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OAG D/A ltr 29 Apr 1980 ; OAG D/A ltr 29 Apr 1980

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AD 386548
19

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

IN REPLY REFER TO

AGAM-P (M) (26 Dec 67) FOR OT RD-670733

3 January 1968

SUBJECT: Operational Report - Lessons Learned, Headquarters,
214th Combat Aviation Battalion, Period Ending 31 July 1967

TO: SEE DISTRIBUTION

1. Subject report is forwarded for review and evaluation by USACDC in accordance with paragraph 6f, AR 1-19 and by USCONARC in accordance with paragraph 6c and d, AR 1-19. Evaluations and corrective actions should be reported to ACSFOR OT 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.

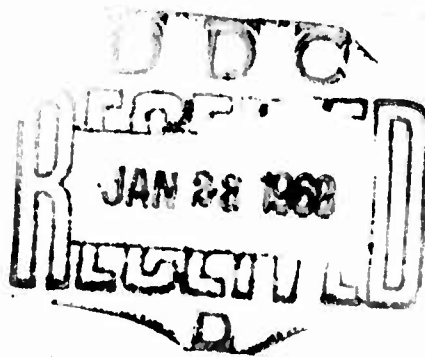
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KENNETH G. WICKHAM
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11-91

DEPARTMENT OF THE ARMY
HEADQUARTERS, 214TH COMBAT AVIATION BATTALION
APO US Forces 96370

AVGC-EC

14 August 1967

SUBJECT: Operational Report - Lessons Learned (RCS CSFOR - 65) for Period
Ending 31 July 1967

SECTION I

Significant Events

A. (C) Command:

1. During the month of May this battalion continued with its building programs and prepared to receive two new units, the 191st AHC and the 240th AHC, both to be stationed at Camp Bearcat, Vietnam.

2. On 17 May 67 the advance party of the 191st AHC arrived at Camp Bearcat. Briefing and in-processing occurred immediately. The main body closed at Camp Bearcat on 24 May 67. In-processing and briefing were completed over a four day period. An immediate infusion program was initiated. Crews not scheduled for immediate infusion were placed with other units of the 12th Combat Aviation Group and 9th Inf Div for in-country training.

3. On 19 May 67 the advanced party of the 240th AHC arrived at Camp Bearcat at which time this party received its briefing and was processed. The main body arrived at Camp Bearcat on 23 May 67, was briefed and received its in-processing. Infusion program and in-country training was accomplished in the same manner as was that of the 191st AHC.

4. The aircraft for both the 191st AHC and 240th AHC arrived at Camp Bearcat on 17 June 67. Almost immediately the two companies began taking resupply missions, practice combat assaults and training for the day that the units would become operational.

5. On 21 June 67 a change of command ceremony was held at 214th Avn Bn helipad to pass the command of the 200th ASHC from the recently promoted LTC Lang to Major Jones. Colonel Psaki the 12th Group Commander was the reviewing officer and presented the outgoing CO, LTC Lang with the Bronze Star for meritorious service, the Basic Air Medal and the Air Medal with "V" Device.

6. On 28 June 67, just eleven days after the arrival of the aircraft, the 191st and 240th AHC were declared operational. On that day both companies were assigned operational missions. That same morning, 28 June 67, the battalion ran its first battalion sized operation. Shortly after the two units had begun their respective missions, one of which was being observed by the battalion CO and S3, a tactical emergency was declared by II FFV. AAE assigned the mission

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DOWNGRADE AT 3 Year Intervals
DECLASSIFY AFTER 12 YEARS

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CONFIDENTIAL

14 August 1967

4

SUBJECT: Operational Report - Lessons Learned (RCS CSFOR - 65) for Period Ending 31 July 1967 (Continued)

of lifting an ARVN battalion to the 214th Combat Aviation Battalion and its two AHC companies. The battalion CO and the S3 preceded the two companies to the pick-up zone at Bien Hoa and coordinated the mission while the two companies re-armed and refueled for the new mission. The mission was a combat assault into an unsecured landing zone (YT 331 344) to reinforce a unit already in heavy contact. The mission was quickly completed and the two companies were then returned to their originally assigned mission.

