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

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

IN REPLY REFER TO

AGAM-P (M) (5 Jan 68) FOR OT RD-670697

11 January 1968

AD 386893

SUBJECT: Operational Report - Lessons Learned, Headquarters, 145th
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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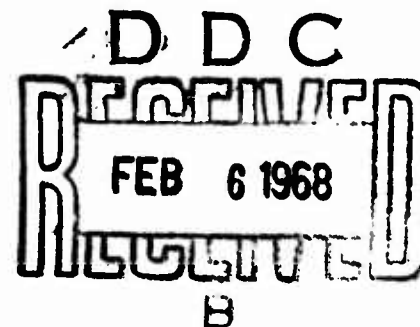
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Major General, USA
The Adjutant General

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DEPARTMENT OF THE ARMY
HEADQUARTERS, 145TH COMBAT AVIATION BATTALION
APO San Francisco, 96227

AVGC-CC


12 August 1967

SUBJECT: Operational Report for Quarterly Period Ending 31 July 1967,
Reports Control Symbol CSFOR-65-(U)

TO: See Distribution

Under provisions of AR 1-19, dated 26 May 1966, USARV Reg 1-19, dated 8 February 1967, USARV Reg 870-2, dated 19 July 1966 and 12th Combat Aviation Group Letter, Subject: Operational Report of Lessons Learned, dated 27 September 1966, the Quarterly Operational Report of Lessons Learned is hereby submitted.

FOR THE COMMANDER:


LAWRENCE A. BELL
Major, Infantry
Adjutant

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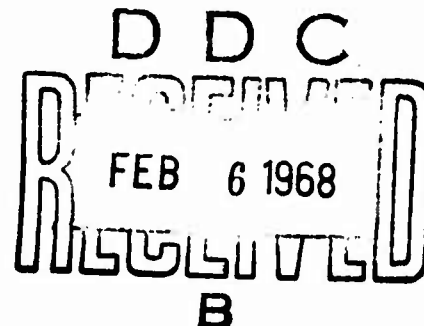
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APO San Francisco, 96227

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12 August 1967

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SECTION I
SIGNIFICANT UNIT ACTIVITIES

A. (U) GENERAL: The 145th Combat Aviation Battalion has been fully committed to combat assault and direct support operations throughout the period of this report.

B. (U) MISSION: To augment the aviation support capability available to II FFORCEV and the Republic of Vietnam Forces operating within the III Corps ARVN Tactical Zone.

C. (C) ORGANIZATION:

1. The 71st Assault Helicopter Company was reassigned to the 17th Combat Aviation Group with effective date retroactive to 21 April 1967, by Headquarters, 1st Avn Bde G.O. Number 2418, paragraph 1, dated 18 June 1967.

2. The 320th Signal Detachment was reassigned to the 334th Armed Helicopter Company on 1 May 1967, by Headquarters, 12th Combat Aviation Group G.O. Number 13, dated 27 April 1967.

3. The 74th Reconnaissance Airplane Company regained control of its second platoon effective 30 June 1967. General Orders 3375, Headquarters, United States Army Vietnam, dated 4 July 1967 relieved the 2d platoon from attachment to the 219th Aviation Company (FW).

4. Organization of the 145th Combat Aviation Battalion during the reporting period included the following units, headquarters located as indicated:

a. 145th Combat Aviation Battalion, Headquarters, Bien Hoa.

(1) Pathfinder Detachment

(2) Security Detachment

(3) 87th Quartermaster Detachment

b. 68th Assault Helicopter Company, Bien Hoa

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- (1) 3rd Transportation Detachment
- (2) 282d Signal Detachment
- (3) 430th Medical Detachment
- c. 74th Reconnaissance Airplane Company, Phu Loi
563d Transportation Detachment
- d. 118th Assault Helicopter Company, Bien Hoa
 - (1) 573d Transportation Detachment
 - (2) 198th Signal Detachment
 - (3) 93d Medical Detachment
- e. 334th Armed Helicopter Company, Bien Hoa
 - (1) 571st Transportation Detachment
 - (2) 320th Signal Detachment
- f. 335th Assault Helicopter Company, Bien Hoa
 - (1) 166th Transportation Detachment
 - (2) 234th Signal Detachment
 - (3) 25th Medical Detachment

5. In addition, the 74th Reconnaissance Airplane Company has elements located at Xuan Loc and Lam Son.

6. The 335th Assault Helicopter Company has been TDY to the Pleiku area since 28 May 1967 in support of the 173d Airborne Brigade.

D. (U) COMMAND: Significant changes of command in the 145th Combat Aviation Battalion during this period were:

1. Major Larry D. Dotson assumed command of the 68th Assault Helicopter Company from Major William T. Kaser on 15 May 1967.

2. Major Walter H. Huth assumed command of the 335th Assault Helicopter Company on 2 May 1967 after LTC Leyburn W. Brockwell was killed in a helicopter accident.

3. LTC Charles D. Utzman assumed command of the 335th Assault Helicopter Company from Major Walter H. Huth on 10 June 1967.

4. Major George W. Harris assumed command of the 74th Reconnaissance Airplane Company from Major James M. Caudill Jr. on 19 June 1967.

5. Major Daniel R. Stefanowich assumed command of the 334th Armed Helicopter Company from Major Gordon F. Ferris on 1 July 1967.

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E. (C) PERSONNEL:

1. During this reporting period there was a conversion of non-appropriated fund messes to field ration messes. A proposed TDA was submitted to support the new organization. Reply from Headquarters, USARV stated that no action could be taken because of a lack of available spaces. The TDA is to be held in abeyance until the present space ceiling has been lifted.

2. Awards and Decorations. During this quarter, the battalion received 3611 awards.

3. Special Services.

a. Recreational facilities in the 145th Combat Aviation Battalion were substantially increased this quarter with the addition of a 2500 volume library. The facility is being well used by members of this command with approximately fifty to seventy individuals visiting the facility daily.

b. The battalion's athletic and recreational program has been most successful. The volleyball and softball competition has been concluded with results which indicate further programs along this line are worth pursuing. Also planned are short duration tournaments in minor sports. A chess tournament has already been held, with further ones planned in ping-pong, badminton, and horseshoes.

c. Requests for a 40 X 60' commercial swimming pool and a miniature golf course have been submitted. It is hoped that these projects will be completed during the next quarter. The results of this quarter have again demonstrated the importance of command emphasis in having an effective and successful athletic and recreational program.

4. Civic Action. The civic action program of the battalion has been well received during the past quarter. The 334th Armed Helicopter Company has undertaken a new civic action program. As reported last quarter, the village which they had formerly supported became a scene of armed hostile action. Presently, they are providing a weekly MEDCAP flight in conjunction with an Air Force MEDCAP program. The battalion civic action projects in the Bui Vinh Orphanage, Lu Thieu Orphanage, and Tan Mai Orphanage have met with continued success and have established a very amiable rapport between the Vietnamese national and the American soldier.

