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AGDA (M) (30 Sep 70) FOR OT-UT -702020

7 Oct 1970

SUBJECT: Operational Report - Lessons Learned, Headquarters, 16th Aviation Group (Period Ending 30 April 1970) (U)

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2. Information contained in this report is provided to insure appropriate benefits in the future from lessons learned during current operations and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

Kenneth G. Wickham

KENNETH G. WICKHAM
Major General, USA
The Adjutant General

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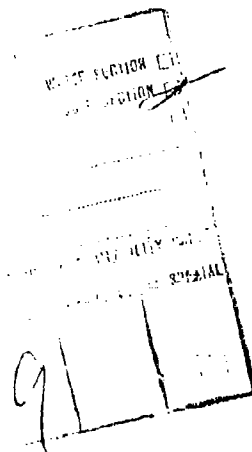
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DEPARTMENT OF THE ARMY
HEADQUARTERS, 16TH AVIATION GROUP (COMBAT)
APO San Francisco 96374

AVDF-AESC

SUBJECT: Operational Report - Lessons Learned (16th Aviation Group
(Combat)) Period Ending 30 April 1970, RCS CSFOR-65 (RI)

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1. (C) SECTION I, OPERATIONS: SIGNIFICANT ACTIVITIES

a. Command

- (1) Missions: The 16th Aviation Group (Combat) provides, supervises, and sustains Army aviation support of the Americal Division.
- (2) Responsibilities:
 - (a) Command the major aviation elements of the Division.
 - (b) Exercise special staff supervision over all Army aviation activities.
 - (c) Supervise aircraft maintenance and supply.
 - (d) Supervise flying safety program.
 - (e) Participate in planning and execution of combat operations.
 - (f) Provide Army Aviation Element to the DTOC.
- (3) Key Personnel:
 - (a) 16th Aviation Group (Combat) Headquarters.
CO: COL Elbert L. Townsend, ~~XXXXXXXXXX~~ 30 Jun 69 to present.
1D: LTC (P) Jerry L. Toague, ~~XXXXXXXXXX~~ 31 Dec 69 to present.
S1: MAJ Stanton C. Young, ~~XXXXXXXXXX~~ 9 Jan 70 to 23 Feb 70.

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(Combat)) Period Ending 30 April 1970, RGS GSFCA-65 (RI)

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1LT William D. Wolhuis, [REDACTED], 24 Feb '70 to 15 Mar 70.

MAJ Charles E. Gann, [REDACTED] 16 Mar 70 to present.

S2: CPT Carl F. Lohman, [REDACTED] Oct 69 to 13 Mar 70.

1LT Randall C. Graham, [REDACTED] 13 Apr 70 to present.

S3: LTC Richard K. Distach, [REDACTED] 9 Jan 70 to present.

S4: MAJ Joseph Wolfenberger, [REDACTED] 21 Nov 69 to present.

GROUP SURGEON: MAJ James J. Kent, [REDACTED] 9 Jan 70 to present.

SAFETY OFFICER: CPT Edward L. Connor, [REDACTED] 1 Feb 70 to present.

ASST DIV AVN OFF: LTC Dean G. Boyle, [REDACTED] 9 Jan 70 to present.

(b) Unit Commanders:

14th Avn Bn (Cbt): LTC Kenneth L. Metzler, [REDACTED] 30 Dec 69 to present.

123d Avn Bn: LTC John F. Brennan, [REDACTED] 9 Jan 70 to present.

335th Trans Co: MAJ Ronald B. Baker, [REDACTED] 13 Sep 69 to 9 Feb 70.

CPT Lance K. Hickel, [REDACTED] 10 Feb 70 to 12 Mar 70.

MAJ William M. Barrett, [REDACTED] 13 Mar 70 to present.

WMC, 16th Avn Gp (Cbt): CPT Marvin E. Mitchiner, Jr., [REDACTED] 17 Sep 69 to 13 Mar 70.

CPT Carl F. Lohman, [REDACTED] 14 Mar 70 to present.

(c) Current Organizations:

(a) Organization Chart and Station List at Inclosure 1.

