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

4 December 1969

SUBJECT: Lessons Learned for the National

SEE DISTRIBUTION

1. Subject report is forwarded for review and evaluation in accordance
with paragraph 4b, AR 525-15. Evaluations and corrective actions should
be reported to ACSFOR OT UT, Operational Reports Branch, within 90 days
of receipt of covering letter.

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

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KENNETH G. WICKHAM
Major General, USA
The Adjutant General

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17th Aviation Group
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DEPARTMENT OF THE ARMY
HEADQUARTERS, 17TH AVIATION GROUP (COMBAT)
APO San Francisco 96280

AVBACB-SC 10 August 1969


See Distribution

1. Section 1, Operations: Significant Activities.
   a. (U) General. This report covers the period 1 May 1969 through 31 July 1969, and is submitted in accordance with AM 525-15 and USAV Regulation 525-15. The report includes Headquarters Company, 17th Aviation Group (Combat); 201st Aviation Company (Corps); 58th Aviation Detachment (Support); and the 25th Medical Detachment (UH).
   b. (C) Personnel.
      (1) Infusion: The Group has continued an infusion program directed towards the reduction of rotational humps between like units within a battalion/squadron and between battalions. Even with this program, there still exists a slight rotational hump during the months of October and November.
      (2) Replacements:
         (a) In general, replacements during the last quarter have increased and have been arriving steadily before the rotation of the individuals they were to replace. This has been true in all MOS groups except for the 11, 35, 45, 63, 67, 71, 72, and 76 series MOS's, in which the Group is short. The Group received a total of 419 replacements during the month of May, 571 in June, and 797 in July. This has brought the strength of the Group upward so that as of 31 July 1969 there were 1600 assigned officer personnel, (556 officer and 1034 warrant officer) compared to an authorized (TOL) of 1582 (660 officer and 922 warrant officer) and an established Manning level of 1425 (595 officer and 830 warrant officers). Enlisted strengths were raised to an assigned strength of 6337, compared to an authorized strength of 6405. The Group is 102% overall filled with a breakdown as follows: 94% officers, 126% warrant officers, and 99% enlisted men.

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Inclosure

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AVL-69-66

10 August 1969

SUBJECT: Operational report of Headquarters, 17th Aviation Group (Combat) for Period ending 31 July 1969, 42S-05704-65 (U)

(b) A large number of UH-1 qualified warrant officer aviators have continued to arrive throughout the quarter. This has kept the warrant officer manpower level over fifty (50) in each assault helicopter company and over forty (40) in the air cavalry troops. This has caused each battalion/squadron except the 223d Aviation Battalion (Combat) to be overstrength in aviation warrant officers.

(3) Changes of Command: The following changes of command were made during this reporting period.

(a) On 26 May 1969, LTC Davey L. Stanley, 440-34-4964, assumed command of the 10th Aviation Battalion (Combat), vice LTC James M. Burke, 430-36-0739.


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

(a) On 20 May 1969, Major Fred L. Pierce, Jr., 55k-44-9336, became the Group S1, vice Major Leigh N. Ogdon, 440-62-6770.

(b) On 6 June 1969, Major Mitreth C. Gore, Jr., 260-48-5487, became the II Corps Liaison Officer, vice Major Robert H. Nab, 398-32-9611.

(c) On 6 June 1969, Captain Thomas F. Strother, 540-36-1352, became the assistant S3, vice Captain Frederick L. Chism, 419-44-5995.

(d) On 9 June 1969, Captain Michael L. Godshall, 224-34-3992, became the Base Development Officer, vice Captain Larry a. Nowold, 357-36-5044.

(e) On 16 June 1969, Captain George B. Harrison, 435-56-8809, became the Flight Standardization Officer.


(g) On 11 July 1969, LT Robert C. Kie, 297-36-9042, became the assistant S1, vice Capt in Richard H. Pack, 511-44-J-4L.

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10 August 1969

SUBJECT: Operational aspects of 1st Inf Div, 17th Aviation Group
(Guppy) for Period 1 July 1969, and 2 August-5 August 1969


(5) The following changes were made within the 201st Aviation Group (Corps):


(b) The statement of authorized and assigned strength as of the last day of the quarter is attached as inclusion I.

(6) Intelligence:

(a) General: During this reporting period there were no major changes in the enemy order of battle holdings in the II Corps. Significant changes were the removal of the Long Artillery Battalion and the 6-39 artillery battalion in the probable category. A reduction of portions of three regiments from Khami and Ailuu provinces to the Tri-Border area was apparent from mid June to early July. As June closed, enemy initiated activity declined on all fronts and remained so throughout July.

