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

IN REPLY REFER TO

AGAM-P (M)(18 Apr 69)

FOR OT UT 691182

22 April 1969

SUBJECT: Operational Report - Lessons Learned, Headquarters, 58th Aviation Group (FFM) (PROV), Period Ending 31 January 1969

SEE DISTRIBUTION

AD 851281

1. Subject report is forwarded for review and evaluation in accordance with paragraph 5b, AR 525-15. Evaluations and corrective actions should be reported to ACSFOR OT UT, Operational Reports Branch, within 90 days of receipt of covering letter.

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

BY ORDER OF THE SECRETARY OF THE ARMY:

*Kenneth G. Wickham*

KENNETH G. WICKHAM  
 Major General, USA  
 The Adjutant General

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DEPARTMENT OF THE ARMY  
HEADQUARTERS 58th AVIATION GROUP (FFM) (PROV)  
APO San Francisco 96384

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1. Section 1, Operations: Significant Activities.

a. Command.

(1) Colonel James G. McFadden, Infantry, assumed command of the 58th Aviation Group (FFM)(PROV) on 12 November 1968 from Colonel Charles C. Walts, Artillery. Current staff members are indicated in Inclosure 1. The Group (PROV) organization is at Inclosure 2.

(2) Continued increased operations involving Army aviation and aviation of other US Forces in Vietnam have resulted in a substantial increase in Air Traffic Control (ATC) activities at Army airfields. There were 2,102,934 recorded operations at 36 Army-controlled airfields. Likewise, the Army Flight Following System averaged 6,010 flights per day for a total of 553,012 for the reporting period.

(3) Air traffic control was provided by four Tactical Air Traffic Control Teams (TATCT) at forward airstrips in support of tactical operations for 92 days during the reporting period. The reaction time for these teams was outstanding, in that all were on site and operational within 24 hours after receipt of mission. The airstrips are Song Be, Dong Xoai, Tonle Cham and Camp Evans.

(4) During the reporting period ground commanders displayed a considerable increase in interest in air traffic control and safety on and around Army airfields in Vietnam. This is a direct result of an educational program of briefings and command emphasis at all levels.

(5) The Joint Air Operations Group (JAOG) organized during the last reporting period, refined and expanded its activities appreciably during this period. The purpose of the JAOG is to define problem areas in terms

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Inclosure 1

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of responsibility, priority, influence action to solve the problems within JAOG capabilities, and to present through command channels to MACV those problems that are not within the capabilities of the sponsoring services. The 58th Avn Gp is playing a major part in JAOG functions. Areas presently being studied are Air Traffic Control, Artillery Warning, and NOTAMS. These studies were to be conducted by three separate joint (Army and Air Force) working groups. The major problems addressed in each study during this period are as follows:

(a) Air Traffic Control.

1. Problem: Lack of awareness on the part of both tactical commanders and aviators of the complexity of air traffic control as it applies to joint use airfields in Vietnam.

Action Taken: An educational program has been established to increase command emphasis on air traffic control at all levels. A continuous series of formal briefings are directed toward all aviation and ground unit commanders, individual aviators and key staff officers. The briefing team travels throughout Vietnam as well as to appropriate Air Force units out of country.

2. Problem: Responsibilities for airfield operations are scattered throughout several different directives.

Action Taken: A proposed directive to replace one presently in existence (MACV 95-9) was submitted to MACV, where it is now being staffed. The new directive addressed joint operations at forward airstrips. If approved, a single document detailing all the responsibilities of airfield commanders and coordinators will be available.

3. Problem: Inadequate coordination between 58th Avn Gp (Army) and the 834th Air Division (Air Force).

Action Taken: Positive coordination has been established through the exchange of liaison officers between the respective headquarters, on a part time or on-call basis.

(b) Artillery Warning:

1. Problem: Lack of uniformity and reliability in the artillery warning system for Vietnam. The artillery warning system requires improvements, many of which are beyond the current capabilities of USARV.

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One of the chief problems encountered is that no personnel spaces are authorized for artillery warning functions of either the Army or the Air Force.

2. Action Taken:

a. A standard system of providing artillery warning is being developed, to include standardized voice procedures from pilot to AWCC.

b. Action is being taken to consolidate smaller artillery warning areas and establish definite AWCC boundaries to decrease communications requirement for aircraft overflying several warning areas.

c. Artillery warning frequencies are being declassified and placed on area maps for each corp in the 58th Avn Gp ATC Frequency Publication.

d. Recommendations for the establishment of an artillery warning agency at MACV level, and necessary revisions to MACV Directive 95-13 have been submitted to MACV.