(b) USAPAC General Order 19, dated 27 January 1970, reorganized F Troop 8th Cavalry. The unit absorbed the positions created by the inactivation of the 415th Signal Detachment and the 570th Transportation Detachment in accordance with USAPAC General Order 633, dated 11 December 1969. The 415th Signal Detachment submitted its final morning report on 3 March 1970. The 570 Transportation Detachment submitted its final morning report on 6 March 1970.

b. Personnel, Administration, Morale and Discipline:

(1) Status of authorized and assigned strength as of the last day of the report.

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(Combat)) Period Ending 30 April 1970, RCS CSFOR-65 (RI)

(a) Consolidated Strength.

	<u>AUTHORIZED</u>	<u>ASSIGNED</u>	<u>OVER/SHORT</u>
OFF	221	202	-19
WO	345	301	-44
EM	2432	2376	-56

(b) Consolidated Strength by rated and non-rated officers.

	<u>RATED</u> <u>AUTH/ACTUAL</u>	<u>NON-RATED</u> <u>AUTH/ACTUAL</u>
OFF	199/159	22/43
WO	334/289	11/12

(2) Subordinate Unit Strength.

<u>UNIT</u>	<u>OFF</u> <u>AUTH/OH</u>	<u>WO</u> <u>AUTH/OH</u>	<u>EM</u> <u>AUTH/OH</u>	<u>TOTAL</u> <u>AUTH/OH</u>
HHC, 16th Avn Gp (Cbt)	26/31	1/1	68/79	95/111
14th Avn Bn (Cbt)	108/98	209/186	1280/1223	1597/1507
123d Avn Bn	80/68	131/110	848/880	1059/1058
335th Trans Co	7/5	4/4	236/194	247/203

(3) Civilian Strength:

	<u>DAC</u> <u>AUTH/OH</u>	<u>VN</u> <u>AUTH/OH</u>	<u>3rd NAT</u> <u>AUTH/OH</u>	<u>CONTRACTOR</u> <u>AUTH/OH</u>	<u>TECH REP</u>
16th Avn Gp (Cbt)	2/2	77/60	0/0	74/74	7/7

(4) The group is understrength in rated commissioned and warrant officers. Known losses projected through the end of the next quarter will make this situation more critical if replacements are not furnished.

(5) Discipline.

	<u>Co Gd ART 15</u>	<u>Fld Gd ART 15</u>	<u>SP C M</u>	<u>BCD SP C M</u>	<u>GEN C M</u>
FEB	36	13	4	0	1
MAR	34	11	3	0	0
APR	57	11	0	1	0

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(6) Administration - No comment.

(7) Morale.

(a) At the end of the monsoon season morale of the units reached new heights. Maximum use is made of the out-of-country rest and recuperation program as well as the recreational facilities in the units.

(b) The conscientious work of the men has resulted in a marked improvement of the unit areas throughout the group.

c. Intelligence and Counterintelligence.

(1) There were six possible security compromises during the reported period. Three of these concerned SOI items pertaining to support operations, while one concerned items pertaining to the Chu Lai Defense Command operations. One compromise was due to enemy action and one was during voice transmission.

(2) During the reporting period 148 aircraft of the 16th Aviation Group (Combat) were hit by enemy ground fire. An analysis of these hits by altitude (in feet) is reflected below.

<u>ALT (FEET)</u>	<u>O/G</u>	<u>T/O</u>	<u>INDG.</u>	<u>ENROUTE</u>	<u>TGT ATTACK</u>	<u>TOTAL BY ALT</u>
0-100	9	17	25	12	7	70
100-200			2	3	1	6
200-300			1	1	1	3
300-400			1	1	2	4
400-500			1	7	5	13
500-600					1	1
600-700				3	5	8
700-800				3	5	8
800-900				4		4
900-1000				6	2	8
1000-1100				1		1
1100-1200				2		2
1200-1300						
1300-1400				1		1

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(Combat) Period Ending 30 April 1970, RCS CSFOR-65 (RI)

<u>ALT (FEET)</u>	<u>O/G</u>	<u>T/O</u>	<u>LANDG</u>	<u>ENROUTE</u>	<u>TGT ATTACK</u>	<u>TOTAL BY ALT</u>
1400-1500				5		5
1500-1600				2		2
1600-1700				1		1
1700-1800				4		4
1800-1900						
1900-2000				3		3
over 2000				4		4
TOTAL	9	17	30	63	29	148

(3) Summary of antiaircraft activities by type of fire:

