification completed prior to delivery.

(3) During the month of Dec the Signal Section of the 17th Gp relocated from the Long Van Area of the Airbase to the Phu Trang Air base Area. All systems teletype, telephone, radio to include all capabilities and normal administrative procedures have been completed and are functioning normally.

k. (U) Medical.

(1) A critical shortage of aviation medical officers occurred during the reporting period. During the past few weeks replacements have arrived with one medical officer position remaining unfilled at the 163rd Avn Medical Detachment (Qui Nhon). Medical Detachments are now capable of and are providing adequate aeromedical services. No significant changes in Group Medical operations occurred during the reporting period.

(2) The 193rd Medical Detachment moved from An Khe and closed at Phu Hiep on 10 December 1969.

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

a. (U) Personnel: None

b. (U) Intelligence: None

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(c) Command Action: 17th Gp L&O to II Corps has participated in preparing a schedule of classes for ARVN units on the subject of External Load Rigging for all types of loads.

(3) Air Traffic Control: Battle of Bu Prang and Duc Lap.

(a) Observation: Air traffic control at Nhon Co became a real problem prior to the establishment of an air traffic control team on 27 Nov. The volume of helicopter traffic and Air Force cargo aircraft that can be expected in the vicinity of a major forward airfield makes the establishment of an air traffic control team of prime importance.

(b) Evaluation: The Air Force normally uses a "Tailpipe" Team during major operations with airlift aircraft. These teams are not prepared to stay over a long period of time, nor do they control all traffic (only Air Force cargo and transport aircraft as they arrive and depart).

(c) Recommendation: The early establishment of an air traffic control team at each major airfield in the battle area from which joint operations are being conducted will eliminate confusion and provide the necessary control for safe and orderly traffic.

(d) Command Action: A Tactical Air Control Team was obtained from 165th Group and installed at Nhon Co. In anticipation of future operations in the Kontum area, this team has been attached to the 52nd Avn Bn and is available to establish control at a designated forward operations base.

(4) 500 gallon fuel bladders, rigging straps, cargo nets, and fuel pumps. Battle of Bu Prang and Duc Lap:

(a) Observation: On occasion, delays were caused by additional or replacement bladders, straps, nets or pumps not being available on short notice as stocks became depleted, breakdowns occurred, or because back hauls and/or repair teams were delayed by weather.

(b) Evaluation: Support command (ISA) stockage was depleted due to rapid expansion of the operation. Aviation assets were not used to the maximum for back hauls of bladders and equipment.

(c) Recommendations: Reserve 500 gallon fuel bladders, rigging straps, cargo nets and pumps (100 gpm and 350 gpm) should be pre-positioned at a central (ISA) and all users advised of their location and availability, so that as little delay as possible occurs when these assets are needed.

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SUBJECT: Operational Report - Lessons Learned of Headquarters, 17th Aviation Group (Combat) for Period Ending 31 January 1970, RCS CSFOR-65 (d) (U)

(d) Command Action: Future operations will require a greater degree coordination with LSA units on the management of available equipment. Aviation battalions have been instructed to insure proper management of aviation assets for maximum back haul of empty bladders and other equipment.

(6) Dust-off Aircraft: Battle of Bu Prang and Duc Lap.

(a) Observation: Initially an insufficient number of dustoff aircraft were located in the operations area (two at Ban Me Thuot). C&C aircraft and resupply aircraft necessarily were diverted from missions pressed into service for medical evacuation during the early phase. The number of dustoff aircraft was increased to five on 16 Nov, with standby aircraft at Nhon Co and Ban Me Thuot. Throughout the operation however, resupply slicks to forward areas continued to evacuate bodies and injured on back hauls.

(b) Evaluation: Medical evacuation requests exceeded dustoff capability due to rapid increase in combat operations.

(c) Recommendation: Additional dustoff aircraft should be requested early in the operation. All should be equipped with jungle penetrators. Provision should be made for refuelments for these aircraft, to include areas where they may only standby during the day.