(b) Aerial Surveillance and Reconnaissance: With the continued decreases in enemy activity, new reliance was placed on the visual and electronic surveillance capabilities of 17th Aviation Group assets. Several missions of intelligence reconnaissance were undertaken with significant positive sightings. On 1 July a relocation of C-131 aircraft was effected. The previous practice of allocating aircraft to II Corps by tail number was discontinued. Aircraft are now provided on a guaranteed daily basis minimizing the need for land line coordination on aircraft status between the support and supported unit. Impact of this reallocation has been considered very favorable.

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AVIAGE-SC

10 August 1969

SUBJECT: Operational Report of Headquarters, 17th Aviation Group (Combat) for Period Ending 31 July 1969, HSS G64C-65 (A1)

(3) Air Activity: While flying in support of 11 CIV during the last quarter, 17th Aviation Group aircraft were reported hit by hostile ground fire 239 times (May 67, June 89, July 43), for an average of 80 hits per month, as compared to 81 per month the previous quarter. The sharp decline in number of hits received during July may be attributed in part to the large number of weather days. Prohibiting aircraft launches and denying aircraft entry into some AO's.

(4) Physical Security: Enemy standoff attacks against 17th Aviation Group installations continued throughout May and June at a moderately slow rate with associated ground probes decreasing significantly. During July, standoff attacks further decreased. Totals for the period were: May-12, June-10, and July-4. The most significant loss due to enemy attack was during the early morning hours of 11 May when an enemy targeted a hanger at Kontum AAF destroying the building and six aircraft. Casualties were light with no KIA's. Installations most frequently hit were at Pan Ne Tho, Pleiku, and Kontum. All subordinate units of the 17th Aviation Group have been active in upgrading perimeter and internal security measures. Countermine intelligence efforts throughout the period indicated emphasis was to be placed on avoiding major confrontations with allied forces thereby releasing NV and VC units to concentrate on resupply, recruiting and training of political cadre and special infiltration teams.

(5) Security Clearances: Eighty security clearances were processed through the S2 office during this quarter.

d. (C) Operations.

(1) Effects of Weather: Normal weather conditions hampered operations throughout the Corps area during the last month of the reporting period. Rain and fog in the Central Highlands, associated with the Northeast monsoon seasonal current, resulted in delays and cancellations of combat support missions. High winds and associated moderate to severe turbulence along the coast forced numerous mission delays and cancellations. During the month of May there were forty-three (43) hours of delay per one thousand (1000) missions flown, as a result of normal weather conditions. This ratio increased to one hundred twenty-three (123) hours of delay per one thousand missions during the month of June. A further increase to two hundred thirty-eight (238) hours of delay per one thousand missions flown was noted during the month of July.

(2) Unit Movement:

a. 7/17th Air Cavalry Squadron was released from operational control of Task Force South effective 3 July 1969 and re-
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SUBJECT: Operational report of Headquarters, 17th Aviation Group (Combat) for Period ending 31 July 1969, HCSPUS-65 (k) (u)

Turned to squadron control. Movement from Phan Thiet began on 26 June 1969 and rear elements closed Camp LevaI on 3 July 1969. 8 Troop was operationally ready on 7 July 1969 and commenced direct support of the 4th Infantry Division.

(b) The 61st Aviation Company (Assault Helicopter) and the 193d Medical Detachment were relocated from K2 English to Long Binh Hospital. Movement began on 8 July 1969 and terminated on 14 July 1969. The 61st SC (Helo Hq) will continue to support the 173rd Airborne Brigade from its new location.

(c) A Troop 7/17th Air Cavalry Squadron was deployed from Camp Enari to Camp Wedcliff, an Kha for the duration of the Southwest Monsoon season. Deployment began on 24 July 1969 and was completed on 27 July 1969. 7 Troop will support 4th Infantry Division operations in the an Kha area and provide general support of the II Corps coastal area as required.

(d) The 119th Aviation Company (Assault Helicopter) was deployed from Camp Holloway to Camp Wedcliff for the duration of the Southwest Monsoon season. Movement commenced on 25 July 1969 and terminated on 29 July 1969. The 119th SC (Helo Hq) became operationally ready at an Kha on 27 July and will provide general support to units in the an Kha area and coastal regions as required.

(e) The 173rd Medical Detachment was relocated from Long Binh Hospital to an Kha on 31 July 1969. It will provide medical support for the 238th Aviation Company (Assort), the 119th Aviation Company (Assault Helicopter) and a Troop, 7/17th Air Cavalry Squadron.

(3) Operations supported by 17th Aviation Group assets during reporting period are listed in Inclosure 2.

(4) Operational Results are attached as Inclosure 3.

(5) There has been no change in the mission of units covered by this report.