	<u>.30</u>	<u>.51</u>	<u>Airburst</u>	<u>Other/ Unknown</u>	<u>TOTAL</u>
Shot at	264	25	1	7	297
Hit	103	5	1	4	113
Downed/Recovered	25	1			26
Downed/Lost	7	2			9
TOTAL	399	33	2	11	445 (Total AA incidents)

(4) During the first half of the reporting period, operations were somewhat hampered by the monsoon season and the resulting low cloud cover. The weather had no significant effect on operations during the last half of the reporting period.

d. Plans, Operations, and Training

(1) Plans:

(a) The 16th Avn Gp (Cbt) continues to provide Army aviation support to the Americal Division.

(b) In order to provide the Americal Division with an additional visual reconnaissance capability, the 16th Avn Gp (Cbt) formed a provisional VR team for each brigade in addition to the normal air cavalry support.

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The team is comprised of one LOH with crew from the air cavalry unit supporting the brigade and two UH-1C gunships from the assault helicopter company supporting that brigade. The provisional team missions have a lower priority than normal assault gunship missions and depend on the availability of gunships due to combat assaults and contact missions. The teams are employed in the low coastal regions and the relatively uncontested areas due to the vulnerability of the crews if forced down by mechanical trouble or enemy ground fire. The provisional VR team therefore releases the air cavalry troops for employment in areas of greater tactical concern.

(c) The 123d Aviation Battalion, in essence, is operating as an Air Cavalry Squadron. The battalion will remain in general support of the Division and direct support of the Brigades on a mission basis. In the past, "B" Company, 123d Aviation Battalion normally supported the 11th Infantry Brigade, D Troop 1-1 Cavalry the 198th Infantry Brigade and F Troop 8th Cavalry the 196th Infantry Brigade; however, with the newly adopted tactical reconnaissance concept, the units will work more often under Division control throughout the TACR. "A" Company will remain in general support of the Division.

(d) During December 1969 and January 1970, the 123d Avn Bn was tasked to determine the feasibility of and organize the Night Hawk system. The first system was completed on 5 February 1970 followed by the second system on 9 February 1970. A third system is under fabrication and a fourth system will be transferred from USAF in the near future.

(e) The 123d Avn Bn is scheduled to receive eleven XM-35 20 millimeter gun systems in the near future. One system is currently in use and has proved to be of tremendous value against antiaircraft emplacements and fortified positions. As division operations move west into the TACR, it is predicted that the XM-35 will be in greater demand and will definitely add the flexibility of the air cavalry units and enhance their mission accomplishment.

(f) The 71st Avn Co, 174th Avn Co, and the 176th Avn Co will continue to support the 196th Inf Bde, 11th Inf Bde, and 198th Inf Bde respectively.

(g) The 132nd and 178th Assault Support Helicopter Companies will remain in general support of the division.

(h) The 14th Aviation Battalion (Combat) stands ready to support the Division on any of several contingency plans with up to twelve UH-1H lift ships, six UH-1C gunships, and four CH-47 helicopters. The reaction time varies from one to twelve hours depending upon the type reaction force required.

(2) Operations:

(a) Operational statistics for the quarter are attached as Inclosure 2.

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(b) American Operations supported:

<u>OPERATION</u>	<u>SUPPORTED UNIT</u>	<u>DATES</u>
Nantucket Beach	198th Inf Bde	23 Jul 69, continuing
Fredrick Hill	196th Inf Bde	18 Mar 69, continuing
Geneva Park	198th Inf Bde	18 Mar 69, continuing
Iron Mountain	11th Inf Bde	18 Mar 69, continuing

(c) Aircraft status at the end of the reporting period -
Inclosure 3.

(d) No damage was done to any of the units of the 16th Avn
Gp (Cbt) during the rocket attack on 30 April 1970.

(e) Examples of significant actions during the reporting
period are as follows:

1 3 February: While participating in a joint Vietnamese-American eagle flight, F Troop, 8th Cavalry combat assaulted the ground forces into a location occupied by an 82mm mortar crew who were preparing to fire on a friendly LZ. The entire enemy crew of twelve were killed and the mortar with all accessories and two AK-47 rifles were captured.