(d) Command Action: Contingency plans include provisions for dustoff commitments.

d. Communications:

(1) Shortages of Signal personnel in 17th Aviation Group (Combat).

(a) Observation: The 17th AG(C) continues to experience a shortage of most Signal MOS's.

(b) Evaluation: Some gains in signal MOS's have been made during this quarter. The most critical shortage occurs in the O5B and O5C series MOS which restricts the use of Radio Teletype in this unit.

(c) Recommendation: That Signal shortages in this Group be filled as adequate replacements become available.

(d) Command Action: Signal MOS's are closely monitored to insure a fair distribution of Signal personnel throughout the Group.

Unit Commanders are continuously urged to assign Signal personnel to Signal slots. In some cases "on the job training" is being conducted to relieve shortages.

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SUBJECT: Operational Report - Lessons Learned of Headquarters, 17th Aviation Group (Combat) for Period Ending 31 January 1970, MCS CSFOR-65 (RI) (U)

(2) Radio Equipment:

(a) Observation: Many units of the 17th AG(C) are equipped with the AN/MRC-95 or AN/MRC-119 radio in lieu of the AN/VSC-2.

(b) Evaluation: The AN/MRC-95 and AN/MRC-119 radios are difficult to maintain due to a shortage of repair parts causing excessive down time. There is also a heat problem during operation. Many units do not have access to air-conditioning units to solve this problem. Operating the radio out of its case helps the heat problem but allows the entrance of dirt and dust. In addition, removal of the cover exposes the operator to the possibility of electrical shock. In most cases O5C20 radio operators have not been school trained in the operation or maintenance of this radio. This places an OJT burden on the units.

(c) Recommendations: That AN/MRC-95 and AN/MRC-119 be replaced with the authorized AN/VSC-2.

(d) Command Action: In some cases, pooling of the AN/MRC-119 and 119 has been accomplished to help prevent excessive down time. Fans are being used where air-conditioners are not available to help dissipate heat. Units are encouraged to apply for quotas to the in-country Radio Operators Course to improve operations and further train operators.

(3) Navigational Equipment (201st Avn Co):

(a) Observation: The U-2L aircraft assigned to the 201st Avn Co (C) are not equipped with the ARN-52 TACAN/DME Navigation System.

(b) Evaluation: The ARN-52 Navigation System will significantly increase the operational capability of the 201st Aviation Company. In current Flight Information Publications, there are 18 TACAN Stations presently operational in RVN, of which 10 are located within the II Corps Tactical Zone, the primary operational area of the 201st Aviation Company. In remote areas of operation, the TACAN provides radial and mileage information necessary for accurate location of position for IFF Operations or in an emergency situation.

(c) Recommendation: That the navigation equipment configuration of the U-2L aircraft assigned to the 201st Avn Co (C) be modified to include installation of the ARN-52 TACAN.

(d) Command Action: Coordination was effected with the 17th Gp

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SUBJECT: Operational Report - Lessons Learned of Headquarters, 17th
Aviation Group (Combat) for Period Ending 31 January 1970,
MCS CSFOR-65 (K1) (U)

for the procurement of 5 ARI-52 Systems to equip all U-21 aircraft
with this navigational system. Five ARI-52 Systems are currently
on requisition.

9 Incl
Incl 3 and 8 wd HQ, DA


WILLIAM R. McDONNELL
Colonel, Armor
Commanding

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SUBJECT: Operational Report-Lessons Learned, Headquarters, 17th Aviation Group (Combat) for Period Ending 31 January 1970, RCS, CSFOR-65 (R2) (U)

DA, Headquarters, I Field Force Vietnam, APO 96350

13 MAR 1970

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

This headquarters has reviewed and evaluated subject Operational Report-Lessons Learned and concurs.

