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30 Nov 1983, DoDD 5200.10; AGO ltr, 30 Jun 1984	

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

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IN REPLY REFER TO

DAAG-PAP-A (M) (3 Mar 72) DAFD-OTT

23 March 1972

SUBJECT: Operational Reports (6) Lessons Learned, 1st Avn Bde, 12th Cbt Avn Gp, 165th Avn Gp ~~Period Ending 31 October 1971~~

SEE DISTRIBUTION

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE

1 Section 2 of reports, subject as above, are forwarded for review and evaluation in accordance with para 4b, AR 525 15

2 The information contained in these reports is provided to insure that lessons learned during current operations are used to the benefit of future operations and may be adapted for use in developing training material.

3 Information of actions initiated as a result of your evaluation should be forwarded to the Assistant Chief of Staff for Force Development, ATTN: DAFD OTT, within 90 days of receipt of this letter.

4. As Section 1 of subject reports are not pertinent to the Lessons Learned program, they have been omitted.

BY ORDER OF THE SECRETARY OF THE ARMY:

Robert E. Lynch
ROBERT E. LYNCH
Colonel, AGC
Acting The Adjutant General

- 3 Incl
- 1. DAFD-OTT-7121374
- 2. DAFD-OTT-712086
- 3. DAFD-OTT-712091

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(9) Operational rept. for period ending 31 Oct 71.

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AVBAXS-C

17 November 1971

SUBJECT: Operational Report Lessons Learned (Headquarters, 165th Aviation GCo :
 Period Ending 31 October 1971, RCS CSFOR-65 (R) (U)

2. (C) LESSONS LEARNED. COMMANDER'S OBSERVATIONS, EVALUATIONS, RECOMMENDATIONS AND COMMAND ACTION.

- a. Personnel: None
- b. Intelligence: None
- c. Operations:

(1) Observations: The TO&E of the 165th CAU authorizes one Army Approach Control Facility; however, due to the increased aviation requirements in a combat environment, there are presently two functional "conventional type" approach controls.

(2) Evaluations: At Hue/Phu Bai an experiment was conducted to determine if the Army could operate a radar approach control utilizing the tactical GCA equipment, AN/TSQ-71A control van and the AN/TPN-18 ground approach control radar with IFF/SIF feature. The radar facility consisted of three TSQ-71A vans and TPN-18 radar sets with the controllers co-located. The radars were set up in the following configuration: one radar covered the airspace from ground level up to 3,000 feet and also the precision final approach course; the second radar covered from 3,000 feet to 6,000 feet and functioned as surveillance and vectoring radar; the third radar was set to cover from 6,000 feet to 9,000 feet with initial pickup, surveillance, and vectoring capabilities. The radar consoles were connected into the FSQ-75 console within the approach control facility, a modification which proved to be unfeasible. The facility has now been changed to a conventional approach control with two radar sets for GCA approaches for the following reasons:

- (a) Elimination of the confusion inherent with the number of controllers required to operate such a complex within the limited space of the FSQ-75 console.
- (b) Under the experimental complex, this facility did not have a back-up system in the event of a radar failure, thus leaving an area uncovered under that concept.
- (c) The AN/TPN-18 is a tactical radar set and is not a dual channel system which is required for continuous 24 hour operation.

(3) Recommendations: Present radar equipment within the army inventory is not adequate for the conduct of a RAPCON operation. A RAPCON requirement was identified for the support of army aviation operations. Subsequent combat operations will

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AVBAXS-C

November 1971

SUBJECT: Operational Report Lessons Learned (Headquarters, 165th Aviation Group)
Period Ending 31 October 1971, RGS CSFOR-65 (R3) (U)

require radar coverage to be maintained through development/procurement of suitable surveillance radars.

(4) Command Action: The TPN is display was removed from the AN/FSQ-75. The FSQ-75 was returned to a conventional manual approach control, and the two radars were reconfigured to operational ground control approach.

d. Organization: None

e. Training:

(1) Language Barrier:

(a) Observations: During the training of Cambodian pilots all training was accomplished in French. This required French speaking US instructor pilots to translate all material verbally into a common language.

(b) Evaluations: The quality of training could be enhanced by the availability of compatible reference material.

(c) Recommendations: Foreign national students receiving training conducted by US military instructors should have as a prerequisite a command of the English language.