6. (U) Training:

(1) HOKK-V Aviator Transition Training: Transition training for Republic of Korea (ROK) aviators in the UH-1H continued during the quarter. This program was instituted on 7 April 1967 and is scheduled for completion on 28 November 1967. The first 30 day period of each training cycle, Phase I and II of the program, is devoted to 14 hours of formal ground instruction and a minimum of 25 hours of transition
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AVMCH-68

SUBJECT: Operational Report of Headquarters, 17th Aviation Group

(Combat) for Period ending 31 July 1969, 656 Group (B1)

Flight instruction. Significant difficulties were encountered during the reporting period with aviators entering the initial phases of instruction. Three classes of four aviators began instruction at one month intervals. Of the four aviators entering instruction in June, one was released for medical reasons and the remaining three were released because their level of proficiency was below acceptable standards. Of the four beginning instruction during July, one was released midway through the transition phase because of lack of proficiency. Inability to understand English to the degree required to receive flight instructions and to carry out instructions received from air traffic controllers was the most pronounced problem encountered and it in turn contributed to the low levels of proficiency.

Phase III of the program, a 60 day period, is devoted to operational flying with an assault helicopter company. A total of 640 aviators successfully completed Phase III during the reporting period and have been released to their units for operational flying. The program will continue, with input of four aviators during each of the next three months.

(2) Army Aviation Officer Training School: A total of 154 Army quotas were received during the reporting period. Courses completed by members of this Command included C9A Airkrete, UHID/H Airkrete, MIIG/MIIG Airkrete, CHAD Airkrete, 753 Engine Maintenance, 755 Engine Maintenance, 163 Engine Maintenance, enlisted and Officer Armament, Tech Supply, and Tech Inspector.

(3) Aircrew and Aviation School: A total of thirty-eight (38) quotas were received for out-of-country OCS courses. All quotas were filled and all individuals successfully completed the training. A team from the PACAF Life Support School visited one subunit to conduct in-country survival training for air crew. Arrangements have been made for return of the team during the next reporting period to complete training of other units subordinate to this headquarters.


(5) U21A Transition Training: The 17th Aviation Company (Corps) completed transition of four (4) aviators in the U21A during the reporting period. Two (2) additional aviators are undergoing transition.

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SUBJECT: Operational Report of Headquarters, 17th Aviation Group (Co.b.t) for Period Ending 31 July 1969, HOD 7F0N-65 (AD) (U)

The report was prepared to summarize the activities of the 17th Aviation Group (Co.b.t) for the period ending 31 July 1969. The report covers the major events and achievements of the group during that period.

(1) Operation with expected completion during August.

(2) Replacement Training: Replacement training was conducted for all individuals processing through this headquarters. Subjacks covered are as required by USAMV Regulation 350-1. A total of 714 individuals received training to generally familiarize them with their new roles in combat support operations and to enable them to adapt to their new environment.

(3) (U) Logistics.

(a) Group CJI Team: A Group CJI Team was initiated in April of this year to assist units in all phases of maintenance and supply. This team has produced a significant improvement in the overall logistics profile of many of the Group units. Since initiation of this team, no unit which has assisted has failed to pass a Brigade or HQAMV CJI.

(b) New Equipment: Units within the 17th Aviation Group (Co.b.t) received their first issue and instructions on use of the antiscollation Sighting System: XZ-76. This XZ-76 is a motion compensating stabilized binocular which provides an aerial observer with a clear steady view of the observed area and reduces vertigo and nausea.

(c) Prescribed Local Listings: All aviation units within the 17th Aviation Group (Co.b.t) have converted their local supply from authorized stockage listings to Prescribed Local Listings. This was accomplished with no adverse effect on the unit's supply system and indications are that by using a P.L.L., the units will realize less Non-Operational Ready Supply (NORS) time than in the past. More conclusive data will be available within the next 2 months.

(d) Aircraft Status is attached as Enclosure 4.

(e) (U) Organization.

(1) Organization of all units covered by this report remained unchanged.

(2) Improved: The 201st Aviation Group (Corps) is preparing a Table of Organization and Equipment (TOE) to incorporate a direct support maintenance capability.

(3) Unit Reassignment: The 34th Aviation Support Detachment was released from assignment to the 17th Aviation Group and was reassigned to the 173rd Airborne Brigade Effective 1 June 1969.
SUBJECT: Operational Report of Headquarters, 17th Aviation Group (Combat) for Period Ending 31 July 1969, RCS CORFOR-65 (R1) (U)

4. The Organizational Chart appears as Inclosure 5.

5. The Station listing of subordinate units is attached as Inclosure 6.

h. (U) Chaplain.

1. Civic Actions: The 17th AG (C) Protestant Chaplain Fund designated 3 offerings during this quarter for the Vietnamese Evangelical Bible Institute in Nha Trang. A total of $78,90 was contributed. The Group Chaplain delivered 21 boxes of medicine during this quarter to the Chanh-Y-Vien Tir-Lanh in Nha Trang. This medicine is sent from the St. John's Lutheran Church in Philadelphia, Pennsylvania.