FOR THE COMMANDER:

for [Signature] 1LT [Signature]
PAUL EMELKELAERE

1LT, AGC

ASST AG

GP:

2 - ACSFOR, DA

1 - CD, 17th AVN GP (GBT)

AVBAGC-0 (13 Feb 70) 2d Ind
SUBJECT: Operational Report-Lessons Learned, Headquarters, 17th Aviation
Group (Combat) for Period Ending 31 January 1970, RCS, CSFOR-65
(R2) (U)

DA, HEADQUARTERS, 1ST AVIATION BRIGADE, APO 96384 3 APR 1970

THRU: Commanding General, United States Army Vietnam, ATTN: AVHGC-DGT,
APO 96375
Commander-in-Chief, United States Army Pacific, ATTN: GPOP-DT,
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.

2. The following comments are considered pertinent:

a. Paragraph 2d(2), page 11, evaluation describes difficulty of maintaining AN/MRC-95 and AN/MRC-119 equipment. This radio equipment is extremely reliable when properly maintained. Concur with the recommendation and command action. Replacement AN/VSC-2 equipment is not readily available and priority goes to airmobile divisions. An acceptable alternative, the AN/GRC-142, is expected to be available in limited quantities as assets from the 9th Division's redeployment are refurbished.

b. Paragraph 2d(3), page 11, addresses the need for TACAN navigational equipment in U-21 aircraft. TACAN systems have been ordered for all U-21 aircraft in Vietnam. There is no expected date of delivery available at this time.

c. Paragraph 1b(3), page 1, addresses the problem of shortage of Technical Inspectors and senior supervisory maintenance personnel. During the reporting period the 1st Aviation Brigade received very few senior supervisory maintenance personnel from the replacement flow. On 24 February 1970, the USARV fill of Technical Inspectors was 62.0%. The 17th Group fill was 62.1%. This headquarters is placing continuing emphasis on upgrading critical aviation skills by maximum utilization of in country Army Aviation Refresher Training School courses and OJT programs.

d. Paragraph 2d(1), page 10, addresses the problem of Signal MOS shortages. Gains in signal MOS's have been made in the past few months. The 17th Group's posture, as of 24 February 1970, compared to Brigade was as follows:

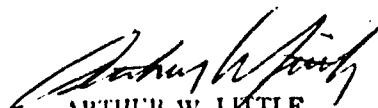
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SUBJECT: Operational Report-Lessons Learned, Headquarters, 17th Aviation Group (Combat) for Period Ending 31 January 1970, RCS, CCFOR-65 (R2) (U)

<u>MOS</u>	<u>17th CAG %</u>	<u>BRIGADE 1</u>
05C20	101.4	100.5
05O40	75.0	72.0
05B20	43.8	45.8

Command action practiced by 17th Group is similar throughout the 1st Aviation Brigade.

FOR THE COMMANDER:



ARTHUR W. LITTLE

CPI AGC

Asst AG.

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13 APR 1978

AVHGC-DST (13 Feb 70) 3d Ind

SUBJECT: Operational Report-Lessons Learned of Headquarters, 17th
Aviation Group (Combat) for Period Ending 31 January 1970,
RCS CSPOR-65 (RI)(U)

Headquarters, United States Army, Vietnam, APO San Francisco 96375

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 January 1970 from Headquarters, 17th Aviation Group (Combat) and concurs with the comments of indorsing headquarters.

2. (C) Comments follow:

a. (C) Reference item concerning "Shortage of Personnel", page 1, paragraph 1b(3) and paragraph 2c, 2d Indorsement: concur. A critical shortage of rotary wing technical inspectors does exist in USARV; as of 3 April 1970, 454 were assigned versus 730 authorized. Commanders are aware of the shortage of both technical inspectors and supervisory personnel, and are emphasizing that OJT programs be established. It is recommended that this matter be addressed by higher headquarters.

b. (U) Reference item concerning "Air Traffic Control", page 9, paragraph 2c(3): concur with the recommendation and the command action taken. However, exception is taken to the statement in the evaluation that USAF combat control teams do not control all air traffic. There are no restrictions placed upon these teams; they may be requested to provide air traffic control service to all users of a particular airfield.

c. (C) Reference item concerning "Navigational Equipment", page 11, paragraph 2d(3), and paragraph 2b, 2d Indorsement: concur. The AN/ARN-52 TACAN is authorized for the U-21 aircraft assigned to the 201st Aviation Company. Because of a shortage of these sets within USARV, not all U-21 aircraft are so equipped. On 1 February 1970 USARV Aviation dispatched a message to USARPAC requesting assistance in obtaining these sets. An interim response indicates that no projected delivery date is available.