7. A change of command ceremony was held at the 214th Combat Aviation Battalion heliport on 1 July 67. Colonel Paaki, the reviewing officer, passed the colors of the 214th Combat Aviation Battalion from LTC James M. Leslie to LTC Robert J. Standley. During the ceremony MG Seneff presented LTC Leslie the Legion of Merit for his services with the battalion and his previous services with G-1, USARV. LTC Leslie was also presented the Distinguished Flying Cross for the action on 28 June 67, in which he led the battalion on its first combat assault.

8. Operation Paddington was begun on 10 July 67 by the 9th Inf Div in close cooperation with ARVN, VN Marine Corps and the 1st Australian Task Force. This was the first large scale operation that the 214th Combat Aviation Battalion had supported. On 10 July 67, combat assault missions were executed by the 191st AHC and the 240th AHC under the control of the 9th Inf Div. The 200th ASHC moved artillery batteries into forward fire support bases for the operation. On subsequent days the 214th Combat Aviation Battalion controlled several combat assaults, extractions and repositioning of various participating units.

9. The 9th Inf Div in close cooperation with ARVN and VNMC, began operation Coranado II on 28 July 67. The operation was begun with a combat assault under the control of the 214th Combat Aviation Battalion. At the close of this report the operation is still continuing and is being supported by the 214th Combat Aviation Battalion.

10. During the month of July the 214th Combat Aviation Battalion prepared for the arrival of the 190th AHC, and on 28 July 67, the advanced party arrived. The advance party was processed and briefed and are now preparing to receive the main body. Because the 190th will be temporarily located at Bien Hoa the 145th Avn Bn was asked for assistance in preparing for the arrival of the new unit. The 145th Avn Bn and the 68th AHC have been most helpful and extremely cooperative toward this end.

11. During the month of July, the first operational month for the 191st and 240th AHC, the two companies flew 6055 hours. The 200th ASHC flew 985 hours. The 214th Combat Aviation Battalion lifted 24,456 troops on combat assault missions, 18,443 troops on direct combat support missions and lifted 4212 tons of cargo. The 191st and 240th AHC gun platoons accounted for 36 VC KIA (BC) and 58 VC KIA (est).

CONFIDENTIAL

CONFIDENTIAL

14 August 1967

SUBJECT: Operational Report, Lessons Learned (RCS CSFOR - 65) for Period
Ending 31 July 1967 (Continued)

B. (C) Personnel, Morale & Discipline

1. Personnel. The 200th ASHC has twenty-eight aviators assigned against an authorization of thirty-eight. While it is understood that all CH-47 units in RVN are below strength to approximately the same degree, it does mean that at times all flyable aircraft cannot be crewed. To date the 200th ASHC has been able to meet all its flying commitments however, if, during a tactical emergency, a maximum CH-47 effort were required, all flyable aircraft could not be utilized.

2. Morale. The high morale enjoyed by the 214th Cbt Avn Bn since its arrival in Vietnam continues. This is primarily due to the satisfaction gained by the officers and men doing a difficult job in an outstanding manner. The large numbers of awards and decorations received in the short operational history of the battalion and its companies have fostered immense satisfaction and pride in this command. The construction and opening of an Officers Club and EM/NCO Club has contributed much to morale. Individual soldiers have given of their off-duty time to build unit dayrooms with recreational facilities. This has aided in keeping morale high. Three stage shows were enjoyed by all members of the battalion. One problem area exists which has not been alleviated. Adequate special services recreational equipment of all types is available in the battalion. However, there is not adequate area available for the proper utilization of athletic equipment or team competition.

3. Discipline. The sense of mission and willingness to work long hours is reflected by the disciplinary record of the 214th Cbt Avn Bn. During the period there were two special court martials and 35 Article 15 actions.

C. (C) Intelligence:

1. General:

a. The S2 section became operational during the reported period. Personnel and equipment as authorized by TO&E 1-256F were received.

b. On 18 May 67, the initial security orientation was presented to the advance party of the 191st AHC. On 20 May 67, the security orientation was presented to the advance party of the 240th AHC and on 25 May 67, the main body of both companies received the orientation.

2. Security:

a. The S2 section was established as the classified repository and the distribution center for classified documents for the battalion. During this period all SECRET documents were inventoried and reviewed for downgrading and/or destruction. Of a total of 41 documents, 2 were downgraded per instructions from higher headquarters and 4 were destroyed.

b. A total of 574 pieces of classified correspondence was processed thru the S2 section during this report period.