2 11 February: While working on a rice sampling mission in an area approximately 8 kilometers north of the Ba To Special Forces camp, a reconnaissance team from B Company, 123d Avn Bn killed eight VC and one NVA. The infantry platoon was inserted to check out the bodies and packs. The packs contained Russian first aid kits, sandals, cooking pots, rice knives and shovels. Later in the day, while conducting a contact/VR mission for the 11th Infantry Brigade, the team killed one VC and ten NVA.

3 12 February: The 71st AHC conducted its largest combat assault of the reporting period. The series of assaults were for the 196th Infantry Brigade and the 5th ARVN Regiment. The combat assaults were executed over a five day period with ten lift ships and gunship support. During the five days of assault operations, 1500 troops were inserted into a five grid square location around coordinates BS 9996. The 71st AHC conducted the complete operation with assistance from the CH-47 aircraft organic to the 14th Aviation Battalion. This operation was carried out without incident and combined ARVN-American operation was a complete success.

4 23 February: Two Night Hawk aircraft engaged a large enemy force while on a night reconnaissance mission in the 11th Infantry Brigade area of operation. The action, which lasted for five hours, resulted in seventeen confirmed enemy KIA.

5 25 February: A combined force of Vietnamese and F Troop 8th Cavalry infantrymen was lifted into the "Rice Bowl" west of New Hau Duc to check out a reported NVA hospital which later had been

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determined to have been abandoned only a few hours earlier. Large quantities of medical supplies and Japanese made plasmas were captured and evacuated for redistribution among friendly Vietnamese.

6 9-10 March: On 9 March CH-47 aircraft prepositioned the bulk of the 6th ARVN Regiment and supporting artillery into a staging area near Ha Thanh (BS 3970). On 10 March early morning fog delayed the 176th AHC from making the first assault to establish a fire support base at BS 348594. At 1000 hours security troops were assaulted into the area. CH-47 aircraft delivered the necessary artillery and supplies into the fire support base which were used to prestrike the landing zones at BS 305565 and BS 345525. Although the aircraft received hostile fire from the two landing zones, none of the aircraft were lost. During the operation the 176th AHC moved 800 ARVN troops and contributed greatly to the success of the operation. A total of 1215 Infantry troops, six 105 howitzers and crews and supporting engineer equipment were moved on 10 March by elements of the 14th Aviation Battalion.

7 13 March: The 174th AHC, assisted by CH-47 aircraft, conducted a combat assault to secure and establish a new fire support base. The 174th then airlifted the 3/1 Inf Bn and the 4/3 Inf Bn into their areas of operation northeast of Gia Vuc (BS 3727) to complete the first phase of the operation. The following day the final phase was completed when the 174th AHC assaulted 900 troops of the 4th ARVN Regiment into their area of operation. All of these moves were completed without mishap or incident and greatly contributed to the success of the combined operation.

8 20 March: While working in the 2/1st Infantry Battalion area of operation, Night Hawk aircraft received heavy .51 caliber fire. After adjusting artillery fire, the Night Hawk aircraft moved into the area accompanied by two AH-1G aircraft. During the ensuing firefight, Night Hawk killed five and the AH-1G aircraft killed two of the enemy. The artillery unit was credited with two KILs.

9 1-3 April: Gunships of the 174th AHC were providing close fire support for Regional and Popular Force units in the vicinity of Quang Ngai City (BS 6472). In the afternoon of 1 April, the gunships located an estimated VC Company trying to evade west (BS 6576). They obtained clearance to fire and attacked the evading enemy. Their attack caused the enemy to seek cover and allowed the RF/PF units to engage them from a favorable position. On 3 April they once again engaged an enemy force while in support of RF/PF units (BS 6071). The constant pressure of the attacking aircraft caused the enemy to withdraw from positions from which they had intended to launch attacks on Quang Ngai City. During these two actions, three aircraft were damaged and some crew members were wounded in action. The unit was credited with 80 confirmed enemy kills.

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SUBJECT: Operational Report - Lessons Learned (16th Aviation Group
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10 1 April: The 176th AHC supported the 5/46th Infantry Battalion in establishing fire support base Hustler by lifting one company into the area to secure the landing zone at BS 2903 followed by two additional companies. After security was established, CH-47 aircraft moved artillery and supplies into the landing zone. This artillery was used to prestrike a landing zone at BS 2603 where one infantry company was subsequently inserted. Light enemy resistance was due, in part, to the support rendered by the gunships. The assault was completed without incident.