5. Information Program.

a. During this quarter a significant increase in Army Aviation news releases has occurred. The daily aviation summary reported to the USARV Information Officer has proven to be extremely effective.

b. During this quarter, the following news items were dispatched:

- (1) Feature photographs: 18
- (2) Feature stories: 22
- (3) Hometown news releases: 200

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(4) Homstown news-photo - 17

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6. Education. As reported last quarter, the battalion education program has met with continued success. The battalion has been receiving a significant amount of USAFI literature and immediate distribution has been made to the subordinate units. By delegating responsibility down to company level, the education program has achieved a more personal rapport between the command and the student. During this quarter, forty men applied for GED examinations and four applied for USAFI courses.

7. Personnel Losses and Gains.

a. Officers	Gain	Loss
May	36	27
June	22	38
July	50	40

b. Enlisted	Gain	Loss
May	40	160
June	142	84
July	59	95

F. (C) OPERATIONS:

1. Combat Operations.

a. This battalion is committed daily to tasks varying from combat support supply missions to reinforced battalion size combat assault operations. Battalion daily requirements for aircraft have been 10 UH-1D lift helicopters, one command and control helicopter, one maintenance helicopter, and four armed helicopters from each assault helicopter company; four UH-1D lift helicopters and 12 UH-1C armed helicopters from the 334th Armed Helicopter Company; and 19 O-1 airplanes from the 74th Reconnaissance Airplane Company. On 28 July 1967, some of the missions of the 74th Reconnaissance Airplane Company were assumed by the 21st Reconnaissance Airplane Company; however, the 74th assumed a like number of new missions thus their daily requirement remained at 19 O-1 airplanes. Battalion and company controlled combat assaults, extractions, and repositionings employ a command and control helicopter that carries the airmobile force commander, air mission commander, artillery representative, and a representative for control of close air support. In addition, an alternate command and control helicopter is employed on battalion size operations in order to insure an airborne command post throughout the operation. The battalion smoke screen ship is employed on a mission requirement basis.

b. During the reporting period the 145th Combat Aviation Battalion has been involved in general support of the III ARVN Corps and the 9th US Infantry Division.

2. Physical Security.

a. Phu Loi Airfield: This battalion has the 74th Reconnaissance Airplane Company stationed at Phu Loi. The security requirements of this

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company, in addition to normal internal security, are to furnish personnel to man one 24 hour perimeter post and one 12 hour perimeter post.

b. Bien Hoa Airbase:

(1) The 335th Assault Helicopter Company is stationed in the 173d Airborne Brigade area of the airbase. The move to Pleiku by the 335th Assault Helicopter Company has necessitated additional guard posts in the rear area to secure the equipment and personal items left behind. In addition to the normal internal security, this company furnishes personnel to man one 24 hour perimeter post and one 12 hour perimeter post.

(2) The remaining companies of this battalion are stationed on the Bien Hoa Airbase. Internal security is decentralized to company level. Additional guard posts and increases in security guard requirements will be necessitated by the arrival of new units in this battalion's area. Defense against enemy attacks has been greatly improved during this reporting period. Better liaison has been established with the 3d Tactical Fighter Wing Central Security Control. Ten outposts/listening posts and five defensive bunkers have been built. Five additional defensive bunkers are planned. Barrier material has been requested and a partial issue has been received. This material supports the battalion plan of enclosing the battalion area within a triple concertina fence. This fence will serve two purposes; (1) to reduce unauthorized movement through the battalion area and, (2) to prevent infiltration of the battalion area in the event of an attack on the Bien Hoa Airbase.

c. Honour-Smith Compound: The 145th Combat Aviation Battalion mans four 24 hour guard posts and two 12 hour guard posts on the Honour-Smith Compound. Should defense of Honour-Smith Compound become necessary, the 145th Combat Aviation Battalion assumes operational control of the military tenants of the compound.

d. Aircraft of the battalion which are located at home stations are in revetments. Anticipated relocations of organic units and arrival of new units have stimulated a vigorous revetment program. Some engineer support has been received in building the new metal type revetments. Every attempt is being made to complete the revetment program by 1 September 1967.

3. Troop Movements. On 24 May 1967, the 335th Assault Helicopter Company was alerted to move on 28 May to the Pleiku area in the central highlands of the Republic of Vietnam. This move was successfully accomplished with the 27 assigned aircraft closing at Hensel AAF on 28 May. The entire unit with detachments, less an administrative liaison team, made the move. Subsequent to the move, the 335th Assault Helicopter Company has operated in support of the 173d Airborne Brigade in the Pleiku and Dak To areas, participating in Operations FRANCIS MARION, WINCHESTER and HORACE GREELEY.

G. (U) TRAINING:

1. Mandatory Training. Mandatory training as outlined in USARV Regulation 350-1, 12th Combat Aviation Group Training Circular Number 1, and 145th Combat Aviation Battalion Training Memorandum 66-5, is being conducted between breaks in daily missions and at night. Continuous aviator train-

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ing, e.g., Decca training, ~~instrument flight~~ flight training, and aerial gunnery training, is conducted concurrently with mission commitments. 10

2. Assigned Training Tasks.

a. Three VNAF aviators completed flight training and were graduated on 15 May 1967. An additional three VNAF aviators began training on 16 May 1967 with a completion date set for 15 August 1967. The new group was given a written examination on TM 55-1520-210-10, Operator's Manual for the UH-1D helicopter, upon completion of a one week ground school. The three students received a grade of 100% on the examination.

b. Selected members of the Navy's Sea Wolf gunship pilots were trained by the 334th Armed Helicopter Company. This has become a continuous mission with four pilots being trained each week.

c. Thirty aviators from the 214th Combat Aviation Battalion were given flight training within the battalion. Individuals were attached to companies and participated in both combat assaults and direct combat support missions.

d. Fifteen aviators from the 21st Reconnaissance Airplane Company were given flight training by the 74th Reconnaissance Airplane Company during the period 13-27 July 1967. This training included in-country check outs, orientation flights, and participation in company daily missions.

e. This battalion continues to provide orientation and training for selected senior officers about to assume aviation command or staff duties in the Republic of Vietnam. This training includes the opportunity to observe and participate in missions conducted by units of this battalion with emphasis on combat assault missions.

f. Because of the weather conditions associated with the monsoon season, instrument and Decca training were emphasized. 145th Combat Aviation Battalion Training Memorandums 65-4 and 66-6 outline this training.

g. The S-2 has begun a series of classes on survival. The first class of this series was presented to Headquarters Company on 22 July 1967. The class emphasized the survival equipment available in the 145th Combat Aviation Battalion aircraft and the proper method of using each item.