CONFIDENTIAL

CONFIDENTIAL

14 August 1967

SUBJECT: Operational Report, Lessons Learned (RCS CSFOR - 65) for Period Ending 31 July 1967 (continued)

c. There were two administrative type security violations reported during this period. One was for failure to place the notation "BY SAFE HANDS" on the outer envelope containing a classified document and the other was for failure to include proper downgrading instructions on a document. Neither of these violations required investigation.

3. Counterintelligence. The results of security orientations presented to personnel of this command have been extremely gratifying. Two recent incidents point up the seriousness of purpose developed in this area among lower ranking enlisted personnel. One enlisted man surrendered several pieces of particularly venomous anti-war literature which he had received unsolicited from a "Protest Group" in the United States. On another occasion an enlisted man purchased a cigarette case from a shop in Bien Hoa. The wrapping paper turned out to be the first page of an officers roster of a major signal unit in this area and it was promptly turned in to the S2 section. Although the roster was not classified, the young soldier reflected the success of his counterintelligence-SAEDA training by recognizing a potentially compromising document in the wrong hands.

D. (C) Plans, Operations & Training:

1. Hq & Hq Company, 214th Cbt Avn Bn, and the 200th ASHC were operational for 92 days during the reporting period. The 191st AHC and supporting detachments spent three days in travel status 56 days in training and 33 days in combat and combat support operations. The 240th AHC and supporting detachments spent two days in a travel status, 57 days in training and 33 days in combat and combat support operations.

2. The arrival of the 191st and 240th AHC and the advance party of the 190th AHC placed many requirements on the operations section. Assistance was provided in setting up permanent training programs, as required by USARV and 1st Aviation Brigade. Supervision and monitoring of the 191st and 240th AHC training progress insured that all in-country training commitments were met. Eligible personnel were placed on flight orders and arrangements made with 12th Aviation Group to verify the ratings of unit standardization instructor pilots. Flight records of all aviators in the battalion were closed as of 30 June 67, checked and forwarded in accordance with regulations.

3. Battalion SOP for training, airmobile operations and displacement to the field were published to supplement and adapt the directives and procedures of higher headquarters to our situation. Coordination was accomplished with the 9th Inf Div to provide conformity with the division methods of operation to the extent possible since this battalion supports the 9th Inf Div a majority of the time. The battalion defense plan for its sector of Camp Bearcat was revised coordinated with the division, and published. Units of this battalion were briefed on their responsibilities under the defense plan and rehearsals were scheduled for early August.

CONFIDENTIAL

CONFIDENTIAL

14 August 1967

SUBJECT: Operational Report, Lessons Learned (RCS CSFOR - 65) for Period Ending 31 July 1967 (Continued)

4. On 28 June 67 the 191st and 240th AHC joined the 200th ASHC in an operational status. Although numerous operations have been planned and executed under battalion control, particularly during 9th Inf Div operations Paddington and Coronado II, the majority of combat operations have been conducted under company control. Throughout most of the division TAOR VC elements have been relatively small, fast moving units. Success in locating such units has been most effectively accomplished by saturation patrolling or by rapidly moving platoons and/or companies into blocking positions and systematically searching an area. By utilizing one assault helicopter company with a brigade several areas can be checked in a days operation. Eagle flights have also been conducted with success. All operations with the 9th Inf Div have been characterized by rapid reaction to enemy intelligence. Planning is conducted swiftly and followed by almost immediate execution of maneuver. Standard procedures and frequent association with the ground commanders has enabled this battalion to provide the rapid response so necessary in these operations.

E. (C) Logistics:

1. During the first week of the month of May the installation property for the Battalion Headquarters Building was distributed. The 772nd Medical Detachment arrived during the first half of the month and the 214th Battalion PBO inspected and signed for the TO&E equipment. The supporting Engr Bn could not satisfy material requirements for battalion self help projects and the S4 section procured plywood flooring for the enlisted barracks from Vung Tau. The 200th ASHC delivered the flooring and other material to Bearcat from Vung Tau. Ninety-five per cent of the battalion TO&E equipment arrived during the month. S4 functions for the first third of the month consisted mainly of expediting mission essential equipment for the 191st and 240th AHC. Major accomplishments during the month was furnishing lumber and electrical fixtures for 48 general purpose tents for the 191st and 240th AHC that arrived in-country during the month.