11 10 April: While conducting a visual reconnaissance mission for the division in an area immediately west of the Hau Duc Special Forces camp, the B Company, 123d Avn Bn team killed two NVA soldiers and destroyed eight native structures. Seven infantrymen were inserted to check the bodies which resulted in the capture of one AK-47 and one SKS rifle.

(3) Training

(a) On-the-job training, material readiness, and formal training (as specified in training directives) continues to be stressed by this headquarters. Due to the increase of replacements who are not MOS qualified, on-the-job training has become more important to the performance of the group mission. In-country schools are being used to full advantage especially in the field of aircraft maintenance.

(b) The quality of aviator flight training continues to be monitored by the group standardization section. The current program of producing instrument instructor pilots for each of the companies has been very successful. Two instrument instructor pilots have been trained for each company or troop and are required to give instruction to all assigned aviators in their unit. Each aviator is required to have a minimum of two hours of instrument training per month and two practice GCI's in each quarter.

(c) Infantry personnel continue to receive refresher training in demolitions, rappelling and squad and platoon tactics. They also participate in a regular program of marksmanship development.

e. Logistics and Maintenance.

(1) Class II. A central issue facility (CIF) has been established by the 23d S&T Battalion for issue and receipt of all flight clothing and associated equipment for all aviators and flight personnel within the division.

(2) Class II. During the reported period, there has been a significant increase in the amount of aircraft repair parts received from AMMC. This increase has been attributed to improvements in the procedures pertaining to the use of Special Mission Aircraft Request (SMAR) flights.

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Under these procedures, SMR flights are scheduled daily. C-130 aircraft deliver from one to three pallets of parts each day depending upon the quantity available for shipment and the space available on the aircraft.

(3) Base Development. New construction has been curtailed in the Chu Lai area; however, materials are readily available for the repair of existing buildings.

(4) Maintenance.

(a) Aircraft.

1 As the age of the aircraft fleet increased during the reporting period, a maintenance backlog developed in the assault helicopter companies. This backlog was created by the requirement to perform major preventive maintenance periodic (PMP) inspections on aircraft which had accumulated 1800 hours on the UH-1C and 2200 hours on the UH-1H aircraft. The unusual amount of sheet metal work, time change of major components, and increased man hours required to perform the inspection were the major factors creating the backlog.

2 The maintenance capability for CH-47B aircraft was enhanced by the assignment of a Dyna-Electron civilian contract maintenance team. This team was provided by the 34th General Support Group to assist in the performance of 1200 hours preventive maintenance periodic inspections.

3 Aircraft Availability Rates (%) for the quarter by month and type aircraft.

	FEB	MAR	APR
OH-6A	75.4	73.6	78.9
AH-1G	73.7	72.6	81.4
UH-1C	79.9	80.2	78.1
UH-1D/H	80.6	77.3	79.6
CH-47B	80.2	77.4	76.0
U-6A	54.6	79.7	80.6

(b) Wheeled Vehicles - No comment.

f. Civil Affairs and Civic Action: The 16th Aviation Group (Combat) continues to support the Tabitha Orphanage in the village of An Tan. Support is rendered by a fixed monthly contribution of several hundred dollars as well as construction projects. The 123d Aviation Battalion has recently finished building a recreation room for the children. Medics from the 16th Aviation Group (Combat) visit the orphanage weekly and administer to the children's needs.

g. Inspector General: HHC, 16th Avn Gp (Cbt) and the 325th Trans Co received the Americal Division AGI on 4-6 February 1970. The overall ratings were satisfactory.

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h. Information: The 178th Assault Support Helicopter Company received a Meritorious Unit Citation for operations from 1 June 1967 to 31 May 1968. The award was presented on 25 March 1970.

i. Other: Aviation Safety.

(1) The number of accidents and computed rate per 100,000 hours of flying time by month are as follows.

<u>MONTH</u>	<u>ACCIDENTS</u>	<u>RATE</u>	<u>CUM RATE</u>
FEB	7	47.5	20.4
MAR	4	36.6	21.1
APR	3	19.3	20.2

(2) The attitude of the individual aviators toward safety seems to have become more receptive. This can be attributed, in part, to the establishment of a briefing team consisting of the Group Surgeon, Standardization Officer and Aviation Safety Officer. The team presents an hour of conference and discussion on current problems to each unit quarterly.