(c) NOTAMS:

1. Problem: Inadequate coverage of the Army NOTAM system, particularly in reaching forward airstrips.

2. Action Taken: The 58th Avn Gp has proposed a communications plan that will support an Army NOTAM/Weather system. The proposed system will provide contact with Army aviation groups, battalions, and airfield support detachments, as well as provide a direct transfer of information with SEANC. This proposal is presently being staffed at 1st Aviation Brigade.

(6) On 12 December 1968, a commanders' conference was conducted by the group headquarters at Long Binh. The group commander outlined his concept of the 58th Avn Gp's mission in Vietnam and each staff officer presented a short briefing on his particular area of interest. In addition, a representative of the USARV Staff Judge Advocate and one of the 1st Aviation Brigade Surgeons gave short talks on the legal and medical aspect of the use of marijuana and other drugs, which has been cause for increasing concern. Commanders of all units of the group were present at the conference.

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(7) Representatives from this headquarters attended an ATC conference in Bangkok, Thailand, 2-8 December 1968. The conference was hosted by the 197th Communications Group, US Air Force. The 58th Avn Gp, representing USARV, presented a briefing on the Army ATC system in Vietnam.

b. S1 (Personnel).

(1) Losses and gains maintained an operational balance during this quarter. Authorized and assigned personnel strengths as of 31 January 1969 are:

| <u>Authorized</u> |      | <u>Assigned</u> |      |
|-------------------|------|-----------------|------|
| Off               | 80   | Off             | 71   |
| WO                | 16   | WO              | 10   |
| EM                | 1317 | EM              | 1285 |

(2) Morale: Excellent (6 month extensions, Nov-28, Dec-46, Jan-34).

(a) Discipline: 3 Court-Martials and 11 Article 15's.

(b) Reenlistments:

| <u>Month</u> | <u>Eligible</u> | <u>Re Ups</u> | <u>% of<br/>Re Ups</u> |
|--------------|-----------------|---------------|------------------------|
| Nov          | 24              | 3             | 13                     |
| Dec          | 14              | 5             | 35                     |
| Jan          | 28              | 2             | 7                      |

(c) Mail: No problem areas.

(3) Awards and decorations: See Inclosure 3.

c. S2 (Intelligence).

(1) The following are statistics pertaining to personnel security for the reported period.

(a) Clearances granted - 4 Confidential and 36 Secret.

(b) Clearances validated - 44 Secret and 29 Top Secret.

(2) Total personnel security administrative actions - 113.

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d. S3 (Operations):

(1) Tactical Air Traffic Control Teams (TATCT) were deployed to support combat operations on four occasions. Three GCA sections of TATCT's were deployed to support USARV test and research programs (see Inclosure 6).

(2) Current status of project Commando Indian, collocation of US Army Flight Following Facilities with US Air Force Air Traffic Regulation Centers, is as follows:

- (a) Pleiku - completed and operational.
- (b) Dong Ha - completed and operational.
- (c) Binh Thuy - completed and operational.
- (d) Ban Me Thuot - completed and operational.
- (e) Saigon - completed and operational.
- (f) Danang - completed and operational.
- (g) Hon Tre Island - delayed pending completion of facility.

(3) The 359th Aviation Support Detachment (ASD) was moved from Phuoc Vinh to Camp Evans. Closure date at Camp Evans was 18 January 1969. No major difficulties were encountered.

(4) The 366th Aviation Support Detachment (ASD) was moved from Dak To II to Oasis (Z4110280), closing on 27 January 1969. The GCA section of the 366th ASD was concurrently reassigned to the 360th ASD at Hensel AAF to support 4th Infantry Division base airfield. The major difficulty encountered in the move was damage to the detachment TSQ-70A (control tower), which was sling loaded from Dak To to Oasis.

(5) The 58th Aviation Group SOP has been completed and is being published and distributed to all subordinate units.

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e. S3 (Training).

(1) After relocating from Vung Tau to Long Thanh, the first class of the GCA school commenced on 9 November 1968. The POI for the course consists of 42 hours of classroom instruction and 191 hours of practical work. The 365th ASD, Long Thanh AAF, has been tasked with organizing and operating the school. The detachment has been augmented with personnel and equipment from other 58th Avn Gp resources.

(2) Increased emphasis has been placed on specialized and mandatory individual training. Group Training Circular 350-1 was published and distributed in January 1969. Major areas covered in this circular are replacement, mandatory, and air traffic controller training.

(3) Facility rating guides for tower, GCA and approach control personnel have been published and distributed to all units. Use of these guides will standardize and expedite rating of controllers at their respective facilities, as well as provide for uniform quality control of controller performance.