(2) Training of Avionics Communication Equipment Repairmen:

(a) Observations: School trained avionics communication equipment repairmen were not familiar with the FSQ-75 and TPN-18.

(b) Evaluations:

(1) When the US Army Signal School at Ft. Gordon discontinued the three week block of instruction on the FSQ-75 Avionics Communication Equipment Repairmen, graduates were not familiar with the type of equipment. Consequently, upon their arrival in RVN, they were not capable of performing maintenance on the group's primary control tower. The group recognized this lack of training by experiencing excessive outages of the FSQ-75. It was determined that a school must be established to provide the necessary training for the repairmen (JL). In May of 1971 the school was initiated. Instructors were two USAF technical representatives under contract to the US Army. Classes were two weeks in length and averaged three to four students per class. The method of instruction was in "hands on" method, thereby giving the students a more practical knowledge of trouble shooting procedures and corrective action. The results of the course were immediately evident when the outage time decreased significantly.

(2) It was discovered that graduates of the MOS 26D course did not have a working knowledge of the TPN-18 radar. A school was set up in conjunction with the FSQ-75 school to train radar repairmen. Personnel trained in the CONUS school were

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AVBAXS-C

November 1971

SUBJECT: Operational Report Lessons Learned (Headquarters, 165th Aviation Group)
Period Ending 31 October 1971, RCS CSFOR-65 (R3) (U)

require radar coverage through repositioning or deployment/procurement of suitable surveillance radars.

(4) Command Actions: The TPN 10 displays were removed from the AN/FSQ-75. The FSQ-75 was returned to a conventional manual approach control, and the two radars were reconfigured to operational ground control approach.

d. Organization: None

e. Training:

(1) Language Barrier:

(a) Observations: During the training of Cambodian pilots all training was accomplished in French. This required French speaking US instructor pilots to translate all material verbally into a common language.

(b) Evaluations: The quality of training could be enhanced by the availability of compatible reference material.

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(1) When the US Army Signal School at Ft. Gordon discontinued the three week block of instruction on the FSQ-75 Avionics Communication Equipment Repairmen, graduates were not familiar with the piece of equipment. Consequently, upon their arrival in RVN, they were not capable of performing maintenance on the group's primary control tower. The group recognized this lack of training by experiencing excessive outages of the FSQ-75. It was determined that a school must be established to provide the necessary training for the repairmen (JL). In May of 1971 the school was initiated. Instructors were two USAF technical representatives under contract to the US Army. Classes were two week in length and averaged three to four students per class. The method of instruction was in "hands on" method, thereby giving the students a more practical knowledge of trouble shooting procedures and corrective action. The results of the course were immediately evident when the outage time decreased significantly.

(2) It was discovered that graduates of the MOS 26D course did not have a working knowledge of the TPN 10 radar. A school was set up in conjunction with the FSQ-75 school to train radar operators. Personnel trained in the CONUS school were

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AVBAXIS-C

17 November 1971

SUBJECT: Operational Report - Lessons Learned (Headquarters, 1st Aviation Group)
Period Ending 31 October 1971, HCS CSFOR-65 (R3) (U)

not given sufficient instruction in the TPN-18 because of the scope of the instruction. When required to repair the TPN-18, the repairmen were limited.

(c) Recommendations:

(1) Emphasis on the "hands on" method of instruction has proven to be more effective than the "theory of circuitry" method used in the COMUS school. Recommend that COMARC analyze the FOI for the 35L and 26D courses with a view toward integration of the "hands on" method of instruction.

(2) Recommend that coordination through personnel channels to the major using headquarters be effected to insure necessary 35L20 NDS personnel for maintenance of avionics communication equipment are available on a timely basis.

(d) Command Action: This headquarters continues to conduct the FSQ-75 and TPN-18 school.

f. Logistics: None

g. Communications:

(1) Repair and Return to User, Repair and Return to Stock (RRU/RRS) System:

(a) Observation: The turn around time for repair and return of mission essential sensor and avionics time is extremely excessive and severely affects the mission accomplishment of user units.