2. (C) SECTION II, LESSONS LEARNED: COMMANDERS OBSERVATIONS, EVALUATIONS AND RECOMMENDATIONS.

a. Personnel:

(1) Stabilized Personnel Input.

(a) Observation: Significant numbers of experienced maintenance personnel are often lost over a relatively short period of time due to rotation.

(b) Evaluation: A large turnover of maintenance personnel adversely affects operational availability, maintenance procedures and on-the-job training programs throughout the group. This greatly decreases the experience level in the aviation companies which, in turn, has an adverse influence on safe flying policies.

(c) Recommendation: That input personnel with critical MOS skills and the same scheduled departure dates be spread throughout the aviation elements in Vietnam rather than concentrating them within one unit.

(2) CH-47 Rated Aviators.

(a) Observation: The 14th Aviation Battalion (Combat) is critically understrength in CH-47 qualified aviators.

(b) Evaluation: Replacement aviators do not arrive at the same time, or rate, that personnel rotate, thereby taxing requirements of the experienced aviators who are required to perform operational

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SUBJECT: Operational Report - Lessons Learned (16th Aviation Group
(Combat)) Period Ending 30 April 1970, RCS CSFOR-65 (RI)

missions as well as train new aviators when they do arrive.

(c) Recommendation: That replacement personnel be scheduled to arrive in sufficient time to allow for an overlap in the unit.

b. Operations:

(1) Hostile fire during combat assaults.

(a) Observation: During combat assaults, hostile fire is more prevalent on the second and subsequent lifts rather than on the initial assault.

(b) Evaluation: It has been noted that hostile fire is minimal during the initial assault into a landing zone while the remaining lifts into the same area are often done under hostile fire. Two theories may explain this observation. Gunship suppression on the first lift may prevent the enemy from reacting; however, on subsequent lifts fire cannot always be returned because of the close proximity to the friendly ground troops. Secondly, it is possible that the hostile forces do not have sufficient time to react to the initial assault. Once the landing zone is pinpointed by the enemy, his countermeasures are oriented toward subsequent lifts.

(c) Recommendations: Consistent with other mission requirements, the number of ships should be increased to reduce the number of lifts required to move a given unit.

(2) Water resupply:

(a) Observation: The use of 500 gallon collapsible drums (Blivets) increases payload of water resupply.

(b) Evaluation: One 400 gallon water trailer filled with water and rigged for sling operations weighs approximately 6300 pounds. Two 500 gallon collapsible drums filled with water and rigged for sling load operations weighs approximately 8600 pounds. By using the 500 gallon collapsible drums, approximately 600 more gallons of water may be delivered per CH-47 sortie. This also provides for better utilization of CH-47 aircraft and the flying time saved may be used for other essential missions.

(c) Recommendation: That ground commanders be encouraged to use the 500 gallon collapsible drums for water resupply.

c. Training: Experience level of UH-1 instructor pilots.

(1) Observation: Unit UH-1 contact instructor pilots have to be chosen from a group of aviators with relatively little flight experience.

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(2) Evaluation: The unit instructor pilots are, in most cases, flight school contemporaries of the other "working" aviators of the unit. They do not have a great deal more experience than the other members of the unit and have never had instructor pilot experience prior to being selected for the duty. The lack of experience and MOI training contributes to low standards of unit proficiency. Currently under study is the establishment of a two week formal course of instruction, at group level, to include both ground school and flight instruction, to train and qualify instructor pilots.

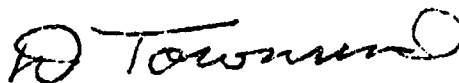
(3) Recommendation: That experienced warrant officers be allocated to units with UH-1 aircraft as instructor pilots.

d. Intelligence: None

e. Logistics: None

f. Organization: None

g. Other: None



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AVDF-HL (10 May 70) 1st Ind
SUBJECT: Operational Report for Quarterly Period Ending 30 April 1970
RCS CSFOR-65 (R2) (U)

DA, Headquarters, Americal Division, APO San Francisco 96374

TO: Commanding General, XXIV Corps, ATTN: AVIL-GCT, APO San Francisco 96308

1. (U) This headquarters has reviewed the Operational Report—Lessons Learned for the quarterly period ending 30 April from Headquarters, 16th Aviation Group (Combat).