3. Recently Published Training Memorandums.

a. An aircraft maintenance training program was established. 145th Combat Aviation Battalion Training Memorandum 67-5 lists that training necessary to maintain proficiency in the field.

b. 145th Combat Aviation Battalion Training Memorandum 67-6 reflects the airmobile operations training desired to keep the battalion at a combat efficiency level.

4. Training Plans

a. Companies of this battalion allot one day each week to training

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in those mandatory subjects listed in USAFV Regulation 350-1. Steadily increasing tactical commitments make scheduling of these classes during reasonable hours of the day extremely difficult and subject to frequent change.

b. Aviator and crew member training is accomplished daily with aircraft commanders and instructor pilots presenting the instruction. Newly assigned aviators are given orientation and extensive proficiency training prior to being released to operational missions.

H. (C) INTELLIGENCE:

Rocket Attack on Bien Hoa Airbase. The 12 May 1967 attack on Bien Hoa Airbase employed 122MM rockets. These rockets were fired from positions 10,000 meters north of the airbase. Ground follow-up revealed three launching sites. Six launcher positions were located at each site. The 122MM rocket has a range of 11,000 meters. The most distant range for the attack was 10,500 meters. The rockets were emplaced in preselected positions and were aimed at predetermined target areas through the use of either aiming stakes or compasses and maps of the area.

I. (C) LOGISTICS:

1. Construction.

a. Vertical construction (self help) was started on two additional barracks during the month of May. Progress was slow due to a lack of qualified construction personnel. One barracks has been completed and is in the process of being wired. The other building is estimated to be completed during the early part of August.

b. Two additional concrete pads for barracks will be poured upon receipt of engineer technical assistance and equipment. This is estimated to be mid-August due to higher priority commitments in the 173d Airborne Brigade Area on the part of engineer support units.

c. During June 1967, responsibility for engineer support of the Bien Hoa area was shifted back to the 79th Engineer Group.

d. RMK-BRJ project 521, heliport and hanger facilities, began 3 July 1967. The primary work to be done was wiring and emplacement of fixtures. Lack of materials has halted work presently. The hangers should be completed in several weeks.

e. Construction on revetments was started 15 July 1967. It takes approximately two days to complete one revetment. As experience is gained, progress will be faster. The goal is one revetment per day. Materials being used are steel matting, steel engineer pickets, and sand.

2. Supply. During July 1967, 361 survival kits were received and issued to units of the battalion.

3. Refueling Operations.

a. During the quarter, the battalion POL section displaced only

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five times. On two occasions, forward refueling areas were augmented by 10 refueling points provided by the battalion for the operation. Other operations required only six additional refueling points.

b. POL pumping equipment within the battalion is non-standard and many pumps are experimental models that were sent to the field upon completion of their test phase. The equipment is beginning to show signs of wear and procurement of replacement parts has been difficult, especially on miniport systems.

4. Ammunition.

a. During July, a battalion ammunition section was formed under the control of the battalion S-4.

b. The section was staffed with eight personnel provided by the assigned companies.

c. Work began on construction of a battalion ammunition storage area on the land previously occupied by the 334th Armed Helicopter Company and the 68th Assault Helicopter Company ammunition areas.

d. The battalion ammunition section will assume the responsibility of procuring, maintaining, and issuing ammunition for the units located at Bien Hoa Airbase.

5. Prestock Operations (Ammunition and POL).

a. The 145th Combat Aviation Battalion continues to operate the Army Aviation Logistical Area at Song Be. Two M49C tankers were shipped from Hon Quan to Song Be in May, bringing the total battalion complement at Song Be to:

- (1) 3 POL personnel
- (2) 3 M49C tank trucks
- (3) 3 50 GPM pumps
- (4) 1 miniport system
- (5) 1 10,000 gallon bladder

b. Preparations were made to withdraw personnel and equipment from Duc Hoa on 30 June, however this date was extended to 31 July at the request of 12th Combat Aviation Group. Equipment and personnel at Duc Hoa were:

- (1) 2 POL personnel
- (2) 3 M49C tankers
- (3) 1 miniport system
- (4) 1 10,000 gallon bladder

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c. Maintenance personnel were provided from the battalion motor pool to repair equipment at the III Corps Prestock point at Ham Tan in May.

d. Poor lines of communication and indirect channels for requisitioning stocks caused shortages to exist at both Duc Hoa and Song Be in June and July.

6. Transportation.

a. The 71st Assault Helicopter Company began a TDY movement to Chu Lai on 12 April 1967. During June, the 71st AHC was transferred to the 14th Aviation Battalion, necessitating the movement of base camp supplies and equipment. Arrangements were made for the movement of 60 vehicles, 80 casks and 25 assorted pallet loads by both air and sea movement.

b. On 24 May, the 335th Assault Helicopter Company was alerted for movement to Pleiku. Within three days, coordination was complete and the unit loaded over 50 vehicles and 60 casks for movement by sea and air.

c. Most of the local movement of these units was performed with transportation resources organic to units within this battalion.

J. (U) AIRCRAF MAINTENANCE:

1. Flying Hours. During this quarter, the battalion flew 38,779 hours. The average flight time per aircraft was 294 hours. The aircraft availability averaged 80%.

2. Problem Areas. Water seeping into blades and irreversible valve assemblies are two significant problems this battalion has encountered with the advent of the rainy season.

K. (C) SIGNAL:

1. AN/VSC-2 Radio Teletype Set. During the current reporting period, this headquarters received a new mobile command radio teletype package, AN/VSC-2, as a replacement for the AN/GRC-46. This radio set is mounted in a 1/4 ton vehicle making it highly mobile and air transportable. The many advantages of this set include a cryptographic capability, teletype page copy, increased range, compact size and ease of operation. At the time of this report, only one net is operational between this headquarters and 12th Group. However, there are additional sets programmed for the 145th whereby each of the companies within the battalion will have one. Eventually, an additional net will be in operation within all of our battalion units. This type of radio set will help immeasurably in passing administrative traffic in the field.

2. Avionics Retrofit. The retrofit program is still in process for rotary wing aircraft within the battalion, completing installation of the AN/ARC-51BX and AN/ARC-54 aircraft radios. The ZYR modification is also being made to accommodate the KY-28 (secure voice) device. The retrofit program should be completed before the end of the year.

3. Air Force Dial System. The 1877th Communications Squadron at Bien Hoa Air Base has completed installation of a 1500 line automatic dial

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exchange with a capability of expanding to 3000 lines. Coordination has been made with the 44th Signal Battalion to include the 145th Cbt Avn Bn in this dial system, essentially eliminating the ROTOR switchboard (SB-86), except where priority lines are required. This dial system will increase telephone communications efficiency within the battalion.