(4) As another quality control measure, a 100 question, open book examination will be distributed every six months by the 58th Avn Gp to all air traffic controllers. Tests will be graded by the S3 and results forwarded to the individual's commanding officer.

(5) Individual training record forms for recording the accomplishment of mandatory training have been distributed to all units. A master training schedule was also distributed and subordinate units will forward their master and weekly training schedules to this headquarters.

(6) Lesson plans are being prepared for use by all ATC facility chiefs to assist, improve and upgrade training.

f. S4 (Logistics).

(1) Equipment and supplies are being received through normal supply channels at an improved rate.

(2) Special USAF authorization has been obtained to maintain the following items as maintenance float:

(a) 35 ea 18,000 BTU/60 cycle air conditioners (on hand).

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- (b) 36 ea 6,000 BTU/400 cycle air conditioners (on hand).
- (c) 12 ea 18,000 BTU/400 cycle air conditioners (programmed).
- (3) Aircraft status:

| <u>Type</u> | <u>Authorized</u> | <u>Required</u> | <u>On Hand</u> |
|-------------|-------------------|-----------------|----------------|
| U-6A        | 1                 | 1               | 1              |
| U-1A        | 1                 | 1               | 1              |
| U-21A       | 2                 | 2               | 0              |
| UH-1D       | 1                 | 1               | 1              |

g. Flight Check.

(1) The Flight Check Section service evaluation program of controllers and facilities continues to be hampered by the lack of aircraft. Top priority demands on group aircraft include support the GCA school, movement of critical repair parts and maintenance personnel for on-site assistance, and conduct command visits, in addition to flight inspection and service evaluation of facilities. Frequently, U-21 aircraft are made available to the group. Service evaluation is habitually given top priority but insofar as possible other requirements are combined. Although overall effectiveness is improved through this practice, it inevitably degrades the efficiency and effectiveness of the flight inspection/service evaluation component of the combined mission.

(2) The USARV requirement of quarterly service evaluation of each ATC facility is not being met. A group staff analysis has determined that a flight hour program of 1350 hours per year (U-21) is required to evaluate facilities on a quarterly basis, develop new instrument procedures, and train personnel for IFR facility ratings. Translated, this indicates that the two U-21's authorized this group under its new TOE will, if used for no other purpose provide only a marginal capability to discharge the key group missions in the flight check area.

h. Safety. None.

i. Signal (Communications).

(1) There continues to be a critical shortage of avionics communication equipment repairman (MOS 35L) capable of providing on-site, direct

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support maintenance on the AN/FSQ-75 tower equipment. Replacement personnel trained on the AN/FSQ-75 are scheduled to arrive from Fort Gordon, Georgia during March 1969. This will help alleviate the problem. To insure the continuance of an adequate on-site maintenance program during this critical period it was necessary to cross-train individuals with related or similar type MCS backgrounds. Based upon personnel records, prior civilian and military electronics experience, and demonstrated on-site job performance, thirteen 26D repairmen, and one 32C (fixed station repairman) were selected for cross-training. The Group Signal Section conducted the course with FAA civilian contract personnel providing back-up supervisory technical assistance. The cross-training course was completely successful and provides a sound basis for further courses as required.

(2) As a result of AN/FSQ-75 cross-training course, incoming avionics maintenance repairmen will attend a group orientation and maintenance course of instruction prior to assignment to an ASD. The course, to be conducted by the Group Signal Section, will include:

- (a) Scope of on-site maintenance responsibility.
- (b) Supply (PLL) and maintenance records procedures.
- (c) Briefing on the availability and location of back-up maintenance support assistance.
- (d) Supervised OJT procedures for trouble shooting and maintenance of equipment.
- (e) Proper procedures for the use and maintenance of test equipment.

(3) In November, the group was delegated the responsibility of disseminating NOTAM information to Army airfields throughout Vietnam. The Air Force NOTAM system presently in use in Vietnam services a limited number of airfields with Air Force and Army traffic. Staff studies on the feasibility of an Army teletype system to handle NOTAM/weather and administrative and logistical traffic concluded that a system could be implemented primarily by using existing teletype systems. The 1st Avn Bde teletype system configuration is well suited for the long line portion of the NOTAM/system. Existing COMMCEN would be the nuclei servicing newly proposed unit subscribers. This concept was developed in conjunction with the Signal Section, 1st Avn Bde and is now being staffed within the brigade headquarters. This system will be capable of passing NOTAM type traffic to all ASD's of the group as well as divisions and other major aviation operators with a minimum delay in handling time.