FOR THE COMMANDER:


L. D. MURRAY
CPT, AGC
Assistant Adjutant General

Cy fern
1st Avn Bde
17th Avn Gp

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

GPOP-DT (13 Feb 70) 4th Ind (U)

SUBJECT: Operational Report of HQ, 17th Aviation Group (Combat) for
Period Ending 31 January 1970, RCS CSFOR-65 (R1) (U)

HQ, US Army, Pacific, APO San Francisco 96558 5 MAY 70

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

1. This headquarters concurs in subject report as indorsed.
2. Reference paragraph 1h(3), page 1, and paragraph 2a, 3d Indorsement. The shortage of rotary wing technical inspectors is a continuing problem which has been critical for the past three to four years. Recommend action be taken at Department of the Army level to resolve this problem.
3. Reference paragraph 2c, 3d Indorsement. The message referred to in subject paragraph, USARV message AVHAV-LOG, DTG 010431Z Mar 70, subject: TACAN Navigational Set AN/ARN-52, as reads 1 February 1970 should read 1 March 1970. Subject message stated an urgent requirement for the scheduled but undelivered TACAN Navigational Set AN/ARN-52 to complete the USARV basis of issue. On 5 March 1970 this headquarters in message GPOP-AV, DTG 052045Z Mar 70, requested that Department of the Army furnish the approximate date when the USARV requirement for subject Navigational Sets could be filled. As of 4 May 1970, a reply had not been received.

FOR THE COMMANDER IN CHIEF:

D.D. Cline
D.D. CLINE
2LT, AGC
Asst AG

CF:
CG USARV

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UNIT STRENGTH AS OF 31 JAN 70

1. Military:

UNIT	CO		WO		EM		Total	
	<u>Auth</u>	<u>Asg</u>	<u>Auth</u>	<u>Asg</u>	<u>Auth</u>	<u>Asg</u>	<u>Auth</u>	<u>Asg</u>
17th AG(C)	26	33	1	8	68	151	95	192
201st Avn Co	8	13	18	13	89	115	115	141
58th Avn Det	3	1	5	2	33	30	41	33
25th Med Det	1	1	0	0	7	7	8	8
TOTALS	38	28	24	23	197	303	259	374

2. Civilian

UNIT	DAC		VN		3rd Nat		Contract	
	<u>Auth</u>	<u>Asg</u>	<u>Auth</u>	<u>Asg</u>	<u>Auth</u>	<u>Asg</u>	<u>Auth</u>	<u>Asg</u>
17th AG(C)	0	0	29	29	0	0	0	0
201st Avn Co	0	0	6	6	0	0	0	0
58th Avn Det	0	0	1	1	0	0	0	0
25th Med Det	0	0	1	0	0	0	0	0
	0	0	37	36	0	0	0	0

3. Personnel Strength, 17th Avn Gp (Cbt) as of 31 Jan 1970.

<u>Rated Positions</u>	<u>TOE</u>	<u>Manning Level</u>	<u>Assigned</u>
Officer	660	618	512
Warrant Officer	922	864	819
TOTAL	1582	1482	1411
Enlisted Strength	6405	--	6006

Percentages are: Overall Strength 95%
 Officers 95% - Based on 92% fill level
 Warrant Officers 95% - Based on 92% fill level
 Enlisted Men 94% - Based on 100% TOE authorization

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CRITICAL MOS SHORTAGE (U)

<u>MOS</u>	<u>Title</u>	<u>Auth</u>	<u>msg</u>	<u>Short</u>
67N30	Tech Inspector	48	7	41
67U30	Tech Inspector	12	3	9
67U40	Maint Supervisor	40	25	15
67X30	Tech Inspector	3	1	2
67Y30	Tech Inspector	5	1	4
67Y40	Maint Supervisor	9	1	8

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OPERATIONAL RESULTS

1. (C) Results.