4. Secure Voice Communications. One of the most helpful additions to this battalion's communication ability has been the employment of a KY-8 (secure voice) crypto device. BOC at 145th Bn Headquarters and AAE at 12th Group Headquarters now have an intercom type of net over which properly cleared personnel may transmit information up to and including secret without having to contend with the lengthy process of coding. The system has proven to be very dependable. With a back-up KY-8 on hand, outages have been kept to an absolute minimum.

5. AN/ARC 131 Avionics Repair Class. The Collins and Admiral Companies, manufacturers of aircraft radios, have not been able to keep up with the supply requirements of AN/ARC-54 FM radios. The Magnavox Company took over the contract to produce the required radios and at the same time changed the design of the set somewhat. The new Magnavox radio is the AN/ARC-131. The radio has created a requirement for training of avionics personnel.

L. (U) SAFETY:

1. Accidents, Incidents, and Losses. During the reporting period, the Battalion Aviation Safety Officer reviewed, analyzed, and recorded 13 accidents, 18 incidents, 7 forced landings, and 8 precautionary landings. The major accidents included 3 fatal accidents, in which 12 persons were killed.

2. Significant Events During the Quarter.

a. The rainy season brought with it the expected poor visibility and low ceilings.

b. A mid-air collision occurred during the reporting period when two aircraft flying in a formation ran together. The crash was fatal to eight persons. The findings of the board indicated that one of the aircraft failed to maintain proper spacing as specified in battalion directives and was not alert to his rate of closure with the other aircraft. Additional command emphasis was placed on adherence to published directives and to proper formation flying techniques.

M. (U) FLIGHT STANDARDIZATION:

1. Ninety day standardization rides are still being given on other than operational flights. This procedure insures that an aviator will be given a complete review of emergency procedures, to include autorotations. Unit instructor pilots are directed to fly with as many personnel as possible on operational missions; however, these flights are not used as substitutions for the standardization ride. Emphasis continues to be placed on the use of the Go-No-Go placards as well as the 1st Aviation Brigade "hover check" system instituted during the quarter.

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2. This emphasis has shown results in that instructor pilots report that RPM control by individual aviators has greatly improved.

3. Unit personnel are still being encouraged to use single ship missions to practice instrument flight.

N. (U) MEDICAL: With the consolidation of medical detachments into a single battalion dispensary, it became necessary to change accordingly the plans for emergency medical care for battalion personnel in the event of a disaster or an attack on our location by hostile forces. While this plan has been in effect for some time now, during the past three months we have had occasion to put this plan to real tests. We have found that the proposed plan works very well. In the event of a disaster or attack by hostile forces on our airbase location, one medical corpsman designated for a particular company area remains in this company area to provide first aid for any sustained casualties. This particular medic keeps an emergency first aid kit in his barracks at all times. Other medics report promptly to the battalion dispensary, once the tactical or disaster situation permits. Ambulance patrols are then dispatched to pick up and bring casualties to the battalion dispensary or to another pre-designated treatment building in the event the dispensary itself is rendered non-functional. The battalion dispensary thus functions as casualty reception point, emergency treatment facility, and casualty sorting facility. Seriously wounded patients are air evacuated by battalion helicopters from a designated area across the street from the dispensary in the helicopter parking area. Less critically wounded will be evacuated by ground ambulance. One flight surgeon lives on the airbase and hence is immediately available to the dispensary in the event of an airbase disaster. The other flight surgeon will report to the dispensary upon notification by the most expeditious means available. There is also a medical disaster plan for Honour-Smith Compound. Flight surgeons living on the compound will provide emergency medical care to casualties. A large quantity of life saving plasma expanders, drugs, sterile dressings, splints, and litters, are maintained at all times in Battalion Operations Center. The S-3 conference room will serve as the emergency aid station and will function as casualty reception point for personnel living in Honour-Smith Compound. Stretchers are also maintained in the villas occupied by our personnel. Critically wounded will be air evacuated from the Cong Ly Helicopter Pad; less serious wounded will be evacuated by dispensary ambulances. Three medical corpsmen are on duty throughout the night at the dispensary and will deliver ambulances and further medical assistance on an on-call basis.

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SECTION II OBSERVATIONS (LESSONS LEARNED) PART I

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A. (C) PERSONNEL:

1. Late Receipt of Assignment Instructions.

a. ITEM: Late receipt of assignment instructions continues to be a problem in this battalion.

b. DISCUSSION: Lower grade enlisted personnel continue to receive their assignment instructions late. On 28 February 1967, the advanced Overseas Returnee Roster was submitted for the enlisted personnel due to depart this command during August 1967. This roster consisted of 100 names after the normal additions and deletions caused by change of DEROS and reassignments. Twenty-two of the personnel did not receive their assignment instructions.

c. OBSERVATION: This situation continues to create a morale problem within this organization.

2. Data Processing Unit (DPU) Rosters:

a. ITEM: Incorrect DPU rosters.

b. DISCUSSION: On several occasions this headquarters has received DPU rosters with numerous discrepancies. The rosters are corrected and returned to the originating DPU. Subsequent rosters received from the DPU continue to have the same discrepancies. An outstanding example of this problem is a seven page roster which was received on 4 July 1967. This same roster had been submitted in May and June with the necessary corrections made. The roster received on 4 July still carried the same discrepancies that were on the initial roster.

c. OBSERVATION: The problem of incorrect DPU rosters causes the personnel section of this unit to spend a considerable amount of additional man hours in rechecking the roster.

3. Military 201 Files.

a. ITEM: Personnel reporting without their military 201 file.

b. DISCUSSION: Personnel are reporting into this unit without their military 201 file. In many cases it has taken anywhere from one to three months to receive these records. AR 640-10 directs that military personnel records jacket of unaccompanied male personnel in enlisted grades E1 thru E8, WO1 thru CW3, and commissioned officer O1 thru O3 who are assigned to a CONUS US Army Overseas Replacement Station for further assignment and are authorized leave enroute to that station will be forwarded by registered regular mail to the appropriate US Army Overseas Replacement Station.

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c. OBSERVATION: Somehow, personnel are being allowed to depart CONUS without their records being forwarded properly. This creates an unnecessary burden on the individual and the gaining unit.