2. During June, TO&E equipment for the 191st and 240th AHC arrived in-country and was transported to Bearcat. Body armor and ballistic helmets were issued to both units. POL and ammunition accounts were established for both units and all mission essential equipment was made available. S4 expedited receipt for crash and rescue equipment for the heliport complex. Through coordination with the 1st Log Command, each of the AHC's received their 40 foot lowboy trailer and a 6,000 pound rough terrain forklift. In the final third of the month aircraft revetments became a major problem. S4 procured 800 55 gallon drums for the revetments and 2,000 ammunition boxes in addition to making contacts for unit pick-up of CBU bomb canisters.

3. July was a planning month in the S4 section. During the month plans for receipt of the 190th AHC were completed and requisitions for minimum essential equipment were initiated. All sections of the 214th Cbt Avn Bn signed hand receipts for their TO&E equipment during the month. The final third of the month was devoted to picking up equipment for the 190th. A major accomplishment during the month was finalizing work requests for installation of the butane gas system in the battalion's two 500-man messhalls.

CONFIDENTIAL

CONFIDENTIAL

14 August 1967

SUBJECT: Operational Report, Lessons Learned (RCS CSFOR - 65) for Period
Ending 31 July 1967 (Continued)

F. (U) Information:

1. On 1 May 67 the first issue of "The Weekly News From Cougar" rolled off the mimeograph machine. This four page weekly newspaper features the battalion's personnel and their accomplishments. Publication each week is obviously anticipated by the entire battalion. Numbers of copies per issue has increased from 100 to 500, almost all of which are mailed to families in CONUS.

2. Command Information classes have been established on a weekly basis for each company. In addition to the normal presentations of troop topics and general news, a synoptic review of the battalion's activities during the previous week are presented and correlated to specific news stories from the Stars and Stripes, Army Reporter and other media which illustrates the combat results of the battalion and the units the battalion has supported.

G. (U) Surgeon:

1. The aviation dispensary of the 214th Cbt Avn Bn has been operational for three months. The 772nd OA Medical Detachment was attached to the battalion 1 May 67, however, it was short of personnel including the authorized Flight Surgeon. Since the battalion medical section and the 772nd OA detachment were responsible for medical support for three aviation companies and one Hq & Hq Company they were consolidated into one building. This enabled the flight surgeon to maintain medical care for the entire battalion, seeing approximately 850 patients per month. This work load cut into the amount of time available for the flight surgeon to participate in company and battalion operations and observe first hand the status of the aviators from a medical point of view.

2. The medical dispensary has been expanded to 2000 square feet which will accommodate three flight surgeons and OA detachments as they become available.

CONFIDENTIAL

SUBJECT: Operational Report, Lessons Learned (RCS CSFOR - 65) For Period
Ending 31 July 1967 (Continued)

SECTION II

A. (U) PERSONNEL-NOT USED

B. (C) OPERATIONS:

Item #1: Control of CH-47 helicopters in the battle area.

Discussion: Due to limited CH-47 assets in RVN in comparison to demands, CH-47 sorties are rigidly controlled. While the requirements for control of CH-47's is understandable and necessary, it does deny the air mission commander a degree of flexibility in the battle area. The air mission commander must have the authority to control CH-47 traffic in and out of LZ's and PZ's he is operating and to divert sorties as necessary to efficiently conduct airmobile operations. In addition, PZ'S and/or LZ's initially reported as secure when CH-47 sorties are assigned by higher headquarters, may no longer be secure on arrival due to a fluid battle situation.

Observation: CH-47 aircraft commanders, when directed into a battle area under the control of an air mission commander, should be required to contact him on the air to air command net for final coordination or supplemental instructions.

Item #2: Organization of the PZ for movement of RVN Forces in Airmobile Operations.

Discussion: A recent extraction of Vietnamese Marines took an unacceptably long time. Although pathfinders were inserted into the pick up zone 30 minutes in advance of PZ time to assist in organizing the zone, all elements of the VNMC battalion had not reached the PZ at the start of the operation. The extraction however, began on time. Both CH-47 and CH-1D helicopters were used to speed the operation. The PZ was secured at all times by a US Battalion. Since different loading configurations were required for the two types of helicopters there was some initial confusion. The sole US adviser departed with the first lift. From this point it was extremely difficult for the pathfinders to assemble the marines in proper load order. As a result the extraction took almost twice the length of time it should have. Had it not been a secured pick-up zone the disorganization and slow movement to board the helicopters could have been disastrous.