<u>Unit</u>	<u>Sorties Flown</u>	<u>Troops Lifted</u>	<u>Cargo Lifted (Tons)</u>	<u>Flying Hours</u>
17th AG(C), HHC	622	497	9	539
201st Avn Co	4,664	13,206	51	2,773
* (58th Avn Det)				

17th AG(C) Totals	5,286	13,703	60	3,312
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2. (U) Losses.

Aircraft Lost

	<u>Type</u>	<u>Nr</u>
201st Avn Co (C)	U-21A	1

17th AG(C) Total	1
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* Operational results are reported as combined totals by the 201st Avn Co and the 58th Avn Det.

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1. Significant Operations: The 17th Aviation Group (Combat) provided aviation support to the following II Corps operations during Nov 69-Jan 1970.

a. US Operations:

Hartle Green	14 Oct - 25 Nov
Kramer White	16 Oct - 5 Jan
Greene Bear	16 Oct - 30 Jan
Wayne Breaker	18 Oct - 4 Jan
Greene Bullet	20 Oct - 20 Nov
Hodges Black	21 Oct - 20 Nov
Putnam Wildcat	31 Oct - 18 Jan
Spragins White	11 Nov - 30 Dec
Waldron Blue	25 Nov - 30 Jan
Hughes Black	1 Jan - 5 Jan
Wayne Thrust	4 Jan - 30 Jan
Putnam Power	21 Jan - 30 Jan
Wayne Stab	30 Jan -
Putnam Shark	30 Jan -
Greene Deuce	30 Jan -
Washington Greene	15 Apr -

b. Republic of Korea Operations:

Yak Jin 8	31 Oct - 2 Nov
Jao Koo 25	3 Nov - 7 Nov
Bak Joe 2-11	8 Nov - 22 Nov
Dong Bo 2-21	16 Nov - 18 Nov
Do Kae Bee 15	19 Nov - 4 Dec
Wha Rang 9	17 Nov - 3 Dec
Dong Bo 1-15	21 Nov - 26 Nov
Jun Jin 26	28 Nov - 6 Dec
Dong Bo 3-14	3 Dec - 12 Dec
Bak Joe 22	5 Dec - 20 Dec
Kwan Woo 6	11 Dec - 15 Dec
Yul Poong 4	15 Dec - 17 Dec
Jao Kal 9	16 Dec - 20 Dec
Do Kae Bee 16	17 Dec - 31 Dec
Kwan Woo 7	26 Dec - 28 Dec
Jao Kal 10	26 Dec - 28 Dec
Jun Jin 27	27 Dec - 30 Dec
Search and Ambush	27 Dec - 28 Dec
Bak Joe 1-14	28 Dec - 4 Jan
Bun Kae 70-1	6 Jan - 9 Jan
Jang Bee II	8 Jan - 12 Jan
Hon Cat San (Cbt)	9 Jan - 16 Jan
Jao Kal I	11 Jan - 13 Jan
Dong Bo 10	12 Jan - 28 Jan
Do Kae Bee 1-1	14 Jan - 18 Jan
Do Kae Bee 2-1	14 Jan - 16 Jan

Do Kao Bee 3-1	14 Jan - 18 Jan
Do Kao Bee 2-2	20 Jan - 23 Jan
Bun Kao 1	24 Jan -
Bak Jee 23	23 Jan -
Jang Bee 2	27 Jan -
Do Kao Bee 17	28 Jan -

c. Republic of Vietnam Operations:

Dan Thang 69	40-42 Regt (Pacification)	1 Nov - 31 Dec 69
Dan Phu Series	47 Regt (Pacification)	Nov 69 - Jan 70
Quang Duc Opns	45 Regt, 5 MSF, 2nd Ingr Gp	Nov 69 - Jan 70

2. Significant Large Scale Operations:

Battle of Bu Prang and Duc Lap - 31 Oct 69 to 18 Dec 1969.