B. (C) OPERATIONS:

1. Suppressive Fire in Landing Zones.

a. ITEM: Suppression by ground forces after arrival in landing zones.

b. DISCUSSION: During combat assaults into landing zones (LZ) where multiple lifts are required, this battalion has been able to effectively coordinate and provide organic fire support prior to and during the first assault into the area. Subsequent to the first lift, however, the fires of the lift helicopters are restricted by the presence of friendly forces. This restriction is especially critical during an airmobile battalion assault where the second lift follows the first by a minute or less and is unable to provide its own direct fire support on final approach and lift off.

c. OBSERVATION: A concentrated volume of fire directed toward the periphery of the landing zone by the ground forces during the approach and lift off of subsequent lifts will tend to minimize the possibility or intensity of hostile fire. It is expected that ground forces will begin to deploy after the third or fourth lift; however, the critical period is immediately after the first lift is on the ground. Ground forces should be prepared to provide this fire to aid the successful accomplishment of the airmobile assault.

2. Pre-linked Ammunition.

a. ITEM: Preparation of 7.62mm ammunition for gunships.

b. DISCUSSION: Under present conditions, the majority of time taken to rearm gunships is spent unpacking and linking one hundred round belts of 7.62mm ammunition. Valuable time saved in rearming gunships could be used by ground units in need of armed helicopter support.

c. OBSERVATION: Recommend that 1500 round belts of linked 7.62mm ammunition be readily available at rearming facilities.

3. Weapons Test Fire.

a. ITEM: Areas for test fire of weapons.

b. DISCUSSION: Aviators in this battalion have been frequently confronted with the problem of inoperative weapons at a crucial time. Existing conditions prohibit aviators from firing weapons until actually engaged in a combat situation. This restriction often puts the aviator in an embarrassing, if not dangerous, situation.

c. OBSERVATION: Recommend that several areas in the vicinity of airmobile bases be provided to test fire weapons. These areas should

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be located along habitual routes of departure so that units can accomplish test firing during movement to missions with minimum loss of time.

4. Rotor Wash and Fixed Wing Operations.

a. ITEM: Dangerous conditions resulting from the operation of fixed and rotary wing aircraft in close proximity.

b. DISCUSSION: Aviators in the 74th Reconnaissance Airplane Company (O-1) of this battalion face a continuing problem of operating in or near the turbulence created by landing or hovering helicopters. Instances have been reported where damage or near damage has resulted from operations in close proximity to helicopters. This battalion has requested that a survey of small airfields in the III Corps Tactical Zone be conducted to pinpoint locations that breed this unsafe condition.

c. OBSERVATION: It is essential that aviators operating light observation type aircraft be extremely cautious in the vicinity of helicopter landing areas. Further, tower operators at fields used by both fixed and rotary wing aircraft must exercise positive control to preclude the possibility of accidents resulting from helicopter rotor wash. Fixed wing take-offs or landings should not be permitted while helicopters are hovering near the active runway nor should helicopters be allowed to hover during fixed wing take-offs and landings.

5. CH-47 Troop Operations.

a. ITEM: Tactical employment of troops by CH-47.

b. DISCUSSION: The troop carrying capacity of a 10 UH-1D assault normally varies between 40 to 70 men on any single lift. Lifts are separated by the time consuming turn-around between pick-up zone and landing zone. The ground unit is faced with the problem of time wasted in securing the landing zone until sufficient troops arrive to permit execution of the ground tactical operation. One sortie by a single CH-47 will inject into the landing zone approximately 30 troops which provides a means of rapid build up of troops for ground operations. Every precaution must be exercised to ensure that the landing zone has been secured and is free from enemy fire prior to using CH-47s, as the loss of one CH-47 with all troops on board would materially affect the chances for success of the planned ground maneuver.

c. OBSERVATION: Use of CH-47 helicopters for rapid build up of troops in landing zones permits earlier ground maneuver in mass and assists in exploiting the element of surprise gained by airmobile assaults. Two to three lifts (20 to 30 sorties) by UH-1D assault helicopters should provide sufficient personnel for landing zone security to safeguard follow-up CH-47 helicopters. The UH-1D can continue troop lifts after CH-47 activities commence if traffic control measures are used to provide proper separations and prevent congestion at pick-up and landing zones.

6. Single Ship Landing Zones.

a. ITEM: Added planning considerations for small (single ship) landing zones.

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b. DISCUSSION: Helicopter assaults are being scheduled into areas where only very small, even single ship, landing zones are available. This situation occurs frequently in the central highlands and can be found in many other areas such as the Rung Sat Special Zone. Prior to beginning operations into such areas, consideration must be given to possible changes in plans required by situations where heavy enemy fire received in the landing zone preclude further helicopter approaches without loss of men and equipment and to courses of action to be followed should the landing zone become blocked by downed aircraft.

c. OBSERVATION: During planning phases for airmobile assaults into small landing zones, aviation personnel must advise the ground commander of the added hazards to his troops and to the accomplishment of his mission. Possible courses of action should be agreed upon. These courses of action should include use of available alternate landing zones, attempts for troop extraction, continuation of the assault despite increased hazards, and termination of the lift until air and/or artillery strikes can render the landing zone sufficiently secure to continue the assault or to extract the personnel on the ground. Supporting agencies, such as artillery and air, should be prepared for immediate support of the various courses of action.

7. Smoke Screens.

a. ITEM: Use of smoke screens in landing zones.

b. DISCUSSION: The techniques of employing smoke screens in the past have been a relatively unexplored area of tactical importance.

c. OBSERVATION: This battalion has been using the helicopter smoke generator with significant results. This helicopter is employed on the windward flank of the landing zones and reduces enemy observation of the assaulting forces. Supplementing the smoke ship, a UH-1D employing smoke pots has been used. Taking advantage of the screen provided by the smoke ship, this UH-1D drops HCM-1 smoke pots at predetermined intervals along the flanks of landing zones to provide six to ten minutes of smoke cover. This technique has provided impressive results.

8. Aviation Battalion Liaison Officer.

a. ITEM: Use of aviation battalion liaison officer during aviation battalion or larger operations.

b. DISCUSSION: This battalion has experienced problems of coordination while under the operational control of battalion size or larger ground forces during the conduct of a mission. Unfamiliarity with operating procedures, capabilities, and techniques of the aviation battalion have caused misunderstandings to exist.

c. OBSERVATION: The presence of a battalion liaison officer in the tactical operations center (TOC) during the planning and execution phases of a mission assists both the ground and aviation unit. The liaison officer should be present at the initial coordination meeting and remain with the unit until the aviation battalion is released. The liaison officer is familiar with the plan for the operation and can provide immediate assistance for any additional missions that may result.

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C. (C) TRAINING AND ORGANIZATION:

1. VNAF Training.

a. ITEM: VNAF Training proficiency.

b. DISCUSSION: A marked improvement has been observed in the attitude and performance of the present VNAF aviators as compared to past VNAF aviators.

c. OBSERVATION: The new criteria that each VNAF aviator trainee will have a minimum of 500 hours in helicopters and be interviewed to determine if a positive attitude is present has considerably improved the types of trainees now being received. Comments from instructor pilots indicate that each trainee has a positive attitude, can fly the aircraft proficiently, and has a keen desire to learn. This motivation eases the training burden and the end product is an outstanding UH-1D trained VNAF aviator, capable of flying combat missions in Vietnam.