(b) Evaluation: Research at this level has revealed that mission essential sensor and avionics components have been turned in for repair and not returned to the user within a reasonable time. In a 180 day period, 17 Doppler Antennas were turned in for repair, nine of these antennas were returned to the user unit for a 47% loss. In the same 180 day period, seven navigational computers were turned in for repair through the RRU/RRS program and none of these items were returned for a loss of 100%. By projection of loss rate of mission essential equipment it can be determined that mission ready rate would drop to approximately 42% in a subsequent 180 day period if the RRU/RRS in the United States is not vastly improved. In addition it has been determined that the support received from the DS and GS support in country has been adequate. Work orders are constantly reviewed to insure validity.

(c) Recommendations: It is recommended that management procedures in COMUS be intensified with a view toward expeditious return of mission essential avionics and sensor components.

(d) Command Action: Letters have been forwarded to 1st Aviation Brigade and 34th General Support Group identifying this problem. This headquarters continually works closely with the support units in an attempt to find a workable solution to this very significant problem.

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AVBAKS-C

17 November 1971

SUBJECT: Operational Report - Lessons Learned (Headquarters, 165th Aviation Group)
Period Ending 31 October 1971, RCS CSFOR-65 (R3) (U)

(2) Processor Block Assemblies:

(a) Observations: This unit experienced a shortage of processor block assemblies (FSN 5841-908-9022) due to overheating. Failure of the heater control transistors Q1 and Q2 caused the overheat condition.

(b) Evaluation: Test flights established that processor blocks without heaters produced imagery comparable to that from blocks with operational heaters. Processor roller blockages due to flight delays were substantially reduced, and roller life was extended due to less frequent immersion in nitric acid solution required to clear blockages. Cockpit ambient temperatures were from 20°C to 30°C, with an average of 24°C. Temperature within the RO-166 was substantially above cockpit temperature.

(c) Heater assemblies should be redesigned to provide climate stabilization. The result would be longer equipment life and less maintenance down time due to heater failures.

(d) Command Action: This unit has disconnected the heater assemblies.

(3) Infrared Imagery: Unsatisfactory results with Anscopan film.

(a) Observation: The Anscopan film, serial type 2913, FSN 6750-825-0270, does not produce satisfactory imagery when used in the sensor system of the OV-1 aircraft.

(b) Evaluation: Tests were run comparing the Anscopan film and the Kodak film. The Anscopan film has very poor resolution and is almost impossible to interpret. The processing of a small strip of unexposed film showed the Kodak film to be clear and the Anscopan film to have dark areas across the film. The film test took place in September 1971 with film carrying June 1971 expiration. The Anscopan appears to be thicker as the emulsion rolls onto the drive mechanism of the cassettes whereas Kodak film causes no such problem.

(c) Recommendation: Until such time as the Anscopan film can be improved to acceptable standards, it should not be used in Vietnam.

(d) Command Action: An urgent EIR has been submitted to the appropriate agency, and at present only Kodak film is being used.

(4) Increased Photo Capability:

(a) Observation: The KA-76 camera has proven to be a high dependable and effective item of equipment.

(b) Evaluation: The OV-1A model serves the dual role as visual/photo mission and training aircraft. The KA-30 camera system used exclusively in the OV-1A and OV-1C models are old and unreliable. This frequently results in multiple sorties

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AVBXS-C

17 November 1971

SUBJECT: Operational Report - Lessons Learned (Helicopters, 15th Aviation Group)
Period Ending 31 October 1971, RGS CSFOR-65 (R3) (U)

launched to complete a single mission. The KA-76 camera, previously designed exclusively for the OV1 "Super C" is a newer and more reliable camera.

(c) Recommendation: That an electrical cable should be constructed that allows the utilization of the KA-76 camera system in the OV-1A. Using the modified cable and modified KA-30 camera mount the OV-1A has full vertical and oblique capability with increased mission reliability and fewer wasted flight hours.

(d) Command Action: The 73d SAC has taken this action and is operating with greater camera reliability due to the modification.

h. Material: Helicopter Skid Shoes

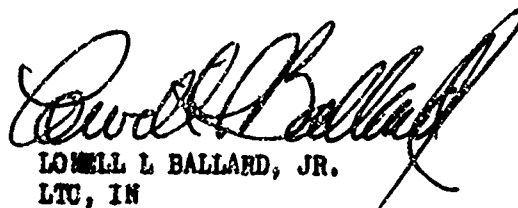
(1) Observation: Due to the high number of touchdown maneuvers associated with helicopter training activities, factory installed skid shoes last approximately 8 flight hours.