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(4) A voice HF SSB net is the primary media for administrative and logistical traffic between units of this group. The present equipment configuration does not include a phone patching capability. Operators are required to transcribe, in long hand, the voluminous traffic being disseminated via this net. Thirty six stations are required to enter the net three times daily on a time phase basis. Average monthly participation for all stations is better than 90%. This system is unsatisfactory as a group command/administrative net. Accordingly, it is expected that the NOTAM net will also serve as the group command net for high priority traffic.

(5) A PLL on all major items of tower and radar equipment has been compiled and distributed to all subordinate units. Units authorized the FSQ-75 type equipment will continue to requisition FSQ-75 peculiar items of equipment from the 125th ATC Company until such time as the 34th General Support Group can assume it's full responsibility for managing the supply and distribution of these parts. All other items contained in the respective PLL's will be acquired through normal DSU channels.

(6) To insure continuous operation of air traffic control radios, a program has been initiated to provide a minimum of one back up radio for each type radio series provided with the AN/TSQ-70, AN/TSQ-71 and AN/TSQ-72 equipment. Unnecessary equipment outage time has resulted when units were unable to readily exchange their deadlined components. Long delays are still being experienced in the repair of avionics VHF radios.

(7) During the period of this report, the Signal Section assumed centralized control of all frequencies assigned to units of the Group. Direct coordination between the Signal Section and appropriate frequency control officers has reduced frequency handling time by at least two weeks. A routine frequency request can now be processed and allocated within 24 hours of the initial request.

(8) The most notable progress over the past three months is reflected by the high availability rate of ground control approach radars. This is a direct result of the program initiated during the previous reporting period. On-site PLL was established for the GCA equipment and all units are now receiving parts through normal DSU channels. In December, the ITT Gilfillan civilian contract personnel were assigned to key geographical locations in order to facilitate quicker reaction to radar maintenance problems. The OJT program conducted by civilian contract personnel has been beneficial in establishing higher standards of maintenance repair.

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The 34th General Support Group has terminated its radar maintenance school at Vung Tau as a result of the increased proficiency of on-site maintenance personnel. Radars deadlined for major components show an average monthly outage time of three days. This is a substantial improvement over the three to four week outage time experienced prior to 15 August 1968. Unstable generator power and the inability to move major component items of equipment to and from DS maintenance shops continue to be the primary factors causing a lower than desired radar availability rate.

(9) All radar installations have been issued sufficient test equipment to maintain the GCA equipment. Non-availability of test equipment during the previous reporting period contributed to the lack of satisfactory on-site maintenance. Test equipment was found in depot storage areas as a result of searches by GCA personnel and action was initiated for its distribution.

(10) Avionics equipment outage reporting has improved substantially over the past thirty days. Deadline reports are required within 30 minutes of the initial outage. Technical assistance teams are available upon request. Minimum outage time is considered a priority area of interest within the group.

(11) The navigational beacon AN/TRN-25 continues to remain inadequate for sustained use in Vietnam. Two recent modifications made on the transmitter and amplifier units have not appreciably reduced the operating time between equipment failures.

j. Headquarters Commandant. None.

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

a. S1 (Personnel). None.

b. S3 (Operations).

(1) Tactical Air Traffic Control.

(a) OBSERVATION. There is an urgent need for a simple, lightweight, rapidly deployable (within one hour) air traffic control team with equipment to support forward air strips and staging areas.

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(b) EVALUATION. The 58th Avn Gp is required to furnish seven Tactical Air Traffic Control Teams (TATCT) in support of combat operations at forward airstrips and helicopter staging areas. Present air traffic control equipment requires C-123 or C-130 aircraft for movement. Due to other mission requirements on the Air Force aircraft, TATCT deployments have been delayed from six to twelve hours. There is a need for equipment that can be moved by Army aircraft and be operational at the time it is unloaded. Experience has shown that aircraft traffic at forward strips is heaviest during the initial phase of an operation, and any delay in TATCT deployment is critical. A 1/4 ton vehicle with radios mounted such as the MRC-108 (FSN-5820-871-9473-2R) would meet the requirement of the initial phase of an operation until an AN/TSQ-70A can be deployed to the site.

(c) RECOMMENDATION. That four MRC-108's, with one each UHF, VHF, FM and HF radios mounted on a 1/4 ton truck be made available for assignment to TATCT's.

(d) COMMAND ACTION. The group has submitted a request for temporary loan of equipment and will submit a MTO&E change when the present MTO&E submission is returned.

(2) GCA Requirements.