D. (C) INTELLIGENCE:

1. Map Coverage.

a. ITEM: Sufficient map coverage for coordination.

b. DISCUSSION: During the coordination phase of a mission, the map coverage for the area of operation is often difficult to obtain, especially when two or more operations are coordinated on the same day.

c. OBSERVATION: Complete map coverage of the areas normally supported (e.g. III Corps Tactical Zone) can be inserted in a 1500 round .50 caliber Link Cartridge Container and indexed for rapid access. The maps should be current and kept aboard the aircraft normally used for coordinations.

2. Pen Gun Flare.

a. ITEM: Pen Gun Flare Substitute.

b. DISCUSSION: Pen guns and flares are difficult to obtain. Further, these flares cannot effectively penetrate dense jungle cover.

c. OBSERVATION: Caliber .45 and 38 tracer rounds are available through normal supply channels. These rounds may be used for the same purpose as the pen gun flare and have the capability of foliage penetration. If possible, radio contact should be established with search and rescue aircraft prior to firing tracers to attract their attention.

3. Intelligence Map.

a. ITEM: Effective local situation map.

b. DISCUSSION: Ground intelligence is normally difficult for aviation units to obtain.

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c. OBSERVATION: ARVN divisions publish a daily summary of events. This summary may be requested from the G-2 Special Advisor of the divisions in which the aviation unit is located. An up-to-date situation map can then be maintained by information obtained from US Army units and National Police operating in the vicinity of the unit's base camp. A 16,000 meter circle (range of 122mm rocket) can be drawn on the map to focus attention on enemy movements and activities within the area. The ARVN advisor will normally evaluate the activities reported in the intelligence summary, aiding the aviation S-2 in judging the credibility of each report. Visual reconnaissance can be accomplished by accompanying scheduled flights if they are within the above mentioned circle.

4. Survival Kit.

a. ITEM: Thigh type survival kit.

b. DISCUSSION: Pilots have expressed discomfort in wearing the new thigh type survival kit.

c. OBSERVATION: Recent experiments with the thigh type survival kit in UH-1D helicopters indicate that the kit should be worn on the right thigh by both the pilot and aircraft commander in this and the UH-1C helicopters. The survival knife should be removed and worn on the web belt.

E. (C) LOGISTICS:

1. Army Aviation Logistics Areas (AALA).

a. ITEM: AALA operations.

b. DISCUSSION:

(1) Comments made on AALA operations for the previous quarter are still valid. No significant improvements have been made in the AALA area during this reporting period.

(2) Equipment deadline rate has risen. Most of the pumping equipment is non-standard and has been in the field approximately two years. Non-standard item requisitions for repair parts are filled very slowly.

(3) Lines of communications for reordering of stocks for AALA's has actually become more indirect, causing much confusion with the crossing of channels between MACV and USARV units. Priority requisitions for immediate replenishment of stocks must pass through numerous headquarters before a final decision is made on the validity of the priority.

c. OBSERVATION:

(1) Repeated recommendations have been made since 20 May 1966 to transfer responsibility for III Corps AALA (Prestock points) to a logistical agency.

(2) Quartermaster detachments, TOE 10-500D (KD), are available at 12th Combat Aviation Group for transfer to a logistical agency to insure that the required personnel spaces are available.

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(3) There has been a constant increase in army aviation units in the III CTZ during the last 18 months without a corresponding improvement in forward area refueling capability. 22

(4) Several conclusions and recommendations of the final report, Forward Area Refueling Systems (U), dated 20 May 1966, by the Army Concept Team in Vietnam are worth reiterating:

(a) "Responsibility for POL pre-stock points, airfield bulk POL storage, and refueling of transient aircraft is beyond the capability of the non-divisional aviation battalions (airmobile) in RVN.

(b) "Responsibility for operation of POL pre-stock points, airfield bulk POL storage, and refueling of transient aircraft is a logistical function best accomplished by a service unit.

(c) "Recommend non-divisional aviation battalions (airmobile) be relieved of responsibility for managing POL pre-stock points, airfield bulk POL storage, and refueling of transient aircraft in Vietnam".

F. (C) MAINTENANCE:

1. Aircraft Maintenance.

a. ITEM: Consolidation of maintenance support.

b. DISCUSSION: Normal daily aircraft commitment for each assault helicopter company is 11 UH-1D and 4 UH-1C. The 334th Armed Helicopter Company's normal commitment is 12 UH-1C and 4 UH-1D. The tremendous maintenance requirements to meet these commitments necessitate a 24 hour maintenance schedule.

c. OBSERVATION: This battalion consolidates the unit service platoon and the transportation detachment in order to provide for a 24 hour operation. This consolidation allows better utilization of supervisory personnel, technical inspectors, and aircraft mechanics. Special emphasis is required to maintain a high level of quality control; therefore, the consolidated maintenance unit is placed under the operational control of the transportation detachment commander.

2. Water Seepage in Main Rotor Blades.

a. ITEM: Lateral vibrations due to water seepage in main rotor blades.

b. DISCUSSION: UH-1 model helicopters have developed severe lateral vibrations after setting on line for periods of two or more days without being flown.

c. OBSERVATION: Problem was found to be water seeping into high blade while tied down. Problem can be corrected by drilling three or four 1/8 inch holes in end of tip cap and running up aircraft for approximately 5 minutes. After shutdown fill holes with metal set.

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3. Water Seepage in Irreversible Valve Assembly.

- a. ITEM: Cyclic feedback due to water seepage in irreversible valve assembly.
- b. DISCUSSION: Cyclic control system developed a jump or jerk in flight.
- c. OBSERVATION: Problem was found to be water seeping into irreversible valve assembly through the spring loaded retainer on the top side of the valve body. To correct, remove the irreversible valve, turn upside down, push retainer in and allow water to drain from irreversible valve assembly.

G. (C) SIGNAL:

1. Provisions of AR 700-70.

- a. ITEM: New equipment without accompanying support package.
- b. DISCUSSION: The provisions of AR 700-70 state that new equipment should not be sent to the field without an adequate accompanying support package. During previous reporting periods, it was revealed that new avionics equipment coming into Vietnam lacked adequate repair parts and test equipment when first delivered. New equipment without adequate maintenance support, even though it may be of an improved design, actually jeopardizes the communications capability of this battalion. When any new avionics equipment fails, it must be replaced immediately. This cannot always be accomplished under current practices. Presently the 334th Armed Helicopter Company has two 1966 model UH-1 aircraft with AN/ARC-134 radios installed for which no in-country support of any kind exists.
- c. OBSERVATION: The provisions of AR 700-70 should be reviewed and every effort should be made to comply with this AR in the future.