2. Religious Activities: The Group Chaplains Conference continue. A total of 3 conferences were held with all 6 Chaplains attending each conference. On the 27th of May 1969, the 1st Aviation Brigade Chaplains conference was held in Vinh Long. All 6 Chaplains of this Group and 1 Chaplains Assistant attended the conference. The Group Chaplain continues the Sunday evening General Protestant Services. During the period, 13 evening services were held with a total attendance of 344 men. The nightly devotional classes continue with a total of 14 sessions and a total attendance of 50 men.

i. (U) Aviation Safety. The accident rate for the 17th AG (C) has decreased this quarter. Primary cause of this decrease is command emphasis in safety and standardization. The cumulative accident rate per 100,000 flying hours has decreased from 21.0 to 19.9. The accident experience for this quarter is attached as Inclosure 7.

j. (U) Signal. The Signal Section, HHC, 17th AG (C) continued to provide radio, teletype and telephone communications for Headquarters, 17th AG (C). Guidance was provided to Signal Sections of subordinate units to ensure that the Groups communications system was responsive to the Unit's needs. Avionics assistance visits were made to 9 Avionics Repair sections during the quarter. Organic Battalion and Group Signal Officers attended 1st Aviation Bde Signal Officers Conference on June 5. During July, HF radio assets were redistributed throughout the Group to provide command oriented radio communications to units in remote geographical locations. Avionics Officers of the 17th AG (C) attended the USRV Avionics Conference on 13 July at Saigon. Implementation of AR 105-31 and utilization of the new DD Form 173 was accomplished by all units during July.
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NAVSCC-5C
10 August 1969

SUBJECT: Operational Report of Headquarters, 17th Aviation Group
(Umbot) for Period Ending 31 July 1969, ICS CSFO-65 (a)
(b)

Continued progress was made in the installation and use of A-157ON
equipment throughout the 17th Avn (C).

k. (U) Annual General Inspections. The 17th Aviation Group
(Umbot), Headquarters Company, 201st Aviation Company (Corps) and
the 58th Aviation Detachment received the Annual General Inspection
during the period 29 April - 4 May 1969. The general results of the
inspection are extracted from the official ADI report dated 16 June
1969.

"The mission of the 17th Aviation Group (Umbot) headquarters
was being accomplished in a satisfactory manner (based on a satis-
factory - unsatisfactory rating scale), all personnel contacted
were professionally competent and enthusiastic in the performance of
assigned duties. The overall appearance of areas, the condition
of facilities and equipment, except as otherwise noted, and the
positive attitude exhibited by most personnel were indicative of a
high degree of professionalism and dedication."

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

a. (U) Personnel.

(1) Personnel Management: Programming of Authorized Absences
(201st Avn Co)

(a) Observation: Several aviators with D2606 within the same
month, extended for six (6) months. When these aviators departed
on their thirty (30) day extension leave, the mission available
aviator strength was greatly reduced.

(b) Evaluation: The need for a closely monitored schedule of
planned extension leave, as well as prospective extended, is of
utmost importance. The personnel strength indicates sufficient
aviators to perform all missions and fly all assigned aircraft.
This, however, may not be the case if several aviators are on special
leave at the same time. Other factors to be considered include sick,
7 day leave out of country, and the possibility of emergency leave.

(c) Recommendations: That assignment of several personnel with
close proximity of D2606 be monitored closely. That extension leaves,
Sick, and ordinary leaves be closely monitored to insure an overlap
of personnel.

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WAC 3-G

10 August 1969

SUBJECT: Operational aspects in unit, 1 Aviation Groups (Combat) for Forces

(C) July 69, 165 GAC-08-66 (a)

U) July 69, 165 GAC-08-66 (b)

(C) (a) General action: This unit has established a program of specific actions to prevent recurrence of above problem. A limited number of extensions on required units any particular unit.

(C) (b) Shortage of avionics repair personnel:

(b) Observation: Units of the 17th AG (C) which are authorized avionics repair personnel, continues to operate below the authorized running level due to a lack of avionics personnel.

(b) Evaluation: The 17th AG (C) is authorized 471 avionics personnel and, through the quarter, has operated at a level of 165 to 175 personnel. A breakdown of shortages by MOS is attached as Enclosure 6. Avionics Specialists have been able to accomplish their mission by consolidation of personnel assets in an effort to meet the personnel available. Due to the similarity of the 35 series, MOS's 35A, E, H, and K have been utilized to perform 35 series functions, regardless of the specific suffix, to accomplish the mission. Vacancies of 35P supervisors and 760 avionics Parts Specialists have been very difficult to fill from available sources.

(b) Recommendations: That continued emphasis be placed on assigning personnel with avionics MOS's to avionics positions and that efforts be made to obtain personnel in sufficient numbers to fill the existing shortages.