(a) OBSERVATION. A complete weather and aircraft traffic analysis of Army airfields has revealed a need for realignment of GCA assets in Vietnam and a reduction in the number of GCA's currently authorized the group.

(b) EVALUATION. It has become evident from both weather patterns and operational experience that the current requirement for GCA support is overstated, particularly in light of the transportability of the Army GCA equipment. As a result of an analysis by the group headquarters, the operational GCA requirements are conceived to fall in three basic categories.

1. Permanent. For those locations which have operationally demonstrated the need for and/or have normal weather patterns of sufficient intensity to warrant the year-round provision of a precision approach. These are met by permanently assigned GCA sections.

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2. Seasonal. For these locations which have substantial periods of poor weather and large fixed wing traffic count. These requirements will be met on a planned and scheduled basis by movement of ASD and/or TATCT GCA sections.

3. Contingency. For requirements in support of specific operations or airfields experiencing major variations in weather patterns or intensity. These requirements will normally be met by TATC team GCA sections.

(c) RECOMMENDATION. That equipment requirements be reduced to a total of 24 GCA (including 4 float) and that they be employed in accordance with a flexible plan using the above concept of operational requirements.

(d) COMMAND ACTION. A GCA requirements and employment plan was forwarded to USAFV on 7 February 1969 for approval.

(3) Movement of GCA equipment.

(a) OBSERVATION. Increased maintenance problems and downtime of AN/TSQ-71 and 72 GCA equipment consistently occurs following overland movement by wheeled vehicles.

(b) EVALUATION. The AN/TPN-18 shelter and RT Group are not shock mounted and many internal components are damaged or rendered inoperative from surface moves. This results in many hours of trouble shooting and replacement and/or repair of damaged parts after the equipment arrives at its new location. Downtime following such moves is invariably excessive for up to three weeks after the equipment has been emplaced.

(c) RECOMMENDATION. That all movement of AN/TSQ-71's and 72's be by airlift to the maximum extent possible.

(d) COMMAND ACTION. This headquarters has ceased all ground movement of GCA equipment.

c. S3 (Training). None.

d. S2 (Intelligence). None

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a. S4 (Logistics).

(1) DSU Support.

(a) OBSERVATION. Most DSU's and GSU's in RVN are unable to test or repair 400 cycle air conditioners or power convertors.

(b) EVALUATION. Virtually all 400 cycle air conditioners and power convertors are evacuated to PA&E in Saigon (Rice Mill) or to CONUS. Excessive down time has been experienced for TSQ-71's and 72's as a result.

(c) RECOMMENDATION. That DSU's and GSU's take action to obtain the necessary repair parts and test equipment to support all items upon receipt of equipment density lists.

(d) COMMAND ACTION. The authorization to establish stock maintenance float generators has been obtained from USA RV. Total authorizations of 48 18,000 BTU/60 cycle and 6,000 BTU/400 cycle are now on hand and direct exchange action is in progress. Delivery of 18,000 BTU/400 cycle sets is programmed prior to 31 March 1969.

(2) Generator Authorization.

(a) OBSERVATION. Instruction Manual 11-5895-579-15, with Addendum #1 dated May 1968, lists the PU-619 generator set as a component of the AN/TSQ-70A. ECOM has informed USA RV that this is no longer applicable and that separate TOE/MTOE authorization is required for replacement generators.

(b) EVALUATION. Upon salvage or retrograde of one of the two LOKW generators that constitute the PU-619 set, USA RV will not recognize a requisition for a replacement.

(c) RECOMMENDATION. That the units of the group be authorized the PU-619 in subsequent MTOE's. Basis of Issue (BOI) should be one set per TSQ-70A.

(d) COMMAND ACTION. A letter will be forwarded to US RV requesting a special letter of authorization pending submission and approval of MTOE's.

(3) Airfield Lighting Equipment.

(a) OBSERVATION. All ASD's have an inadequate supply of airfield lighting equipment at the present time.

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(b) EVALUATION. "A" teams are authorized both the Light Set Emergency Marker (LIN L64131), and the Light Set Operational Area (LIN I64542). The "B" teams are authorized neither of these sets. USARV unclassified message AVHGD-SP 80922, Subject: Tactical Airfield Lighting, dated 24 November 1968, requested that USAICCV take action to procure 72 sets of both the Light Set Operational (LIN L64405) and Light Set Area (LIN U59031) to supplement current authorizations. Basis of issue is two of each type lighting set per ASD and the An Khe Army Airfield Command. Sufficient airfield lighting equipment is included in the proposed 125th Air Traffic Company MTOE for their TATC Teams.