2. Avionics Test Equipment Repair.

- a. ITEM: Direct exchange of avionics test equipment.
- b. DISCUSSION: At present, there is no facility in-country where avionics test equipment may be turned in on a direct exchange basis. Several months may pass before a piece of test gear is returned after having been submitted for repair. The fact that poor support for avionics test equipment is the rule, has been brought out in previous reports and the problem still existed during this reporting period.
- c. OBSERVATION: A direct exchange facility for avionics test equipment should be established in-country.

3. Avionics Personnel.

- a. ITEM: Shortage of avionics personnel.
- b. DISCUSSION: During this reporting period the available number of avionics personnel has decreased with no replacements available in the

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near future. Specifically, the 35K20 MDS, Aviation Electronics Equipment Mechanic, is in great demand by RL teams assigned to this battalion.

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c. OBSERVATION: There is an inadequate number of qualified avionics personnel in-country. Provision must be made to match personnel requirements with the increasing avionics work load.

4. Avionics Retrofit.

a. ITEM: Errors in retrofit program.

b. DISCUSSION: There have been several errors made during this period in the retrofit program. These errors can be attributed to a lack of familiarity by certain retrofit teams with UH-1 series aircraft. In addition, incorrect schematic drawings used by these teams have caused errors to be made in aircraft wiring. These deficiencies have cost many needed man hours.

c. OBSERVATION: Retrofit teams must be thoroughly familiar with the aircraft with which they are working.

5. Command Communications Package.

a. ITEM: Issue of AN/MRC-119.

b. DISCUSSION: Recent information from 12th Combat Aviation Group indicates that the new communications set AN/MRC-119 is available for issue; however, it has not reached Vietnam as yet. This radio set will provide much needed command radio communication versatility within battalion units, both at a fixed site and during movement operations.

c. OBSERVATION: This new command package should be issued as soon as possible to battalion and company size aviation units.

H. (U) SAFETY:

1. RPM Control.

a. ITEM: Accidents involving loss of RPM.

b. DISCUSSION: Loss of RPM continues to be a prime cause of accidents, but improvement has been noted.

c. OBSERVATION: The use of the Go-No-Go placard or the 1st Aviation Brigade "hover check" system remains the best indicator of the power available for a safe take-off. The use of these methods forces the pilot to hover and to make a power check. Many times, hovering prior to take-off will reveal that insufficient power is available for take-off simply because RPM will bleed off. Tactical situations too often cause aviators to rush and they fail to include a power or hover check prior to take-off. Continued command emphasis on performing a hover power check prior to all take-offs, tactical situation permitting, will reduce this type accident.

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2. Actual Instruments.

- a. ITEM: Accidents involving actual instrument conditions.
- b. DISCUSSION: Accidents due to aircraft becoming involved in actual instrument flying conditions have been non-existent during this period although the rainy season has commenced.
- c. OBSERVATION: The majority of aviators assigned to this battalion hold at least a tactical instrument card. Emphasis has been placed on conducting simulated hooded flight whenever possible during VFR conditions. The number of rotary wing pilots that are receiving instrument instructions during their basic aviation training, coupled with the experience gained during hooded flight, appear to be paying off. The old 180° turn is practiced and is still a well used course of action.

I. (U) MEDICAL:

1. Malaria Prophylaxis Program.

- a. ITEM: Success of malaria prophylaxis program.
- b. DISCUSSION: The malaria prophylaxis program in this battalion is extremely successful. Our method of having enlisted men sign weekly in the mess halls, certifying that they are actually taking the pill at that time, the attention given to personal protective measures, and the conspicuous availability of malaria pills in officer mess halls all account for our not having a single case of malaria in the battalion during this reporting period.
- c. OBSERVATION: The fact that we have not had a single case of malaria in our battalion during this reporting period provides evidence that our malaria prophylaxis program is successful. This fact is borne out by the recent increase in malaria rates among personnel living in and around our locale.

2. Dental Support.

- a. ITEM: Need for continued dental support.
- b. DISCUSSION: The tremendously large number of patients seen, as well as the quantity of dental pathology treated by the 38th Medical Detachment, has established without question this battalion's need for continuing this dental support. Preventive dentistry, which is stressed by our supporting dental detachment, no doubt has enhanced the over-all health and well-being of this command. Efforts are being made to get our present dental support actually attached to our battalion dispensary. This would better insure continued good dental support. The dispensary annex building, which has already been requested by our battalion S-4 Section, will, if built, provide the dental detachment with more effective working space.
- c. OBSERVATION: The volume of work done by our supporting dental detachment establishes without question our need for this continued service.

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SECTION II
PART II
RECOMMENDATIONS

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A. (U) PERSONNEL: That assignment instructions be issued far enough in advance to provide sufficient time for individuals to attend to personal affairs.

B. (C) OPERATIONS:

1. That combat troops be educated in the necessity of providing suppressive fire during helicopter assaults.

2. That 1500 round belts of linked 7.62mm ammunition be provided at rearming facilities.

3. That certain "free fire" areas be designated in the vicinity of airmobile bases to provide for test fire of weapons.

C. (U) TRAINING AND ORGANIZATION: None

D. (U) INTELLIGENCE: None

E. (U) LOGISTICS: That the responsibility for III Corps AALA (Prestock points) be transferred to a logistical agency.

F. (U) MAINTENANCE: None

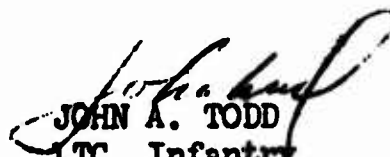
G. (U) SIGNAL: None

H. (U) SAFETY: None

I. (U) FLIGHT STANDARDIZATION: None

J. (U) MEDICAL: That the 38th Medical Detachment be assigned to the 145th Combat Aviation Battalion.

"FIRST IN VIETNAM"


JOHN A. TODD
LTC, Infantry
Commanding

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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 145th 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 145th 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. Medical: Reference Section II, Part II page 22. The 38th Medical Detachment provides 2 Dentists and dental assistants to the 145th Combat Aviation Battalion for required dental work and preventive dentistry. The personnel provided are just a small segment of the 38th Medical Detachment. The present support is adequate and there is no need for an attachment of a Dental Team to the 145th Combat Aviation Battalion at this time.