a. Major elements of the 40th NVA Artillery Regiment, the 66th NVA Infantry Regiment, and the 28th NVA Infantry Regiment conducted Artillery and ground attacks to overrun the Special Forces Camp at Bu Prang.

b. The 17th Aviation Gp provided aviation support to elements of the 23rd ARVN Division, 4th Inf Division and to 5th/22 Artillery. Approximately 5000 rotary wing and fixed wing sorties were flown in support of the operation. 17th CAG aircraft participated in 109 combat aviation engagements firing over 275,000 rounds of ammunition.

c. 17th Aviation Group (Combat) support provided to the 23rd ARVN Division:

(1) Daily aircraft allocations from 31 Oct 1969 - 17 Dec 1969.

UH-1H (slicks) - 17
UH-1B,C, AH-1G (guns) - 10
CH-47 (hooks) - 5

(2) Total Hours flown in support of 23rd ARVN Division - 5,279 hours.

d. 17th Aviation Group (Combat) support provided to the 4th Infantry Division:

(1) Daily aircraft allocations for 31 Oct 1969 - 17 Dec 1969.

UH-1H (slicks) - 5
UH-1B,C, AH-1G (guns) - 2
CH-47 (hooks) - 2

(2) Additional aircraft were provided on a mission basis. Total hours flown in support of 4th Inf Division - 13,184 hours.

(3) Supported Task Force Fighter with 1 Air Cav Troop (B/7/17 ACS).

(4) Two UH-1H aircraft and two CH-47 aircraft were provided daily from 31 Oct to 17 Dec 69 in support of 5/22 Artillery.

e. 17th Aviation Group (Combat) support provided to other users in the area:

(1) CCS:	<u>SLICKS</u>	<u>CH-47</u>
From 31 Oct - 15 Nov	4	4
From 16 Nov - 5 Dec	0	0
From 6 Dec - 8 Dec	4	0
From 9 Dec - 11 Dec	8	4
From 12 Dec - 14 Dec	4	0
From 15 Dec - 18 Dec	6	0

(2) Darlac and Quang Duc Provinces: Averaged one CH-1H each with an occasional CH-47 for resupply and an occasional four UH-1H and two AH-1Gs for RF operations.

(3) 155th AHC: Averaged one CH-47 every 5 days for maintaining the desired stockage level of the refuel point at Duc Lap. CH-47 sorties were flown for this purpose more often by utilizing other CH-47s in the area after they were released by the primary user.

(4) TF Fighter: Averaged two CH-47 aircraft from 21 Oct - 11 Nov.

f. Aircraft Combat Losses:

(1) 301149H Oct, 1 UH-1C, 48 AHC, shot down, YU 568538, 4 KIA.

(2) 021450H Nov, 1 AH-1G, 2 LOH, 7/17th Cav, shot down, YU 801635, 1 rescued 2 Nov, 2 released by NVA 9 Dec and 2 KIA.

(3) 271340H Nov, UH-1C, 281st AHC, shot down, YU 811726, crew extracted, A/C destroyed.