2. (U) Comments follow:

a. Reference item concerning "Stabilized Personnel Input", section 2, paragraph a(1), nonconcur. Where a significant personnel "hump" is detected within any MOS field or series, the unit should request an infusion of personnel. This will allow personnel losses of the same MOS within a single unit to be spread out over a year's period.

b. Reference item concerning "CH-47 Rated Aviators", section 2, page 11, paragraph a(2), nonconcur. The requisitioning of all aviators into Vietnam is done by HQ, USARV. Aviators are requisitioned based on known losses as reported by the units and on loss experience factor. However, fill of requisitions and assignments of personnel to units is done on an as available and as needed basis respectively. Therefore, neither HQ, USARV nor this headquarters can guarantee either timeliness or quantity of aviator replacements.

FOR THE COMMANDER:



PAUL S. VAROSY
CPT, AGC
Asst AG

AVII-GCT (Undated) 2d Ind
SUBJECT: Operational Report - Lessons Learned, 16th Aviation Group (Combat),
Period Ending 30 April 1970, MOS GSFOR-65 (M2) (U)

DA, HQ, XXIV Corps, APO San Francisco 96349

82 JUN 1970

TO: Commanding General, USAFV, APO San Francisco 96375

1. (U) The OHL for 16th Aviation Group (Combat) has been reviewed by this headquarters in accordance with AR 525-15.

2. (U) This headquarters concurs with the report as written.

FOR THE COMMANDER:


PAUL W. TRAXLER
CPT AGC
ASST AG

AVHGC-DST (Undated) 3d Ind
SUBJECT: Operational Report-Lessons Learned (16th Aviation Group
(Combat)) Period Ending 30 April 1970, RCS CSFOR-65 (RI)

Headquarters, United States Army Vietnam, APO San Francisco 96375 0000 1970

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 30 April 1970 from Headquarters, 16th Aviation Group and comments of indorsing headquarters.

2. Comments follow:

a. Reference item concerning "Need for Stabilized Personnel Input", page 11, paragraph 2a(1): nonconcur. The flow of replacement aviators into USARV cannot be completely stabilized due to the fact that a large percentage come directly from one of the several CONUS aviator training courses. Availability is therefore keyed on a course graduation date, and not necessarily to a stabilized, or even input. Some stabilization of the replacement flow is realized from the experienced aviators assigned to USARV, but this amounts to less than 25 per cent of the total aviator population. DCSPER policy(s) on involuntary repetitive tours also influences the availability of experienced aviators. USARV will coordinate an aviator infusion program among the several commands when required to provide acceptable DEROS losses within a particular unit. Unit has been so advised.

b. Reference item concerning "Alleged Shortage of CH-47 Qualified Aviators", page 11, paragraph 2a(2): nonconcur. Examination of the authorized, PRA (Projected Requisitioning Authority) and assigned strengths during the past five months reveals the following information:

1970

	Jan	Feb	Mar	Apr	May
Auth	82	82	82	82	82
PRA	75	75	75	75	75
Asgn	75	72	72	72	75

It is apparent that the unit was short 3 CH-47 qualified aviators during March and April 1970. However this shortage was in line with overall assets available within USARV and is not considered a "critical understrength in CH-47 qualified aviators". Unit has been so advised.

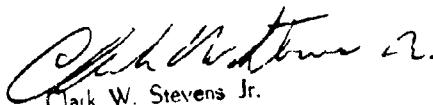
AVHGC-DST (Undated) 3d Ind

SUBJECT: Operational Report-Lessons Learned (16th Aviation Group
(Combat)) Period Ending 30 April 1970, RCS CSFOR-65 (RI)

c. Reference item concerning "Operations", page 12, paragraph 2b(1):
concur. The accomplishment of an airmobile assault or operation in a
minimum number of lifts should be given first consideration when formulating
the air movement plan. It would be predicated upon the desires of the
ground unit commander, the availability of aircraft, and the size of the
landing zone. No action by USARPAC or DA is recommended.

d. Reference item concerning "UH-1 Instructor Pilots", page 12,
paragraph 2c: concur. Unit has been informed of the quotas to the newly
established USARV UH-1 Instructor Pilot Course which are available upon
request. Plans by this unit to conduct a group level instructor pilot
course have been cancelled. Unit has been so advised.