(2) Evaluation: Experimentation with a locally fabricated skid shoe constructed of .090 inch cold rolled steel extended skid shoe life to 65 flight hours.

(3) Recommendation: That heavy duty skid shoes of this general type be introduced in the supply system.

(4) Command Action: This unit continues to have skid shoes reinforced with cold rolled steel at the DS level.

1. Other: None


LOWELL L. BALLARD, JR.
LTC, IN
Commanding

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17 DEC 1971

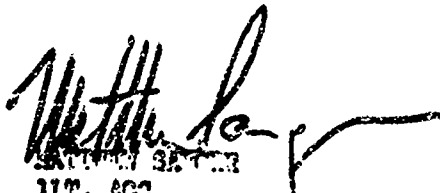
SUBJECT: Operational Report - Lessons Learned for the 165th
Aviation Group (Combat), Period Ending 31 Oct 71 (RCS: GSP02-68
(R3) (U)

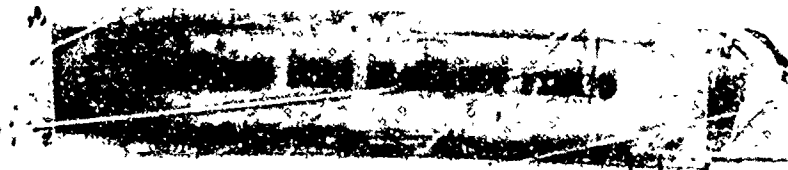
DA, Headquarters, 1st Aviation Brigade, APO San Francisco 96384

TO: Commanding General, United States Army Vietnam, ATTN: AVSAGC
APO San Francisco 96375

This Headquarters has reviewed the Operational Report - Lessons Learned for
the period ending 31 October and concurs.

FOR THE COMMANDER:


WILLIAM S. GALT
1LT, AGC
Asst Adjutant General



AVHDO-DO (17 Nov 71) 2nd Ind

10
JAN 13 1972

SUBJECT: Operational Report - Lessons Learned (Headquarters, 165th Aviation Group) Period Ending 31 October 1971, RCS CSFOR-65 (R3) (U)

Headquarters, United States Army Vietnam, APO San Francisco 96375

TO: Commander in Chief, United States Army Pacific. ATTN: GPDP-FD,
APO 96558

This Headquarters has reviewed the Operational Report-Lessons Learned for the period ending 31 October 1971 from Headquarters, 165th Combat Aviation Group and concurs with comments of indorsing headquarters.

FOR THE COMMANDER:

Lawrence E. Honsowetz, Jr.
J. L. HONSOWETZ

CPT. AGC.

Assistant Adjutant General

#1
GPOP-FD (17 Nov 71) 3d Ind (U)
SUBJECT: Operational Report-Lessons Learned, HQ 165th
Aviation Group, Period Ending 31 October 1971,
RCS CSFOR-65 (R3) (U)

HQ, US Army, Pacific, APO San Francisco 96558 @ FED 1972

TO: HQDA (DAFD-ZA) WASH DC 20310

This headquarters concurs in subject report as indorsed.

FOR THE COMMANDER IN CHIEF:

11/23/71

M. L. MAH
1LT, AGC
Asst AG

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AVM 116-0

12 November 1971

SUBJECT: Operational Report-Lessons Learned, 12th Combat Aviation Group
for Period Ending 31 October 1971, AOS CSFR (13)

2. (C) Lessons Learned: Commander's Observations, Evaluations and Recommendation.

a. Personnel: None

b. Intelligence:

(1) OBSERVATION: Personnel and units relapse in their performance and mission execution by making similar mistakes on a recurring basis.

(2) EVALUATION: Lessons Learned, continuity files, unit SOP's are not being properly supported. With the constant turbulence in personnel resulting from the 12 month RVN tour, costly losses in men and equipment are directly related to relearning the same axioms over and over again.

(3) RECOMMENDATION: That a packet be developed which summarizes Lessons Learned, to be issued to all units.

(4) COMMAND ACTION: This headquarters is initiating action to provide subordinate units with the experience factor necessary to continually improve mission execution.

c. OPERATIONS:

(1) Operations from forward locations.

(a) OBSERVATION: Tactical headquarters that have operated from a fixed

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AVBAUS-C

12 November 1971

SUBJECT: Operational Report-Lessons Learned, 12th Combat Aviation Group
for Period Ending 31 October 1971, RCS CSFOR (13)

installation are not prepared to operate from a forward location.