(b) (c) Operations:

(1) Situation Report (KNEB)

(c) Observation: Commanders must have current knowledge of completed operations, unit and/or battalions, and proposed operations.

(c) Evaluation: Units of this headquarters are widely dispersed that constant personal contact between commanders is often impossible. Other reports in existence (FrOPR, C, report, after action report, OPSEC report, SLGCR) present required information which is in most cases historical when received. It was therefore deemed necessary to initiate one report which provided certain general and

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AV.AE-66


(1) Specific information which is highly of value to the enemy.

SITREP reporting periods are from 0000H to 2400H daily. Information is current at battalion and brigade echelons with an indirect approach to arrive at this headquarters no later than 0900 daily. Operational plans summaries are presented in company/brigade sequence. Significant activities are detailed and normal terminal support is listed by productivity. The plans survey lists all combat units, LAC insertions, suicides, mission and other significant activities planned.

(c) Recommendations: All commanders with units at distant locations should investigate the value of a daily written SITREP. Information required by other reports presently in existence could be included in the SITREP. It is realized that initially the administrative burden is increased but will later be offset by solution of obsolete reports.

(1) Command Action: This headquarters initiated a daily SITREP in massive form beginning on 30 June 1969. The quality of the report continues to improve.

(2) Heliborne Operations.

(a) Observation: Helicopters were being occasionally utilized for a short of helicopter operations by 65 and other FWFs' in the II Corps Tactical Zone. Crop damage due to improper and indiscriminate dispensing of herbicides could result.

(b) Evaluation: Aerial defoliation is normally considered an Air Force mission. Aircraft of the 17th Group will support defoliation missions only when Air Force, ground spray or cutting is not practical. Areas normally covered must be small, inaccessible to larger Air Force aircraft, or defensive perimeter areas. Requests for herbicide operations must be approved by HHC, MACV, or HHC 525-1 to prohibit indiscriminate defoliation.

(c) Recommendations: That all commanders anticipating employment of herbicides request helicopter support only as a last resort. Operations must be planned and approved before Army Aviation units are permitted to accept or support the mission.

(d) Command Action: Elements of this command have been instructed to support defoliation operations only when mission is validated by II Field Force, Vietnam. This control will prevent indiscriminate aerial spraying and should preclude costly, inadvertent damage to crops.

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AVDAC-5C

10 August 1969

SUBJECT: Operational Report of Headquarters, 17th Aviation Group

Credt) For Period ending 31 July 1969, NCS CSFOR-69 (R1)
(U)

(3) Tactical (Forward) Control Posts:

(a) Observations: Recent operations in an isolated area of the II Corps Tactical Zone clearly demonstrated the need for establishment of a TAC-CP whenever two or more aviation units are providing support for large operations.

(b) Evaluation: In the absence of a forward controlling and coordinating element during major operations, confusion prevails and much effort is wasted. Proper planning for all major operations includes making provisions for a TAC-CP. The TAC-CP should be composed of representatives from operations, intelligence and logistics. Equipment must be adequate to exercise effective control, to arrange for necessary logistical support, and to provide constant communications with all aircraft operating in the area of operations.

(c) Recommendations: That all aviation battalions/-regiments develop a contingency plan for establishment of a TAC-CP simultaneously with, or prior to, commencement of any major operation involving two or more aviation units. Personnel must be predesignated, properly trained and thoroughly briefed.

(l) General Action: This report has instructed all subordinate units to develop the capability of deploying a TAC-CP whenever the situation dictates.

(U) U-21 Ground Operations:

(a) Observation: The policy of the co-pilot leaving the cockpit to open the door of the U-21A while it is taxiing into hazardous areas, ramps or base operations creates a potential safety hazard.

(b) Evaluation: A U-21A was taxing from the parking ramp to the VIP pick-up area at Dak To airfield on 29 June 1969. The co-pilot was in the rear of the aircraft to open the air stair door to enable the general officers to board the aircraft. The pilot taxied to the right side of the taxiway to avoid taxiing under the turning rotor of a helicopter. The right propeller hit a stake on the side of the taxiway. The pilot did not observe the stake because it was on the right side of the aircraft, hidden by the nose section, and the stake was the same color as the ground.

(c) Recommendation: That the co-pilot remain in the cockpit during all taxi operations to insure visual observation on both sides of the aircraft. The exception would be when confined areas.
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AVHAC0-6C

10 August 1969

SUBJECT: Operational Report of Headquarters, 17th Aviation Group (Combat) for Period Ending 31 July 1969, INCS CSPOA-65 (U)

or on rough taxiways in which it is necessary for the copilot to disembark the aircraft and serve as a ground guide.

(i) General Action: Aviators in this unit have been instructed to remain in the cockpit of the U21 during all taxi operations to prevent occurrence of similar incidents.


c. (i) Training.

(1) Tactical Instrument Instructor Training Program.