(c) RECOMMENDATIONS. If USAICCV requisition advice status indicates an estimated delivery date beyond 1 April 1969, that DA action be taken to obtain such sets from CONUS resources for immediate shipment to RVN.

(d) COMMAND ACTION. Being taken by USARV as indicated above.

f. S3 (Organization). None.

g. S1 (Information). None.

h. Flight Check.

(1) Flight Publications.

(a) OBSERVATION. Many Army aviators in Vietnam are not using and are not familiar with the Department of Defense Flight Information Publications (FLIP) available for use in Vietnam.

(b) EVALUATION. The Tactical Aerodrome Directory (TAD) has detailed information on airfield and heliport locations, frequencies, diagrams, hazards, refueling services, navigational aids, special routing instructions, notices and flight following procedures. The primary reason the TAD is not used more is that airfields and heliports are not listed in alphabetical sequence, but in accordance with a numbering system prefixed by the code letters "VA". This is not only an inconvenience requiring excessive attention inside the cockpit, but is contrary to normal FLIP format. The VA numbering system is useful (if at all) only to planners, cannot be remembered by pilots and is illogical. The current 58th Avn Gp frequency publication, which duplicates most TAD information, could be reduced if the TAD were revised to suit the needs of the pilots, who are the primary users.

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(c) RECOMMENDATION. That the Tactical Aerodrome Directory listing sequence be converted from the "VA" numbering system to an alphabetical basis.

(d) COMMAND ACTION.

1. A DF, this headquarters, dated 19 September 1968, Subject: Recommended Changes to TAD", was submitted to USARV as a basis for input to MACV. An information copy was sent to CO, USAFID.

2. Follow-up coordination was made during a staff visit by the Commanding Officer, USAFID in December 1968.

3. Letter dated 30 January 1969, Subject: "Recommended Changes to DOD FLIP Tactical Aerodrome Directory", HQ 58th Avn Gp was forwarded through channels to USAFID, requesting alphabetical listings.

(2) Training of GCA Air Traffic Controllers (MOS 93J).

(a) OBSERVATION. Newly trained Ground Controlled Approach (GCA) controllers (MOS 93J) do not have an understanding of safe sector altitude criteria, instrument approach obstruction criteria, flight inspection procedures and facility data required to establish and commission a GCA facility.

(b) EVALUATION. Numerous flight evaluations during the last year have revealed that controllers consistently experience difficulty achieving a facility rating in Vietnam. Inclosures 4 and 5 are typical of radar procedure/safe sector altitude charts which controllers must know and understand prior to being rated.

(c) RECOMMENDATIONS. The POI of the GCA training should include sufficient instruction in subjects cited above to insure that controllers comprehend the significance of these subjects, which are directly related to flight safety. If necessary, the POI should be lengthened.

(d) COMMAND ACTION.

1. On the site training and debriefing normally following flight service evaluations emphasize the subjects cited above.

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2. The in country refresher GCA school incorporates these subjects in its POI and will include a briefing on flight inspection procedures by a USAF Flight Inspector.

(3) Facility Rating of GCA Controllers.

(a) OBSERVATION. After service school training, GCA controllers must undergo on site OJT to achieve a facility rating. An excessive period of time is frequently required to complete this training.

(b) EVALUATION. Aviation units provide very little support in making practice GCA approaches. Some sites have averaged less than 50 GCA's per month although equipment was operational. The overall average of 145 GCA's per month is insufficient to achieve facility ratings and keep rated personnel proficient. During December 1968, less than two percent of the landings, at airfields having radar, were GCA approaches. During the monsoon season the USAF is the major user of Army GCA equipment. Since a majority of Army aviators are not required to maintain instrument ratings, few actively practice their instrument flying. Student GCA controllers are receiving student helicopter traffic at Fort Rucker, but have not received any high speed traffic such as C-130 type aircraft, with which many controllers experience difficulty. Further, the student pilot training does not provide a means for student controller debriefing and accuracy of radar alignment is not evaluated. Finally most of the practice GCA approaches at Ft Rucker are flown by trainee instrument pilots, whose proficiency is of a low order, substantially reducing the value of the training for the student GCA controller.

(c) RECOMMENDATIONS.

1. Require all aviators in flying positions to maintain their tactical or standard instrument ratings in assigned aircraft. There are adequate GCA and NDB approach facilities throughout RVN to renew instrument ratings IAW AR 95-63.

2. Require each of the aircraft assigned at an airfield to make one GCA approach per day upon completion of the day's mission.