(b) EVALUATION: Large scale operations in remote areas occur infrequently in IR3. As a result, battalion and higher headquarters have become accustomed to operating from a fixed installation and are unable to rapidly establish a forward tactical operations center.

(c) RECOMMENDATION: That each headquarters establish procedures for movement to forward locations and identify the personnel and equipment necessary to establish an operations center.

(d) COMMAND ACTION: This headquarters is preparing an SOP for establishing a forward operations center. Personnel and equipment necessary to operate the center will be identified. Equipment not normally in use at the fixed location will be consolidated and stored. Equipment in normal use will be identified and tagged for rapid collection and movement.

(2) Security of Forward POL/Rearm Points.

(a) OBSERVATION: Forward POL/Rearm points are subject to theft/pilferage because aviation units cannot provide security.

(b) EVALUATION: Aviation units do not have the capability to provide security for POL/Rearm points at forward locations. As a result, the ammunition, equipment and fuel is not secured after the operator departs the area.

(c) RECOMMENDATION: That ARVN be encouraged to operate and provide security at forward POL/Rearm points. Not only would this relieve the overburdened US aviation units, it would also give the ARVN valuable experience in operating and managing the points.

(d) COMMAND ACTION: This headquarters has requested and received ARVN assistance in securing forward POL/Rearm points. Also, this headquarters has submitted requests through TRAC encouraging ARVN to assume responsibility for operating and maintaining forward POL/Rearm points in IR3.

d. Organization: None

e. Training: None

f. Logistics:

(1) Flight Safety equipment.

(a) OBSERVATION: There is a shortage of flight safety equipment.

(b) EVALUATION: The primary cause of the shortage of flight safety equipment is the individual aviator. Officers and Warrant Officers are not bringing their complete issue of flight safety equipment to RVN as authorized by AR 700-92. It is suspected that aviators are not being made aware of this

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AVMUS-C

12 November 1971

SUBJECT: Operational Report-Lessons Learned, 12th Combat Aviation Group
for Period Ending 31 October 1971, RCS CSFOR (R3)

regulation by their parent commands prior to departure for RVN. It is also possible that some individuals are attempting to take advantage of the US Army by purposely leaving one issue at home and receiving a second issue in RVN. Additionally, unit supply personnel are not maintaining accurate accountability of these items. Many individuals not on flight status are allowed to retain these items when they are not required or authorized.

(c) **RECOMMENDATION:** That all aviators be required to have a full issue of flight equipment on hand prior to departing their last permanent duty station for RVN and that they be informed that they are required to take this with them to RVN. Aviators arriving in RVN without their issue (or proper documentation) would sign a statement of charges for a second issue. Unit commanders should also confiscate all flight equipment in the possession of unauthorized persons and make the equipment available to authorized personnel.

(d) **CONTINUED ACTION:** This headquarters conducted a survey of incoming personnel to determine reasons for shortages among new arrivals. Instructions have been issued to subordinate units to insure that only authorized personnel possess flight safety equipment.

(2) Unit Stand down Priority.

(a) **OBSERVATION:** Some support units are standing down prior to the supported unit.

(b) **EVALUATION:** Transporting equipment and supplies by vehicle is being complicated and slowed down because transportation support units are standing down.

(c) **RECOMMENDATION:** That the stand down of supporting units be carefully coordinated with the stand down of supported units.

(d) **CONTINUED ACTION:** This headquarters has coordinated with remaining transportation units to attempt to obtain the required level of support.

g. Communications:

(1) **Observation:** During the recent May High operation, difficulty was experienced in providing adequate communications for the forward element.

(2) **EVALUATION:** The current IROE does not provide sufficient communications equipment to establish a forward operations center in addition to the normal communications requirement. This headquarters provides communications for Group headquarters, two AAB's and a physical security defense net.

(3) **RECOMMENDATION:** That communications equipment be stockpiled for temporary loan to meet increased, temporary demand.

