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AUTHORITY

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

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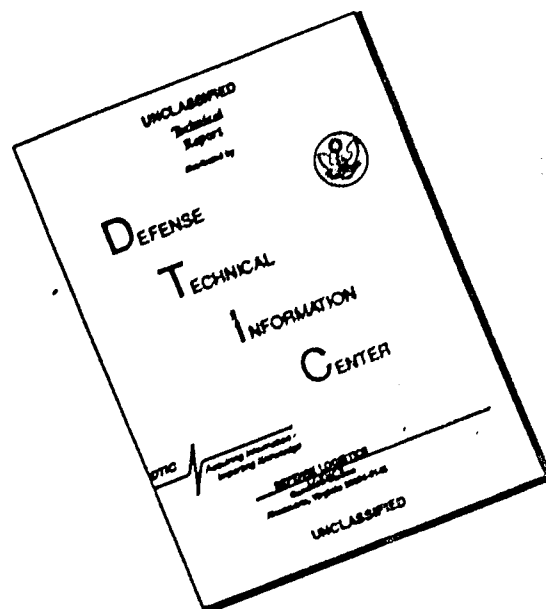
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**DEPARTMENT OF THE ARMY  
OFFICE OF THE ADJUTANT GENERAL  
WASHINGTON, D.C. 20310**

IN REPLY REFER TO

AGDA (M) (27 Oct 70) FOR OT UT 702060

3 November 1970

SUBJECT: Operational Report - Lessons Learned, Headquarters, 145th  
Aviation Battalion, Period Ending 30 April 1970 (U)

SEE DISTRIBUTION

AD512085

1. Subject report is forwarded for review and evaluation in accordance with paragraph 4b, AR 525-15. Information of actions initiated as a result of subject report should be forwarded to ACSFOR OT UT within 90 days of receipt of covering letter.
2. Information contained in this report is provided to insure appropriate benefits in the future from lessons learned during current operations and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

VERNE L. BOWERS  
Major General, USA  
Acting The Adjutant General

1 Incl  
as

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

"FIRST IN VIETNAM"

AVBACA-BC

13 May 1970

SUBJECT: Operational Report - Lessons Learned, 145TH Aviation Battalion  
(Combat), Period Ending 30 April 1970 RCS CSFOR-65 (R2)

SEE DISTRIBUTION

1. Operations: Significant Activities:

a. Mission: The overall mission of this Battalion did not change during the reporting period. This mission is to augment the capabilities of II Field Forces Vietnam and the Republic of Vietnam forces which operate in the III Corps Tactical Zone.

b. Organization:

(1) The following organizational changes took place during this reporting period: 19 March 1970 the 391ST QM DET was assigned to HHC, 145TH Avn Bn (Cbt). It was further attached to the MACV Advisor Team for rations, quarters, administration, and jurisdiction under the Uniform Code of Military Justice.

(2) As of 30 April 1970, the Battalion was organized as shown by Inclosure 1.

c. Personnel:

(1) Command and staff changes and present status:

(a) Commanding Officer, 145TH Aviation Battalion (Combat)

LTC Jack Seliskar 470-26-3170 IN

(b) Battalion Executive Officer

MAJ Thomas R Wolf 378-24-6725 IN

(c) Battalion Adjutant

CPT Michael J Scanlon 228-62-8011 AR

(d) Battalion S-2

CPT Thomas A Shtogren 506-52-4374 AR  
FOR OT UT  
702060  
Inclosure

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13 May 1970

SUBJECT: Operational Report - Lessons Learned, 145th Aviation Battalion  
(Combat), Period Ending 30 April 1970 RCS CSFOR-65 (R2)

(e) Battalion S-3 (21 Mar 70)

Outgoing:	MAJ Douglas R Terrell	573-50-1181	AR
Incoming:	MAJ Robert H Smith	257-52-2769	IN

(f) Battalion S-4 (2 Apr 70)

Outgoing:	CPT Roderick J Henderson	508-54-5821	QM
Incoming:	CPT Billy G Murphy	274-36-3903	IN

(g) Commanding Officer HHC

CPT Jerry D McGlothlin	313-38-9799	IN
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(h) Commanding Officer 68th Avn Co (Aslt Hel)

MAJ Luther L French	436-54-2175	IN
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(i) Commanding Officer 118th Avn Co (Aslt Hel)