3. Provide T-42 traffic to GCA training sites at Ft Rucker to improve controller techniques and proficiency.

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(d) COMMAND ACTION. This headquarters has:

1. Written command letters soliciting practice GCA approaches from certain aviation units.

2. Required assigned pilots to make practice GCA approaches on all flights to GCA locations.

3. Develop a plan to deploy GCA equipment and controllers on a seasonal basis to better provide service while decreasing the total number of controllers to be trained.

i. Signal (Communications).

(1) Avionics Navigational Repairman.

(a) OBSERVATION. School trained Avionics Navigational Equipment Repairman (35M) are arriving in country with no practical experience on the repair and maintenance of ground type navigational beacons.

(b) EVALUATION. Accomplishment of required daily maintenance on the AN/GRN-6 and the AN/TRN-25 navigational beacon continues to be a problem. On site maintenance personnel have received individual instruction on the daily alignment procedures required to maintain the equipment at maximum efficiency. However, they appear to lack the fundamental knowledge required to trouble shoot and isolate probable causes for equipment outage. Personnel providing on-site back up support are often required to perform equipment maintenance well within the capability of the avionics repairman.

(c) RECOMMENDATIONS. The 35M MOS course, conducted at Fort Gordon, Georgia, should include a specific block of instruction covering ground navigational beacons used in Vietnam. The block of instruction should include as a minimum physical alignment of the system, antenna installation, preventive maintenance and trouble shooting procedures.

(d) COMMAND ACTION. Avionics navigational repairman receive additional training at a local avionics maintenance repair shop on the radios peculiar to the AN/TSQ-70. Prior to ASD assignment, the repairman is instructed on the alignment and preventive maintenance procedures for ground navigational beacons by an ECOM representative. The unit commanders are also made aware of unsatisfactory and potential problem areas resulting from poor preventive maintenance procedures and inadequate supervision.

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(2) Replacement Avionics Maintenance Personnel.

(a) OBSERVATION. Replacement avionics maintenance personnel are not programmed to arrive in country with sufficient overlap time to insure continuity of maintenance on the more sophisticated electronic equipment such as the AN/FSQ-75.

(b) EVALUATION. Personnel being assigned directly from the avionics repair course at Fort Gordon, Georgia require an initial period of OJT to provide DS and limited GS on-site maintenance on the AN/FSQ-75. They must also be familiar with local procedures for requisitioning and maintaining the authorized PLL.

(c) RECOMMENDATION. Replacements should have at least a two week overlap period programmed to insure continuity of maintenance on site.

(d) COMMAND ACTION. Group personnel requisitions will take cognizance of the above requirements for the MOS's concerned.

j. Safety.

(1) Operational Hazard Reports (OHR).

(a) OBSERVATION. Operational hazard reports relevant to airfield operations continue to be received for the most part only from USAF pilots.

(b) EVALUATION. The majority of these OHR's concern control of vehicle and pedestrian traffic and helicopter operation in proximity to fixed wing traffic. In the case of vehicular and pedestrian traffic, local national (LN) personnel are involved almost exclusively. Signs installed to facilitate control are soon removed and light signals from airfield control towers are ignored. Helicopters operating in the vicinity of fixed wing aircraft constitute a hazard when they fail to make radio contact with the control tower. Helicopter operations have improved somewhat since instituting a vigorous program of education and submission of reports of air traffic violations.

(c) RECOMMENDATION.

1. That unit civil affairs personnel initiate an education program to inform the local populace of the hazards encountered in the vicinity of aircraft operating areas, and requirement to observe warning signs and signals.

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2. Commanders reemphasize the hazards associated with operating helicopters near fixed wing aircraft and the requirement to use radios when in controlled areas.

(d) COMMAND ACTION.

1. Airfield commanders will continue to visit and educate aviation units in identifying and eliminating these hazards.

2. A standard warning sign is being developed, printed in Vietnamese and English, to be placed on airfields where personnel and vehicles present hazards to air traffic control. A stock of these will be established and controlled by the group.

3. The group commander and staff regularly visit units and airfields where real or potential hazards exist in order to influence and assist in eliminating the hazard.

k. Headquarters Commandant. None.

1. Activities of the last three months have been characterized overall by refinement of organization and procedures, marking this a transitional period. Major improvements are evident in the reduction of downtime on mission essential ATC systems. Air traffic controller performance has been upgraded somewhat in airfield local control functions, but GCA controller performance remains wholly unsatisfactory on balance. Further improvement is also required in the approach control functions at the four airfields where the group currently has this responsibility. Actions taken during the reporting period are expected to result in a substantial correction of these shortcomings in the next quarter.