(4) **CONTINUED ACTION:** This headquarters met the present situation by hand-receiving the equipment from other US units. This is a temporary solution

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12 November 1971

AVBAUS-C

SUBJECT: Operational Report-Lessons Learned, 12th Combat Aviation Group
for Period ending 31 October 1971, RGS GSNP (R3)

that will become less effective as more US units stand down.

h. MATERIAL: None

i. MEDICAL: None

John H. Richardson
JOHN H. RICHARDSON
Colonel, USA
Commanding

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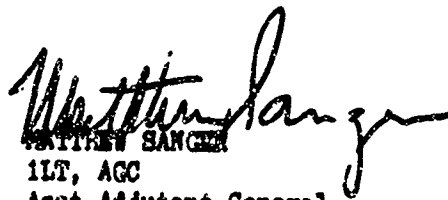
AVBAGC (12 Nov 71) 1st Ind 14 DEC 1971
SUBJECT: Operational Report - Lessons Learned, 12th Combat Aviation Group
For Period Ending 31 October 1971, RCS CSFOR-65 (R3) (U)

DA Headquarters, 1st Aviation Brigade, APO San Francisco 96384

TO: Commanding General, United States Army Vietnam, ATTN: AVHDO-DO,
APO San Francisco 96375

This Headquarters has reviewed the Operational Report - Lessons Learned
for the period ending 31 October 1971 and concurs.

FOR THE COMMANDER:


MATTHEW SANGER
1LT, AGC
Asst Adjutant General

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JAN 13 1972

AVHDO-DO (12 Nov 71) 2nd Ind
SUBJECT: Operational Report - Lessons Learned, 12th Combat Aviation Group
For Period Ending 31 October 1971, RCS CSFOR-65 (R3)

Headquarters, United States Army Vietnam, APO San Francisco 96375

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

This Headquarters has reviewed the Operational Report-Lessons Learned for the period ending 31 October 1971 from Headquarters, 12th Combat Aviation Group and concurs with comments of indorsing headquarters.

FOR THE COMMANDER:

Lawrence E. Fuchs, Jr. US
P. L. HONSOWETZ
CPT. AGC.
Assistant Adjutant General

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GPOP-FD (12 Nov 71) 3d Ind (U)
SUBJECT: Operational Report-Lessons Learned, HQ 12th
Combat Aviation Group, Period Ending 31 October
1971, RCS CSFOR-65 (R3) (U)

HQ, US Army, Pacific, APO San Francisco 96558 9 FEB 1972

TO: HQDA (DAFD-ZA) WASH DC 20310

This headquarters concurs in subject report as indorsed.

FOR THE COMMANDER IN CHIEF:

M. L. MAR

M. L. MAR
1LT, AGC
Asst AG

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AVRAGE

14 Nov 71

SUBJECT: Operational Report - Lessons Learned for Headquarters, 1st Aviation Brigade, Period Ending 31 October 1971, RGS OBTCL-63 (R3) (U)

2. (C) Section II, Lessons Learned: Commander's Observation, Evaluation, and Recommendations.

a. Personnel.

(1) Personnel status.

(a) Observations: There are no personnel strength problems.

(b) Evaluations: The 1st Aviation Brigade Personnel status has improved steadily throughout the period. The strength has increased from a low of 90% authorized aviators to 98% of authorized. At the end of the reporting period there were no critical shortages of any particular aviator skills. The overall experience level is low in the aviation units. Instructor Pilots in the AH-1G and UH-1H helicopters are the greatest need. These requirements have not hampered the Brigade mission.

(c) Recommendations: None.

(d) Command Action: None.

(2) Drug Problem.

(a) Observations: The 1st Aviation Brigade experienced a drug problem during the period.

(b) Evaluation: The majority of the identified drug abusers were younger personnel in the lower five pay grades. Rehabilitation programs were enthusiastically conducted by the Brigade. 100 percent urinalysis detection programs were begun in the units commencing in September. The Brigade's rate of drug abusers identified through urinalysis was 4.8 percent as opposed to the USARV rate of 3.3 percent, indicating higher morale among aviation personnel.

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AVRAGC

14 Nov 71

SUBJECT: Operational Report - Lessons Learned for Headquarters, 1st Aviation Brigade, Period Ending 31 October 1971, RGS CSFOR-65 (R3) (U)

(c) **Recommendations:** Continued emphasis on rehabilitation and increased rates of elimination from the service for those who fail the programs.

(d) **Command Action:** Continued support of the approved programs.

(3) **Morale.**

(a) **Observation:** The morale of the 1st Aviation Brigade continues to be high.