Observation: During airmobile operations with RVN troops an adviser, capable of explaining the requirements for loading of helicopters through his counterpart, should be present in the PZ at all times. He should depart on the last lift with the pathfinders.

Item #3: Use of forward battalion Operation Center (BOC) element on division controlled operations.

CONFIDENTIAL

CONFIDENTIAL

14 August 1967

SUBJECT: Operational Report, Lessons Learned (RCS CSFOR - 65) for Period Ending 31 July 1967 (Continued)

Discussion: It has been found necessary to collocate an element of the BOC with the 9th Infantry Division Forward Tactical Operations Center (TOC) during division controlled operations. Information received through division rear is frequently too slow and sketchy for proper planning purposes by the battalion, especially during a fluid situation. Because of their intimate knowledge of the aviation battalion capabilities and committable assets, the forward BOC element is able to assist the division in planning and scheduling of missions. Battalion is then kept informed as to the requirements for final coordination of details. Equipment includes a 3/4 Ton truck with mounted FM radio, a ground mount antenna and necessary maps, mission forms and scheduling charts. The element used consists of an officer, an NCO, a radio operator and a driver.

Observation: Collocation of an element of the BOC with the division forward TOC enhances the capability of this battalion to provide responsive combat aviation support to the division.

Item #4: Use of pathfinder personnel in sling load operations.

Discussion: Units in the field frequently do not have trained riggers and serviceable equipment. The experience of this battalion has been that the use of pathfinders to check and supervise rigging of equipment and supplies for sling loading by CH-47 helicopters has largely eliminated unscheduled release of sling loads.

Observation: Experienced pathfinders should be utilized on all sling load operations.

C. (U) TRAINING AND ORGANIZATION:

Item #1: The attachment of a aviation company to other than an aviation battalion unit for administration and training.

Discussion: Upon activation the 191st Aviation Company was attached to a service and supply battalion. A battalion of this type does not have, nor should they be expected to have, the trained people or equipment to properly supervise, assist and train an aviation unit for deployment to Vietnam. The 191st AHC ran into many administrative and training problems because of this understandable lack of knowledge by the host unit. Only after the 191st AHC was attached to an aviation unit were these problems resolved.

Observation: An aviation unit being activated and trained for deployment to Vietnam should be attached to an aviation battalion that has the personnel, training and equipment to properly train a subordinate aviation unit.

D. (C) INTELLIGENCE:

Item: Clearance of personnel for access to classified material.

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14 August 1967

SUBJECT: Operational Report, Lessons Learned (RCS CSEOR - 65) for Period Ending 31 July 1967 (Continued)

Discussion: During this period a total of 288 local files check were conducted, 44 SECRET clearances were validated and 143 CONFIDENTIAL clearances issued. This unit has approximately 200 requests for clearances in the processing stage. While some units are attempting to have clearances validated prior to movement to RVN, an excessive number are not. In the case of one unit, approximately 25% of the DA forms 873 were withdrawn from the individuals' 201 files and never replaced. This creates an unnecessary administrative burden on the receiving unit. If an individuals 201 file contains a completed form 3027 over stamped in item 17 that a favorable NAC or ENTNAC has been completed, the battalion commanding officer should be granted authority to issue a final SECRET clearance. This in itself would save a tremendous amount of paper work.

Observation: Unit commanders down to and including battalion size units should be authorized to grant SECRET clearance for personnel requiring same if 201 file contains completed and over stamped DA form 3027.

E. (U) LOGISTICS: (NOT USED)

F. (C) SIGNAL:

Item: Unacceptable delays in repair of signal equipment.

Discussion: The direct support maintenance unit supporting this battalion does not have float stock available on many electronic pieces of equipment. A few examples are the AN/VRC-24, TT-98, TT-76, and the TH-5. When a piece of equipment requires repair and the replacement part isn't available in-country, the equipment becomes EDP for parts and the repair part is "red balled" in the States. If the repair part is available Stateside, the equipment will probably be fixed about thirty days after being turned in. If the repair part is not available Stateside, the piece of equipment remains on the maintenance shelves forty-five days before it is returned to its original owner, at this time, the defective equipment can be turned in for a new item.

When a unit is not authorized standby pieces of equipment, some type of maintenance system needs to be established where a unit could either draw a float piece of equipment or be able to DX the equipment for a new item within hours after breakdown.