(a) Observation: That most aviators do not possess the desired proficiency level in instrument flying.

(b) Evaluation: Due to the lack of experienced aviator personnel, especially in UH-1 units, instrument proficiency has consequently suffered. It was found that in most assault helicopter companies, only one or two aviators possess a Standard Instrument Rating and in the majority of these units even these ratings have expired. The remainder of the aviators in these units possess only a Tactical Instrument Rating.

(c) Recommendations: That all aviation units set up and maintain an Instrument Training Program. That this training program encompasses basic instrument maneuvers to include emergency procedures, terminating with either an ADF approach or a GCA approach whenever available, and in conjunction with normal missions.

(d) General action: The 17th Aviation Group (Combat) Standardization Section has set up a Tactical Instrument Instructor Training Program to aid individual units in establishing their own program. A four-day school is conducted by the Group for the purpose of qualifying unit IPs to instruct basic instrument maneuvers. The ground school brings the IPs up-to-date on the latest changes in ICAO Procedures, FLIP and FLHIP. In the air the IPs learn ICAO, to include a "talkdown GCA". They also learn proper method of instruction on all instrument maneuvers, including unusual attitude recovery and autorotations under the hood. With this training the IPs are able to return to their respective units and instruct Tactical Instrument Procedures as well as check for minimum instrument proficiency during 90 by Standardization rules.

2. U21 Transitions.

(a) Observation: The assignment of non-U-21A rated aviators on a six-month extension reduces the capability of the unit to per...
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NMC/GC

10 August 1969

SUBJECT: Operational Report of Headquarters, 17th Aviation Group

(See ATT for Period Ending 31 July 1969, AGS GSPR-69 (R))

This is to report the results of our period ending 31 July 1969. The

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aircraft time required to transition these aviators is not justified by the limited amount of operational use obtained from them later.

(b) Evaluation: This unit has recently gained six (6) fixed wing aviators under the six (6) month extension program. None were rated in the U-21A, although all were multi-engine rated. The operational constraints necessitate the use of all available aviators and aircraft continuously, and prohibits the conduct of pilot transition training on a scheduled basis. Consequently, the period required to transition an aviator into the U-21A has been running from 1 to 2 months. In addition, 1st Aviation Brigade Regulations require 250 hours multi-engine time in Vietnam before a pilot is eligible for aircraft commander. With the absence from the company for an authorized MCR and 7 day leave, plus a possible two (2) month transition period, these pilots are productive for only 4 months of their six month extension period and will most likely not attain aircraft commander status.

(c) Recommendation: Fixed wing aviators not rated in the U-21A should not be transferred to this unit unless they have at least nine (9) months of service available.

(d) Concur Action: This unit has been recommending disapproval of all requests for extension to receive a U21 Transition. Specific exceptions are made in individual cases, especially if the aviator is an experienced, high-time multi engine qualified pilot.

(U) Intelligence. None

(U) Logistics.

1. Forward Area Refueling.

(a) Observation: 350 GPH pumps have proven to be superior to 100 GPH pumps for refueling large flights of helicopters in forward areas.

(b) Evaluation: In a combat environment, refueling at forward areas must be accomplished in the most expeditious manner possible. Use of the 100 GPH pump limits the unit to only 2 refueling points per pump, which must include a fuel tanker or fuel bladder for each pump. The 10th Aviation Battalion (Combat) is utilizing a test 12 point refueling system which was issued by 1st Aviation Brigade. This system, mounted on a 2½ ton truck, is used when the staging area is accessible by road. Evaluation of this system has revealed
that twelve (12) aircraft each taking on an average of 700 lbs of JP 4, can refuel in five (5) minutes. With the previous 100 GPH pump system, execution of the same operation would take 45 minutes to 1 hour. The time saved has greatly improved the efficiency of the operations.

(c) Recommendation: That each Aviation Company (Assault Helicopter) be authorized one (1) twelve (12) point refueling system and 350 GPH pump for refueling large flights of helicopters.

(d) Command Action: This Headquarters is presently submitting an ROE change to include the 12 Point Refueling System and 350 GPH pump.

(2) Rotor Blade Retrofit

(a) Observation: The CH-47A rotor blade retrofit program was unduly complicated due to a lack of blades available for direct exchange.

(b) Evaluation: Commencing 30 June 1969, the 17th Aviation Group (Combat) was directed to begin a turn-in of all CH-47 forward rotor blades and approximately 60% of the aft rotor blades for inspection and retrofit. Initially each CH-47 unit was to receive 12 aft rotor blades from their Direct Support unit. This would allow the units to turn-in aft blades without grounding aircraft. However, distribution was slow and the units did not receive the blades until the retrofit program was approximately 50% completed. No forward blades were available for issue to the units. The retrofit activity at Phu Loi did not have sufficient forward blades for direct exchange with the units. When a unit delivered forward blades to the retrofit activity and did not receive exchange blades, the aircraft remained grounded until the next exchange was made.