(b) **Evaluation:** The 1st Aviation Brigade continued to be tasked for combat missions during the period. The Brigade accomplished numerous combat actions resulting in enemy casualties. This factor enhanced the morale of the aviation units and contributed to a highly favorable rate for all morale indicators. In most categories, the Brigade's morale and welfare indicators were more favorable than the USARV average. The Brigade's average rate per thousand personnel of crimes of violence and crimes against property was 1.09 as opposed to USARV's 1.45; the Brigade's average rate of motor vehicle accidents per million miles was 3.8 compared to USARV's 5.3; the Brigade experienced an average rate per thousand of .7 deserters against USARV's 0.85 percent. The above stated indicators show a slightly unfavorable trend over those for the last reporting period. The unfavorable increases are attributed to the increase of leisure time available due to the decrease in combat requirements.

(c) **Recommendations:** Continued emphasis on intramural sports and related activities.

(d) **Command Action:** Continued standdown of units whose combat mission has diminished.

b. **G-3 Operations:** None.

c. **Training:** None.

d. **Intelligence:** None.

e. **Logistics.**

(1) **Flight safety clothing and equipment.**

(a) **Observation:** 1st Aviation Brigade units were not receiving timely support of required flight safety clothing items.

(b) **Evaluations.**

(1) Long Binh Depot is the only location within RVN where flight safety clothing is stocked. Aviation units are located from the Delta to the BZC and were too far removed from the supply source to adequately coordinate requirements with the Depot.

(2) Elapsed time from date of request to receipt of the item average between 45-120 days. This necessitated a stockpile of items at a point which would allow rapid response to unit's needs.

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(c) Recommendations: A request was made that the 1st Aviation Brigade G-4 Section be provided an account number allowing it to act as the Direct Support Unit (DSU) for all units.

(d) Command action: This request was approved and a storage and issue section was established at Sanford Army Airfield on 1 August 1971. This action provided units ready access to flight clothing as it was located on a major airfield and maintained stock for immediate issue. A significant improvement in distribution of available assets was also realized as current transactions concerning flight safety items are required to be processed through the Brigade DSU.

(2) Disposition of US Government Property by inactivating/redeploying units.

(a) Observation: Reports received at this headquarters indicated that inactivating/redeploying units were not properly disposing of all US Government property upon unit standdown.

(b) Evaluation: A spot check of several units after standdown determined that units were not ensuring that all equipment and supplies were properly returned to supply channels.

(c) Recommendation: That subordinate units be advised of the policy to properly "police" unit areas subsequent to unit standdown. It was also recommended that staff visits be conducted to each standdown unit to ensure US Government property is returned to supply channels upon final close-out of the unit.

(d) Command Action: A command letter was dispatched to each Group on 14 October 1971 stating the policies concerning property accountability. In addition, a representative from the G-4 staff visits each inactivating/redeploying unit to ensure an adequate "sweep" has been conducted and all US Government property has been disposed of IAW established turn-in procedures.

(3) Appointment of Property Book Officers.

(a) Observation: Several units within the 1st Aviation Brigade were appointing junior grade officers (Avn WO's, 2LT's, and 1LT's) as Property Book Officers.

(b) Evaluation: A review of Reports of Survey, Quarterly Loss Reports and other supply accounting transactions revealed that junior grade officers because of their lack of supply training/experience were not maintaining unit property records satisfactorily. A review of the personnel status reports determined that there were excess officers in the grade of Captain throughout the Brigade.

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(c) Recommendation: That a policy be established on the appointment of Property Book Officers of company size units.

(d) Command Action: A letter was dispatched to all subordinate units on 20 September 1971 concerning the appointment of Property Book Officers. The letter recommended that, where possible, unit Property Book Officers of company size units would be Unit Supply Technician Warrant Officers (76LAD) or officers in the grade of Captain. The appointment of officers based upon experience/training with the US Army Supply System will greatly improve inventory accounting procedures and reporting at the unit level.

(4) UH-1 Fuel Switch Guard.

(a) Observation: Investigation of a UH-1 accident in which engine failure was a contributing factor, revealed that a fuel switch guard was not installed.

(b) Evaluation: Without the switch guard installed it is easy to inadvertently switch the fuel off, particularly when performing hydraulics off landings.

(c) Recommendation: That immediate action be taken to install fuel switch guards on all UH-1 aircraft.