FOR THE COMMANDER:



Clark W. Stevens Jr.
Captain, USAF
Assistant Adjutant General

Cy furn:
XXIV Corps
16th Avn Gp

GPOP-DT (undtd) 4th Ind (U)

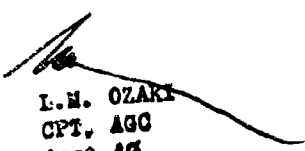
SUBJECT: Operational Report of HQ, 16th Aviation Group (Combat) for Period
Ending 30 April 1970, RCS CSFOR-65 (R2) (U)

HQ, US Army, Pacific, APO San Francisco 96558 24 JUL 70

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:


L.H. OZAKI
CPT, AGC
AGSC AG

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Organization Chart
16TH AVIATION GROUP (COMBAT)

AMERICAL DIVISION

16TH AVN GP (CBT)

HHC 14TH AVN BN (CBT) 123D AVN BN 335TH TRANS CO

STATION LIST
16TH AVIATION GROUP (COMBAT)

<u>UNIT</u>	<u>STATION</u>	<u>AFO</u>
HHC, 16th Avn Gp (Cbt)	Chu Lai	96374
HHC, 123d Avn Bn	Chu Lai	96374
Co A, 123d Avn Bn	Chu Lai	96374
Co B, 123d Avn Bn	Chu Lai	96374
F Troop, 8th Cav	Chu Lai	96374
Co E, 723d Maint Bn	Chu Lai	96374
HHC, 14th Avn Bn (Cbt)	Chu Lai	96374
534th Med Det	Chu Lai	96374
14th Security Plt	Chu Lai	96374
71st AHC	Chu Lai	96374
174th AHC	Duc Pho	76217
756th Med Det	Duc Pho	76217
176th AHC	Chu Lai	96374
132nd ASHC	Chu Lai	96374
178th ASHC	Chu Lai	96374
335th Trans Co	Chu Lai	96374

Incl 1 Organization Chart and Station List, ORLL of 16th Avn Gp (Cbt) Period
 Ending 30 April 1970, RCS CSFOR-65 (RI)

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OPERATIONAL STATISTICS									
UNIT	HOURS	SORTIES	TROOPS CARRIED	TONS CARGO	MED EVAC	A/C RECOVERIES	ENEMY KIA	STRUCTURES DESTROYED	
HHC 16th Avn Gp (Cbt)	0	0	0	0	0	0	0	0	
14th Avn Bn (Cbt)	27,109	102,783	194,574	35,381	193	31	191	122	
123d Avn Bn	16,405	35,749	58,850	190	32	18	243	610	
335th Trans Co	233	116	200	10	0	15	0	0	
TOTALS	42,747	138,648	253,624	35,581	225	64	434	732	
AMMUNITION EXPENDED									
UNIT	7.62	40MM	2.75	50 cal.	20MM				
HHC 16th Avn Gp (Cbt)	0	0	0	0	0				
14th Avn Bn (Cbt)	3,521,000	168,740	20,800	500	0				
123d Avn Bn	807,650	36,258	19,694	1310	4320				
335th Trans Co	0	0	0	0	0				
TOTALS	4,328,650	204,998	40,494	2210	4320				

Incl 2, Operational Statistics and Ammunition Expended, ORLL of 16th Avn Gp (Cbt)
Period Ending 30 April 1970, RCS CSFOR-65 (PI) 20

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16th Avn Gp (Cbt) AIRCRAFT STATUS AS OF 30 APRIL 1970

UNIT	OH-6A AUTH O/H	UH-1B/C AUTH O/H	UH-1D/H AUTH O/H	CH-47B AUTH O/H	AH-1G AUTH O/H
HHC, 16th Avn Gp (Cbt)	3	0	0	0	0
14th Avn Bn (Cbt)	7	24	24	32	32
123d Avn Bn	22	0	0	0	24
335th Trans Co	0	0	2	0	0
TOTAL	32	24	118	32	24
	26	24	115	32	23

Incl 3, Aircraft Status to ORLL or 16th Gp (Cbt) Period Ending
30 April 1970, PCS CSFOR (RI)

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Security Classification

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