Being able to replace a piece of equipment immediately is the only way to keep a BOC and teletype system operating effectively.

Observation: Current maintenance procedures should be revised so that vital items of signal equipment are immediately available to operational units.

G.(C) MAINTENANCE:

Item #1: Shortage of authorized special tools.

CONFIDENTIAL

CONFIDENTIAL

14 August 1967

12

SUBJECT: Operational Report, Lessons Learned (RSC CSFOR - 65) for Period
Ending 31 July 1967 (Continued)

Discussion: The 191st AHC and 240th AHC arrived in RVN with only a small percentage of authorized special tools. The two units were unable to requisition special tools prior to deployment from CONUS because of automatic stockage of the support package at Sharpe Army Depot. Shortages could not be determined until their support package arrived in-country with their aircraft. This caused delay in receiving critical special tools, handicapping their maintenance capabilities. Tools that were not received in the prestocked CONEX containers were supposed to be delivered to the units after their arrival in-country, however during the two months following deployment, the units have received no tools based on Sharpe's requisitions. The present policy of submitting the prestock requisitions only forty-five days prior to the unit's deployment does not appear to allow enough lead time for the receipt of special tools. If the units were allowed to requisition their own special tools or if Sharpe would furnish the unit with timely status reports of special tool shortages the unit would be able to determine their problem areas prior to deployment. This would allow immediate action to be taken by the deploying unit and the receiving unit to overcome these deficiencies.

Observation: Deploying units should receive their aircraft special tools prior to deployment and shortages in the prestock packages should be made known to the unit.

Item #2: Night lighting sets for aircraft maintenance.

Discussion: Assault Helicopter Companies and their supporting transportation detachments are not authorized sufficient lighting equipment in their TO&E to provide for required night maintenance. The only lighting equipment authorized in the maintenance element are four portable light stands in the ground handling Set A. This is insufficient for the extensive night maintenance required in RVN. Portable and stationary lighting fixtures in the maintenance area would increase the unit's maintenance ability.

Observation: A series of lighting equipment should be made available under TA authorization to meet the specific requirements for maintenance units.

H. (U) SURGEON:

Item #1: Consolidation of medical section.

Discussion: The consolidation of the medical section has proved to be advantageous for several reasons. The consolidation of equipment provided better diagnostic and therapeutic measures for the patient. The medical personnel are used more efficiently. By knowing the particular medical problem of each company it enables its medical section to assign the medical personnel to cope with these problems. With the medical section being short two authorized flight surgeons, consolidation of the medical section maximized effectiveness, however, a majority of the routine medical cases seen were not aviation related problems.

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14 August 1967

SUBJECT: Operational Report, Lessons Learned (RCS CSFOR - 65) for Period
Ending 31 July 1967 (Continued)

Assignment of a general medical officer to handle these particular problems would enable the flight surgeon more time to participate in his speciality, aviation medicine.

Observation: The consolidation of medical facilities provides greater flexibility and more efficient service in a situation where the units served are collocated.

Item #2: Use of potable water in showers

Discussion: Due to a shortage of potable water the practice of using non-potable water for showers was adopted. Shortly after initiation of this practice several patients from two separate units were examined and found to have severe otitis externa. Studies of the water used in the showers revealed bacterial colonies too numerous to count. Use of this water resulted in several flight personnel being placed on medical restriction from flying due to the severity of ear infections they had developed. A return to the use of potable water in the unit shower facilities greatly reduced the incidence of this type of ear infection.

Observation: Potable water should be provided for showers used by aviation personnel. This substantially reduces incidence of ear infections.

Item #3: Aviators 90 hour fatigue evaluation.

Discussion: In seeing the aviators for their 90 hour fatigue evaluation, it has been found that by making a short, but relatively complete physical examination, numerous incidental, minor medical problems were revealed. The most common being early, asymptomatic ear infections, dental caries and skin problems. Early treatment of these have prevented subsequent medical restrictions from flying.

Observation: A short but thorough physical examination during the 90 hour evaluation is especially helpful as a preventative medical technique,

Item #4: Fitting ballistic helmets

Discussion: In fitting the ballistic helmets it has been found that using the APH-5 pads give the aviator a much more comfortable fit and these are much more durable than the ballistic helmet pads. If the regular pads are used, cutting about one inch from each end of the front pad and about one inch of the helmet insulator away from the ear piece frequently eliminates the "pressure" over the temporal area of the skull.