(d) Command Action: The Commanding General directed that, beginning 0600 hours 10 July 1971, all UH-1 aircraft not equipped with a fuel switch guard were grounded until such time as a guard was installed.

(5) UH-1, AH-1 Hydraulics Failures.

(a) Observation: Analysis of precautionary landings by UH-1 and AH-1 aircraft revealed that a predominant number were caused by hydraulic failures.

(b) Evaluation: 36% of the UH-1 and 46% of the AH-1 precautionaries in the first six months of OY 71 were caused by hydraulic failures with the majority caused by chaffed lines. This was indicative of poor maintenance procedures and lack of comprehensive preflight inspections by flight crews.

(c) Recommendation: That commanders, Maintenance Supervisors and Technical Inspectors ensure that maintenance personnel strictly adhere to proper maintenance procedures and that flight crews perform thorough and complete preflight inspections.

(d) Command Action: All units in the command have been made aware of the hydraulic problem and the recommended solution.

f. Organization: None.

g. Information Office: None.

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- h. Signal: None.
- i. Surgeon: None.
- j. Safety: None.
- k. Chaplain:

(1) Personnel situation.

(a) Observation: The Brigade had a total of twenty (20) chaplains at the beginning of the reporting period. During the period nineteen (19) chaplains were lost and eleven (11) were gained, leaving a total of twelve (12) chaplains in the Brigade at the end of the reporting period.

(b) Evaluation: While there was almost a complete turn-over of chaplains and a major decrease in number of assigned chaplains in the Brigade, no unit was without the services of a chaplain during the reporting period. Religious coverage for all three major faiths was coordinated and supplied through adjacent unit chaplains and chaplains of the Brigade.

(c) Recommendation: That additional chaplains be assigned to the Brigade so that religious coverage can be more adequately provided.

(d) Command Action: USARV Staff Chaplain is aware of chaplain shortage. If and when additional chaplains are available, they will be assigned.

(2) Religious and Moral Training.

(a) Observations: Chaplains were encouraged to promote the Character Guidance program at their unit level and to make use of the training aids available to them. In June a USARV Religious Retreat Center was dedicated by General Abrams at Can Ran Bay. Personnel were authorized by regulations, one five-day administrative absence during their Vietnam tour to attend one of their denominational retreats. A monthly Brigade Chaplain's Newsletter is published to keep the Brigade chaplains informed of significant events. A one-day Chaplain Training Conference was initiated in September. All chaplains in the Brigade will be brought together once a quarter for this training session.

(b) Evaluation: As withdrawal from active combat continued, the men had more leisure time for religious activities and for moral and spiritual training. While participation is still far from satisfactory, the trend is in the direction of providing a worthwhile and effective religious program where the men are actively engaged.

(c) Recommendation: That chaplains continue to be alert to every opportunity of service and to be involved with the needs of the men.

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(d) Command Action: None required.

1. Headquarters Commandant: None.

c. Historian: None.



Robert M. Schneider
Brigadier General, USA
Commanding

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SUBJECT: Operational Report - Lessons Learned for Headquarters, 1st Aviation
Brigade, Period Ending 31 October 1971, RCS CSFOR-65 (R3) (U)

Headquarters, United States Army Vietnam, APO San Francisco 96375

TO: VCommander in Chief, United States Army Pacific, ATTN: GPOP-FD,
APO 96558

HQ, DA (DAFD), Washington, D. C. 20310

This Headquarters has reviewed the Operational Report-Lessons Learned
for the period ending 31 October 1971 from Headquarters, 1st Aviation
Brigade and concurs.

FOR THE COMMANDER:

A. L. Honsowetz
A. L. HONSOWETZ
CPT. AGC.
Assistant Adjutant General

GPOP-FD (14 Nov 71) 2d Ind (U)
SUBJECT: Operational Report-Lessons Learned, HQ 1st
Aviation Brigade, Period Ending 31 October 1971,
RCS CSFOR-65 (R3) (U)

HQ, US Army, Pacific, APO San Francisco 96558 8 FEB 1972

TO: HQDA (DAFD-ZA) WASH DC 20310

This headquarters concurs in subject report as indorsed.

FOR THE COMMANDER IN CHIEF:

M. L. MAH
M. L. MAH
1LT, ACC
Asst AG

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