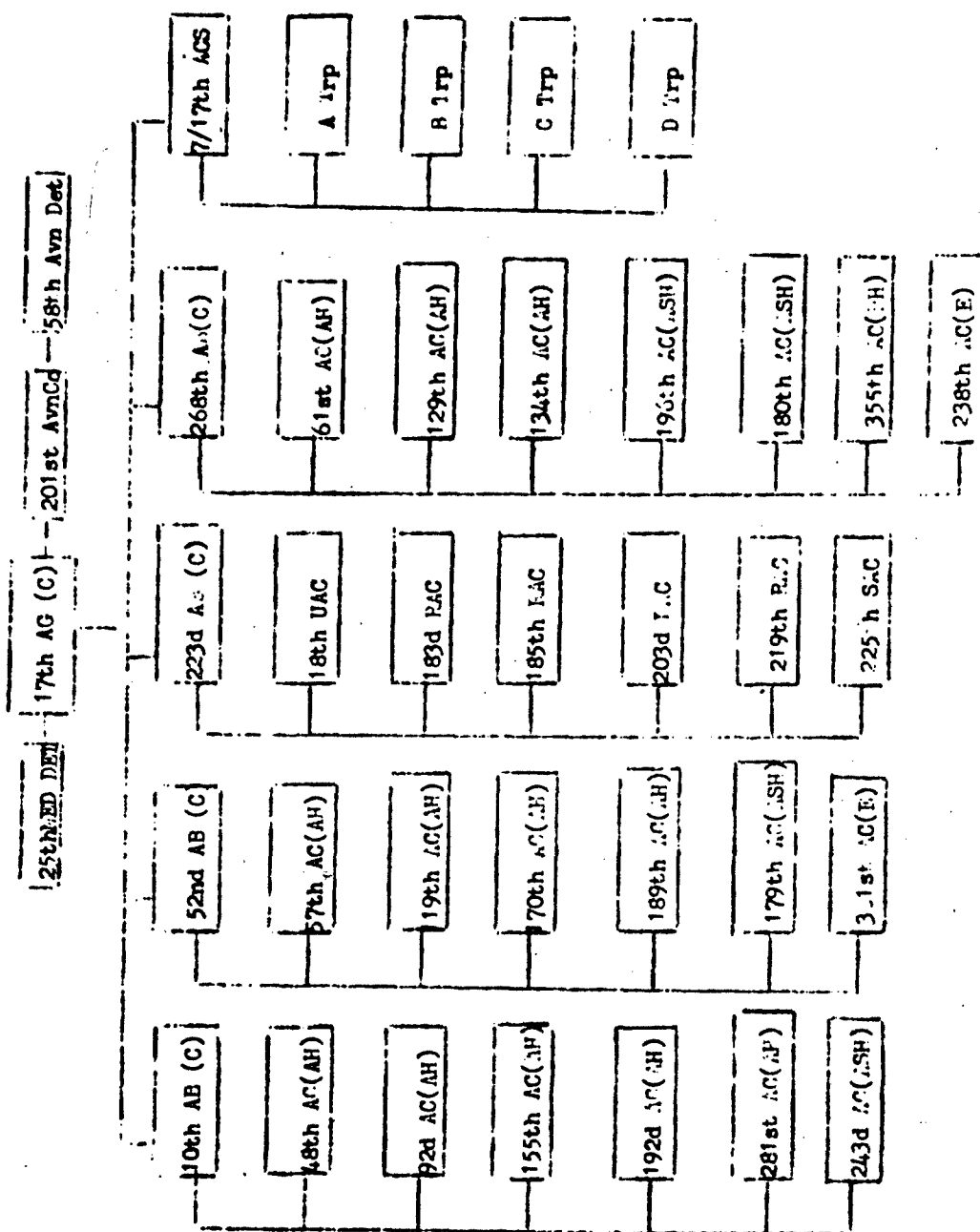
(4) TOTAL 1 AH-1G
2 UH-1C
2 LOH

Aircraft Status as of 31 January 1970

<u>UNIT</u>	<u>TYPE</u>	<u>TOE/ MTOE</u>	<u>BATTAL FILL GOAL</u>	<u>ON HAND</u>
17th Aviation Group (Combat)	OH-6	3	2	0
	UH-1H	0	3	3
	U-6	0	1	1
201st Aviation Company (Corps)	OH-6	4	4	0
	UH-1H	7	7	7
	U-8F	1	0	0
	U-21	0	4	3
58th Aviation Detachment	U-6	3	0	0
	U-21	2	2	2
	UH-1H	0	2	2

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BATTALION	ACCIDENTS	HOURS FLOWN	RATE
10	11	37,056	29.6
52	9	35,895	25.0
223	1	25,460	3.9
268	7	30,461	22.9
7/17	6	14,024	42.7
201 CAC	1	2,755	36.2
HHC 17 AG(C)	0	472	0.0
17 AG(C)	35	146,123	23.9

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