Observation: Emphasis should be placed on using the flight surgeon to properly fit the new ballistic helmet. It is suggested also that the aviator bring his ballistic helmet along during the 90 hour evaluation check to check for continuing proper fit.

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SECTION II, PART II

14

RECOMMENDATIONS: NONE

Robert J. Standley

ROBERT J. STANDLEY
LTC, CE
Commanding

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12

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AVGC-SC 1st Ind
SUBJECT: Operational Report - Lessons Learned (ORLL) for Period Ending
31 July 1967 (RCS CSFOR-65) (U)

HEADQUARTERS, 12TH COMBAT AVIATION GROUP, APO 96266 31 August 1967

THRU: Commanding General, II Field Force Vietnam, APO 96266

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

1. (U) One copy of the 214th Combat Aviation Battalion's Operational Report - Lessons Learned (ORLL) (RCS CSFOR-65) for period ending 31 July 1967, is forwarded in compliance with USARV Regulation 1-19, dated 8 February 1967.

2. (C) This headquarters has reviewed subject report of the 214th Combat Aviation Battalion. The following comments are made on the observations and recommendations made by the Battalion Commander.

- a. Personnel: None
- b. Operations: None
- c. Training and Organization: None
- d. Intelligence: None
- e. Logistics: None
- f. Maintenance:

(1) Reference Section II, Part I, page 9 Item #1. The 240th Assault helicopter Company, equipped with U-1H aircraft, arrived in Vietnam without the special tools required for the -13 engine. There were very few of these special tools available in country, thereby presenting maintenance problems to the company. The 191st Assault Helicopter Company, equipped with the UH-1D aircraft, arrived without some special tools. Since there are numerous UH-1Ds in country, special tools were readily available. These units were unaware of the shortage of special tools until unpacking the support package, assembled at Sharpe Depot, after arrival in country. This headquarters has written letters to the Commanding Officer, 34th Maintenance Group and to Commanding General, AVCOM regarding the shortage of special tools for the -13 engines. This shortage also occurred to the 188th Assault Helicopter Company. AVCOM has acknowledged the letters and is presently taking action to correct this deficiency.

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*Downgraded at 3 year Intervals
Declassified after 12 years
DOD DIR 5200.10*

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16

AVGC-SC 1st Ind 31 August 1967
SUBJECT: Operational Report - Lessons Learned (ORLL) for period ending
31 July 1967 (RCS CSFOR-65) (U)

(2) Recommend that units be advised of shortages in their support package as soon as possible. In addition the 34th Maintenance Group should be advised of the shortages.

FOR THE COMMANDER:

1 Incl
as

s/
t/ ILLEGIBLE

Asst Adj Gen

CONFIDENTIAL

17

AVFBC-H (14 Aug 67) 2d Ind
SUBJECT: Operational Report-Lessons Learned, HQ 214th Combat Aviation
Battalion, 31 July 1967 (RCS CSFOR065) (U)

DA, HQ II FFORCEV, APO San Francisco 96266 13 Sep 1967

THRU: Commanding General, 1st Aviation Brigade, ATTN: AVBA-C, APO 96307

Commanding General, USARV, ATTN: AVHGC-DH, APO 96375

Commander in Chief, US Army Pacific, ATTN: GOPP-MH, APO 96558

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

1. Subject report is forwarded.
2. This headquarters has reviewed report and concurs with the
comments and recommendations.

FOR THE COMMANDER:

1 Incl
nc

s/ R. E. Wambsganss
t/ R. E. WAMBSGANSS
CPT, AGC
Asst AG

AVBA-C (14 Aug 67)

3d Ind

SUBJECT: Operational Report - Lessons Learned for Period Ending 31
July 1967 (RCS CSFOR-65) (U)

HEADQUARTERS, 1ST AVIATION BRIGADE, APO 96384 28 September 1967

THRU: Commanding General, US Army Vietnam, ATTN: AVHGC-MH, APO 96375
Commander in Chief, US Army Pacific, ATTN: GPOP-MH, APO 96558

TO: Assistant Chief of Staff, Force Development, DA (ACSFOR DA),
Washington, D.C. 20310

This headquarters has reviewed subject report of the 214th Cbt
Avn Bn and considers it to be adequate and concurs with the contents
of the report as indorsed.