FOR THE COMMANDER:

s/Keith E. Adams
t/KEITH E. ADAMS
CPT, TC
Asst Adjutant

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AVFBC-H (12 Aug 67) 2d Ind
SUBJECT: Operational Report - Lessons Learned, HQ 145th Combat Aviation
Battalion, 31 July 1967 (RCS CSFOR-65)(U)

DA, HQ II FFORCEV, APO San Francisco 96266 19 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: GPOP-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. Reference page 17, Item: Army Aviation Logistics Areas (AALA).
A review of the assignment of responsibilities for operation of Army Air-
craft Logistical Areas (AALA) is currently underway. Upon completion of
this review, this headquarters will issue a new directive which should
clarify operation of AALA.

3. This command concurs with the other recommendations in the basic
report as modified by the 1st Indorsement.

FOR THE COMMANDER:

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

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*Downgraded at 8 year Intervals
Declassified after 12 years
DOD DIR 5200.10*

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AVBA-C (12 Aug 67) 3d Ind
SUBJECT: Operational Report for Quarterly Period Ending 31 July 1967,
Reports Control Symbol CSFOR-65 (U)

HEADQUARTERS, 1ST AVIATION BRIGADE, APO 96384

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

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

1. (U) This headquarters has reviewed subject report of the 145th
Combat Aviation Battalion, considers it to be adequate and concurs with the
contents as indorsed.

2. (C) The following additional comments are considered pertinent:

a. Reference Sect I, Part I, para K1, page 9: The AN/VSC-2
is a replacement for the AN/MRC-95, not the AN/GRC-46. The AN/GRC-46 is
replaced by the AN/GRC 142. All AN/MRC-95 radios shall be turned in as
the AN/Vsc-2 is received.

b. Reference Sect II, Part I, para Ec(1), page 17: Letter,
USARV, AVHED-PO, subject Airfield Pre Stock Points, class III, IIIA and
class V dated 6 Feb 1967 assigns responsibility for maintenance and oper-
ation of airfield pre stock points in III CTZ to CG, II FForceV.

c. Reference Sect II, Part I, para G3, page 19: Nonconcur.
It is possible that a country wide shortage of avionics personnel exists,
however, an examination of unit requisitioning procedures often indicates
that the problem originates at unit level through incorrect requisitioning
procedures. Command emphasis at UPS level should significantly reduce
this problem.

d. Reference Sect II, Part I, para G4, page 20: Nonconcur.
Quality control of retrofitted aircraft can best be determined by a thorough
functional test flight prior to acceptance. If deficiencies exist the
aircraft should be returned to the retrofit team for correction.

e. Reference Sect II, Part I, para G5, page 20: Concur. The
AN/MRC-119 has been programmed for shipment in mid-September. It is
anticipated that they will arrive in mid-October. As they arrive, in-
structions will be issued to effect immediate delivery.

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AVBA-C (12 Aug 67)

3d Ind

SUBJECT: Operational Report for Quarterly Period Ending 31 July 1967,
Report Control Symbol CSFOR-65 (U)

f. Reference Sect II, Part II, para J, page 22: Nonconcur. Dental detachments such as the 38th Medical Detachment are located to provide area coverage. It is essential that the Dental Officer, 44th Medical Brigade retain the flexibility to move these detachments to locations where they are most urgently needed.

FOR THE COMMANDER:

t/JAMES M. GOLDMANN
1LT, AGC
Asst Adjutant General

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AVHGC-DST (12 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 96375 7 NOV 1967

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

1. (U) This headquarters has reviewed the Operational Report-Lessons Learned for the period ending 31 July 1967 from Headquarters, 145th Combat Aviation Battalion (CYNA) as indorsed.

2. (C) Pertinent comments follow:

a. Reference item concerning Army Aviation Logistics Area operations, page 17, paragraph E1. During FY 66 some Air Logistics Corporation Miniport Refueling Systems, which are non-standard, were issued to aviation units for use as forward area refueling equipment until Kenco pumps were available for issue. During the period January 1967 to July 1967, 1st Aviation Brigade was issued 30/40 GPM and 100 GPM Kenco pumps. The Kenco pumps are type classified as "limited standard" and repair parts for Kenco pumps are available in RVN depots. In addition to the Kenco pumps, the aviation units have the standard 50 GPM pumps with filter-separators. A new pumping system, Forward Area Refueling Equipment (FARE) is scheduled for shipment to RVN during 3d Quarter, FY 68. If the FARE system is acceptable it will replace all pumping systems under 350 GPM.

b. Reference item concerning AR 700-70, page 19, paragraph G1: Nonconcur. Support packages have been sent to RVN on the basis of 1 package to 10 radios. These support items were retained at the 34th General Support Group for these reasons:

- (1) Late arrival of NETT Team
- (2) Limited test equipment available
- (3) Lack of trained personnel in the field
- (4) Requisitions being sought to establish demand data and common failure item data
- (5) To centralize control to provide support for all units

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AVHGC-DST (12 Aug 67)

4th Ind

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

c. Reference item concerning late receipt of assignment instructions, page 12, paragraph A1: Nonconcur that twenty-two personnel on the August Advanced Overseas Returnee Roster did not receive assignment instructions. Records indicate all assignment instructions were received for individuals reported. Concur with the observation that late receipt or non-receipt of assignment instructions impacts upon morale. Additional procedures have been implemented to identify, and to provide to the command the names of individuals not receiving assignment instructions within 30-60 days of DEROS. Further improvements are necessary in providing to this headquarters timely notification of assignment instructions.

d. Reference item concerning Data Processing Unit rosters, page 12, paragraph A2. Concur that updating of rosters has not been prompt. Late receipt of tape files from USARPAC has led to late updating. A recommendation has been made to USARPAC that rosters be recycled as a partial means of updating.

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, 145th Combat Avn Bn
HQ, 1st Avn Bde

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GPOP-DT(12 Aug 67) 5th Ind (U)
SUBJECT: Operational Report for the Quarterly Period Ending 31 July 1967
from HQ, 145th Cbt Avn Bn (UIC: WCYNAA) (RCS CSFOR-65) (U)

HQ, US ARMY, PACIFIC, APO San Francisco 96558 23 DEC1967

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

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

2. Reference Section II, Part I, paragraph G, 2, page 19. The
stated problem is recognized. Due to the high cost and limited procure-
ment authorized for test equipment, float test sets for DX to using
units are not normally authorized. However, the highest priority is
provided by the Avionics-Electronics Companies and Direct Support Companies
for repair of unserviceable avionics test sets turned in on work order
by the using units. The situation has improved since the period covered
by this report. An avionics test equipment repair capability has been
established in the 56th Trans Co (ADS).

FOR THE COMMANDER IN CHIEF:



HEAVRIN SNYDER
CPT, AGC
Asst AG

UNCLASSIFIED

Security Classification

DOCUMENT CONTROL DATA - R & D

(Security classification of title, body of abstract and indexing annotation must be entered when the overall report is classified)

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