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JAMES G. MCFADDEN  
COL, IN  
Commanding

AVBAGC-O (15 Feb 69) 1st Ind.

SUBJECT: Operational Report of Headquarters 58th Aviation Group (FM)  
(PROV) for Period Ending 31 January 1969, RCS CSFOR-65 (RI)

DA, HEADQUARTERS, 1ST AVIATION BRIGADE, APO 96384

27 FEB 1969


THRU: Commanding General, United States Army Vietnam, ATTN: AVHGC-DST,  
APO 96375  
Commander-in-Chief, United States Army Pacific, ATTN: GPOP-OT,  
APO 96558

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

This headquarters has reviewed this report, considers it to be adequate,  
and concurs with the contents except for the following:

Paragraph 2h(3)(c) 1 and 2, Page 16: Nonconcur. A message was dispatched to all subordinate units on 29 November 1968 requiring all aviators, when time and mission permits, to request a GCA approach prior to flight termination. All aviators in flying positions are encouraged to maintain their tactical or standard instrument rating. Implementation of a requirement to accomplish one approach prior to termination is not feasible due to the resultant increase in aircraft flying hours, increase in aviators flying time, non-availability of flight examiners and increased maintenance support required to support additional flight hours. Additionally, most aircraft terminate the flying day by returning to base airfield in flight formation. This, coupled with the high density of air traffic normally associated with airfields possessing GCA and NDB facilities, would result in an unacceptable waste of manpower and equipment.

FOR THE COMMANDER:



DAVID R. ANDERSON  
CPT. AG  
ASST. AG

AVHGC-DST (15 Feb 69) 2d Ind

SUBJECT: Operational Report of Headquarters 58th Aviation Group (FFM)  
(PROV) for Period Ending 31 January 1969, RCS CSFOR-65 (RL)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375 15 MAR 1969

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

1. This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 January 1969 from Headquarters, 58th Aviation Group (FFM)(PROV), (redesignated 165th Aviation Group).

2. Comments follow:

a. Reference item concerning ground controlled approach (GCA) requirements, page 11, paragraph 2b(2); concur. The plan for employment of 24 GCAs was approved by HQ USARV with the following understanding:

(1) The 24 GCAs referred to in the plan reflect only those operated by the 165th Aviation Group and exclude those operated by divisional units.

(2) Phased execution of the plan will be closely coordinated with this headquarters to ascertain that the movement of tower and GCA equipment does not impair tactical operations.

(3) No exchange of equipment with divisional units will be made without the approval of this headquarters.

(4) Deviations from the plan to meet tactical requirements may be directed by this headquarters.

b. Reference item concerning airfield lighting equipment, page 13, paragraph 2e(3); concur that DA take appropriate action.

c. Reference item concerning flight publications, page 14, paragraph 2h(1); nonconcur. The numbering system in the Tactical Aerodrome Directory (TAD) has been the subject of numerous discussions between HQ USARV, HQ 7th Air Force, the 834th Air Division, USA Flight Information Detachment and MACV. MACV will survey aviators to determine what indexing system they desire to use most. The survey will take about 90 days to complete.

d. Reference item concerning facility rating of GCA controllers, page 16, paragraph 2h(3)(c) 1 and 2, and 1st Indorsement; nonconcur. Concur in comments by 1st Aviation Brigade on 1st Indorsement. It is agreed that

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there are adequate facilities for the renewal of instrument ratings in RVN; however, it is not practical based on aviator job assignments and unit tactical commitments. It is further impractical to direct that all aircraft make a GCA approach every day. Command attention will insure the continued proficiency of GCA operators and pilots.

e. Reference item concerning signal (communications), page 17, paragraph 2i; concur. Avionics Navigation Equipment Repairman (MOS 35M20) currently receive a two week block of instruction on the AN/GRN-6 low frequency beacon. A course POI, pending revision, includes similar training for the AN/TRN-25.

FOR THE COMMANDER:

  
W. C. ARMITZ  
CPT, AGC  
Assistant Adjutant General

Cy furn:  
58th Avn Gp  
1st Avn Bde

GPOP-DT. (15 Feb 69) 3d Ind


**SUBJECT:** Operational Report of HQ, 58th Avn Gp (FFM) (Prov) for Period  
Ending 31 January 1969, RGS CSFOR-65 (R1)

HQ, US Army, Pacific, APO San Francisco 96558 1.0 APR 1969

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

This headquarters has evaluated subject report and forwarding indorse-  
ments and concurs in the report as indorsed.

**FOR THE COMMANDER IN CHIEF:**

  
G. E. HOLYFIELD  
MAJ, AGC  
Asst AG

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