(c) Recommendation: That each unit be provided with 6 forward blades and 6 aft blades prior to the start of a retrofit program. This will prevent the grounding of flyable aircraft and permit scheduling maintenance.

(d) Command Action: This Headquarters has informed 34th General Support Group of this recommendation.

(3) Weapon Security

(a) Observation: Crew chiefs on CH-47 aircraft cannot adequately
AVRAG 0-3C
10 August 1969
SUBJECT: Operational Report of Headquarters, 17th Aviation Group
(Crit) For Period Ending 31 July 1969, RCS C-110-66
(RI)

(a) Reevaluation: Safeguard their individual weapon while performing their duties.

(b) Evaluation: Crew chiefs on CH-47 aircraft are authorized and issued the M-60 rifle. All crew members are required to either wear or secure their assigned weapon in a manner which would preclude it from being lost. It is impractical for a CH-47 crew chief to wear his M-60 rifle while performing his in-flight duties. For this reason the crew chiefs store their weapons in racks which have been installed in each of the CH-47 aircraft. These racks are not locked so that the weapons will be readily available in the event of a tactical emergency. It has been noted that weapons not being worn at the time of a tactical emergency are normally abandoned, lost or destroyed. It has also been noted that weapons placed in these racks can be lost or stolen during troop movement flights.

(c) Recommendation: To authorize and issue a siderrail to all CH-47 crew members that can be worn and properly safeguarded at all times.

(d) Corrected Action: At present this Headquarters is awaiting new MTOE 1-250-13 Aviation Company (Support Helicopter) for possible authorization of siderrails to crew chiefs.

f. (U) Correction: None

g. (U) Siderrail:

(1) Incomplete ZVS modification of new aircraft (UH-1H) received from CONUS:

(a) Observation: Throughout the quarter the 17th AG (C) has received 23 UH-1Hs from CONUS which have not had a complete ZVS (Secure Voice modification).

(b) Evaluation: Replacement aircraft received by this unit have incomplete ZVS, or have not had the ZVS modification. The ZVS modification team within II Corps does not have the modification kits necessary to complete the installation. The percentage of ZVS modification complete in this unit on 1 July 69 was 94%. Due to the retrograde of modified ships which were replaced with unmodified ships, this percentage was dropped to 28% as of 31 July 69. Compounding the problem is the fact that some ships are received which are partially modified and there is no visible indication of what portion of the modification has been accomplished.

(c) Recommendation: That all aircraft requiring ZVS be com-
SUBJECT: Operational Report of Headquarters, 17th Aviation Group (Co.b.t) for Period Ending 31 July 1969, RCS CSPOR-65 (R1) (U)

Placedly modified before shipment to RVIII and that an indication of the modification be made in the ship's records.

(d) Command Action: Notification of this problem was made to 34th Group at Avionics conference, 13 July 1969. This was a topic of interest in 17th LC (C) ORLL for the quarter ending 31 January 1969.

Nelson A. Mahone Jr.

DISTRIBUTION:
2 CINCUS.APO, ATT: GPOP-DT, APO 96558
3 CG, USRV, ATT: AVKGT-DST, APO 96375
2 CG, 1st AVN EOE, ATT: AVKGC-0
4 CG, I FFORCEN, ATT: LVFA-GO-CT, APO 96350

GP:
CO, 10th LC(C)
CO, 52d LB(C)
CO, 223rd LB(C)
CO, 26th LC(C)
CO, 7/17th LC
CO, 201st LC
AVFA-GC-HIST (10 Aug 69) 1st Ind

SUBJECT: Operational Report of Headquarters, 17th Aviation Group (Combat) for Period Ending 13 July 1969, RCS CSFOR-65 (R1)

DA, Headquarters, I Field Force Vietnam, AIO 96350

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

(U) This headquarters has evaluated subject report and concurs.

FOR THE COMMANDER:

FRANK E. HOLLAND
LT AGO.
ASST AG

CF:
2 - AGSFOR, DA
1 - Hqs, 17th CAG
TO: Assistant Chief of Staff for Force Development, Department of the Army, Washington, D.C. 20310

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

2. The following additional comments are considered pertinent:

   a. Paragraph 11, page 8, discusses a decrease in the accident rate. Records, this headquarters, indicate an accident rate of 16.5 per 100,000 flying hours rather than 19.9.

   b. Paragraph 2c(3)(c), page 10, addresses a shortage of avionics repairmen. The enlisted men discussed in this paragraph and shown in enclosure 8 are in short supply throughout USAV and 1st Aviation Brigade. As airmen become available, they are distributed on an equitable basis to all elements of the 1st Aviation Brigade.