FOR THE COMMANDER:

1 Incl
nc

t/ LEWIS T. TURNER
Captain, AGC
Asst Adjutant General

CONFIDENTIAL

A1

19

AVHGC-DST (14 Aug 67) 4th Ind
SUBJECT: Operational Report-Lessons Learned for the Period Ending
31 July 1967 (RCS CSFOR-65) (U)

HEADQUARTERS, UNITED STATES ARMY VIETNAM, APO San Francisco 96374 6 NOV 1967

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

1. (U) This headquarters has reviewed the Operational Report-Lessons Learned for the period ending 31 July 1967 from Headquarters, 214th Combat Aviation Battalion (DX5A) as indorsed.

2. (C) Pertinent comments follow:

a. Reference item concerning control of CH-47 helicopters, page 7, paragraph B, Item one: Concur with the requirement to have all Army aircraft entering the operational area report to the Mission Commander. Regardless of previously established schedules concerning sorties in the operational area the pilot of the aircraft entering the area will request and follow instructions of the Mission Commander. Paragraph 2, section V, chapter 3, of the 1st Aviation Brigade Operations Manual clearly defines the Mission Commander's responsibility for control of airspace over the operational area.

b. Reference item concerning night lighting sets for aircraft maintenance, page 10, Item 2: Concur in the requirement to perform night maintenance in order to effectively employ an Assault Helicopter Company. At this time MTOE action is in progress at the 1st Aviation Brigade to increase the lighting capability of the direct support unit. Two non-standard type light stands with generators are being added to the MTOE.

c. Reference item concerning clearance of personnel for access to classified information, pages 8 and 9, paragraph D: Concur. In addition to DA Form 3027, DD Form 1584 properly authenticated by DOD National Agency Check Center also serves as proof of completion of a National Agency Check. This proof and completion of a favorable local files check is all that is necessary for granting of a final SECRET clearance in most cases. This headquarters is recommending that SECRET clearance authority in these cases be delegated to major subordinate commands with sub-delegation to battalion level authorized.

d. Reference item concerning potable water in showers, page 11; Item 2: Concur. All water provided personnel of this command should be of the best quality possible consistent with the military situation and available resources. First priority for limited potable water supplies is necessarily human consumption. Potable water is preferred for all uses which involve human contact, and every reasonable effort should be made to supply potable water for showers and personal hygiene in addition to drinking and cooking. Anticipated early revision of USARV Reg 40-45 on water supply will state this policy.

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AVHGC-DST (14 Aug 67) 4th Ind
SUBJECT: Operational Report-Lessons Learned for the Period Ending
31 July 1967 (RCS CSFOR-65) (U)

e. Reference item concerning delays in repair of signal equipment, page 9, paragraph F: Concur with observation, but background statements require consideration of other factors. A five percent maintenance float is authorized, based on the total end items on hand, and this maintenance float is on requisition. However, these items are in short supply and are due out. They have been added to the closed loop program and this should improve the USARV posture.

3. (U) A copy of this indorsement will be furnished to the reporting unit through channels.

FOR THE COMMANDER:

C. S. Nakatsukasa
C. S. NAKATSUKASA
Captain, AGC
Assistant Adjutant General

cc:
HQ, 1st Avn Bde
HQ, 214th Combat Avn Bn

21

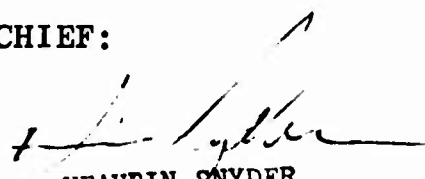
GPOP-DT(14 Aug 67) 5th Ind (U)
SUBJECT: Operational Report for the Quarterly Period
Ending 31 Jul 67 from HQ, 214th Cbt Avn Bn
(UIC: WDX5AA (RCS CSFOR-65)

HQ, US ARMY, PACIFIC, APO San Francisco 96558 12 DEC1967

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

This headquarters has evaluated subject report and forwarding indorsements and concurs in the report as indorsed.

FOR THE COMMANDER IN CHIEF:



HEAVRIN SNYDER
CPT, AGC
Asst AG

UNCLASSIFIED

Security Classification

DOCUMENT CONTROL DATA - R & D

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5. AUTHOR(S) (First name, middle initial, last name)

CO, 214th Combat Aviation Battalion

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13. ABSTRACT

20