   c. Paragraph 2c(2), page 13, discusses the feasibility of six months extensions for the purpose of U-21 transition. Requests for extension to transition into U-21's are being carefully screened to assure that only aviators with extensive fixed wing and multi-engine experience are being accepted. Aviators with little or no experience and background in multi-engine aircraft will not be extended if their request for extension is predicated on U-21 transition.

   d. Paragraph 2c(1), page 14, discusses forward area aircraft refueling. Nonconcur with the recommendation that each Aviation Company (Assault Helicopter) be authorized one (1) twelve (12) point refueling system and 350 GPH pump for refueling large flights of helicopters. The refueling system is normally found at a fixed installation and does not lend itself to frequent moves due to size, weight and personnel required to install and operate. The five (5) 10,000 gallon bladders or one (1) 50,000 gallon bladder which are organic to the system require a tractor with SEP trailer as prime mover. Having a refueling system limited to use in staging
areas accessible by road only would in itself be contrary to the mission
of an Aviation Company (Assault Helicopter). This refueling system is
excess to the needs of an Aviation Company (Assault Helicopter) and would
greatly reduce its mobility.

c. Paragraph 2c(1), page 15, discusses enlisted aircraft crew member
weapon security. Nonconcur with the recommendation to authorize and issue
a sidearm to all CH-47 crew members that can be worn and properly safe-
guarded at all times. This headquarters recognizes the administrative
problems of weapon security during troop movement flights. However, in
areas such as the security of base camps, as well as for purposes of escape
and evasion, it is essential for the crew members to be armed with their
TOE weapon. The M-16 rifle delivers greater fire power and offers more
protection for the individual than the .45 caliber or .38 caliber pistol.

FOR THE COMMANDER:

[Signature]

ARThUR W. LITTL E
CPT AGC
Asst AG.

Cpt of 2d Ind Furn;
CO, 17th Avn Gp (Cbt)
AVHGC-DST (10 Aug 69) 3d Ind
SUBJECT: Operational Report of Headquarters, 17th Aviation Group (Combat)
for Period Ending 31 July 1969, RCS CSFOR-65 (R1)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375 17 OCT 1969

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

1. This headquarters has reviewed the Operational Report-Lessons Learned for
the quarterly period ending 31 July 1969 from Headquarters, 17th
Aviation Group (Combat).

2. Comments follow:

   a. Reference item concerning "Tactical Instrument Instructor Training
      Program", section II, page 13, paragraph 2c(1); concur. USARV Reg 95-25
      requires unit commanders to implement an instrument training program for all
      aviators under their command. Instrument training programs should make maxi-
      mum use of Army GCA facilities for pilot training and the improvement of the
      GCA operators' proficiency.

   b. Reference item concerning "U-21 Transition", section II, page 13,
      paragraph 2c(2); concur. Applications for transition should be carefully
      screened and considered on an individual basis. A multi-engine qualified,
      fixed wing aviator requires a minimum of 15 hours to transition into the
      U-21. The unit should be able to give the newly assigned extendee this
      instruction without undue burden.

   c. Reference item concerning "Incomplete ZVS modification of new aircraft
      (UH-1H) received from CONUS", section II, page 16, paragraph 2g(1); concur.
      The ZVS modification program within EVN is being managed by this headquarters
      and the 34th General Support Group. Sufficient installation kits to provision
      all UH-1, CH-47 and O-1 aircraft are scheduled for delivery NLT December 1969.
      All UH-1H aircraft manufactured subsequent to tail number 68-15325 are being
      factory provisioned for secure voice, TSEC/KY-28.

FOR THE COMMANDER:

Cy furn:
17th Avn Gp (Cbt)
1st Avn Bde
CONFIDENTIAL

GPOP-DT (10 Aug 69) 4th Ind
SUBJECT: Operational Report of HQ, 17th Aviation Group
(Combat) for Period Ending 31 July 1969, RCS
CSFOR-65 (RI)

HQ, US Army, Pacific, APO San Francisco 96558 30 OCT 69

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

This headquarters concurs in subject report as indorsed.

FOR THE COMMANDER IN CHIEF:

C. L. SHORTT
CPT, AGC
Asst AG

CC

CONFIDENTIAL
# OPERATIONAL RESULTS

## 1. (C) Results

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<th>Troops Lifted</th>
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*Operational results are reported as combined totals by the 201st Avn Co. and the 58th Avn Det.

Incl 3
### AIRCRAFT STATUS AS OF 31 JULY 1969

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Incl 4
Operational Report - Lessons Learned, HQ, 17th Aviation Group

Experiences of unit engaged in counterinsurgency operations, 1 May 69 to 31 July 69.

CO, 17th Aviation Group

10 August 1969

693157

N/A

N/A

OACSFOR, DA, Washington, D.C. 20310

UNCLASSIFIED

Security Classification