MAJ Michael P Hefferman	419-40-1443	IN
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(j) Commanding Officer 190th Avn Co (Aslt Hel)

MAJ Dale W Pierce	261-44-4425	IN
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(k) Commanding Officer 334th Avn Co (Atk Hel) (21 Apr 70)

Outgoing:	MAJ Charles F Densford Jr.	458-46-6337	IN
Incoming:	MAJ John R McQuestion	264-52-3902	IN

(1) Commanding Officer 324th ASD (13 Apr 70)

Outgoing:	MAJ James H Hogan	417-40-2127	IN
Incoming:	MAJ Jack A King	446-22-0270	IN

(2) Unit Strength: On 30 April 1970, the Battalion was at 90% total strength. Individual unit strengths are shown by Inclosure 2.

1. Aircraft Status: At the end of this reporting period the Battalion had on hand 83% of the total aircraft authorized. Aircraft status as of 30 April 1970, classified by unit and type of aircraft, is shown by Inclosure 3.

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SUBJECT: Operational Report - Lessons Learned, 145th Aviation Battalion (Combat), Period Ending 30 April 1970 RCS CSFOR-65 (R2)

## e. Chronology of Significant Events:

(1) On 5 Mar 70, II FFV ended an Air Cav/Air Mobile evaluation test period which that headquarters initiated on 15 Dec 69. During this evaluation period, the 118th Avn Co (Aslt Hel) was placed in direct support of the 3/9th and was brought to full TOE strength in both equipment and personnel. For the purpose of the test there were to be no restrictions on blade hours, station time or assault package size. During the initial 30 day period, no general support aircraft were to be supplied to other II FFV missions. It was the intent of this evaluation to use all mission ready aircraft in support of the ground units. The main objective of the test was to determine the maximum amount of support an assault helicopter company at full TOE strength was capable of providing a ground unit.

During the first 30 day period, it appeared that a company brought to full TOE strength and put in direct support of ground unit was capable of considerably more support than the pre-test average (See Incl 5). All operational statistics (except cargo hauled) increased significantly. However, upon closer examination it was seen that the increase was achieved at the expense of violating several aviation safety regulations. This situation was corrected, and for the rest of the evaluation period the capability of the 118th Avn Co (Aslt Hel) at full TOE strength decreased toward what it had been before the test. This would seem to indicate that aviation support being rendered by the unit prior to the test was already very near the optimum for continual support over an extended period of time.

(2) Bien Hoa Air Base was subjected to only five rocket attacks during this reporting period. The 145th Avn Bn (Cbt) area was not hit by any rounds during these attacks.

(3) The following is a list of the number of awards submitted and received by individuals in this battalion.

SUBMITTED	AWARD	RECEIVED
9	Silver Star	0
1	Legion of Merit	0
32	Distinguished flying Cross	12
3	Soldiers Medal	3
0	Bronze Star "V"	0
118	Bronze Star	73
12	Air Medal "V"	9
305	Air Medal	217
2	Army Commendation Medal "V"	0
377	Army Commendation Medal	245
9	Purple Heart	7

INCL

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13 May 1970

SUBJECT: Operational Report - Lessons Learned, 145th Aviation Battalion  
(Combat), Period Ending 30 April 1970 RCS CSFOR-65 (R2)

### 2. Lessons Learned: Commander's Observations, Evaluations, and Recommendations:

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

Medevac standby for the 430th/520th Medical Detachment

(1) OBSERVATION: During the past three months, the 145th Dispensary has received a number of patients that required medevacs urgently. The problem of getting crew-members and ships coordinated with dispensary procedures was quickly realized when a number of patients were waiting 30 to 45 minutes for medevacs to the hospitals.

(2) EVALUATION: A specific ship and crew could be put on alert to be medevacs for the night. The ship could be preflighted and be assigned a designated revetment.

(3) RECOMMENDATION: A crew and ship should be put on stand-by for medevac activities throughout the night. The ship and crew should be flight worthy within ten to fifteen minutes of call.

(4) COMMAND ACTION: An aircraft and crew are assigned each night for 15 minutes medevac standby. The aircraft is stationed in the revetment closest to the medevac pad so that medical personnel can load patients without requiring the aircraft to reposition.

- d. Organization: None
- e. Training:

Instrument Training for Helicopter Pilots.

(1) OBSERVATION: With the rainy season approaching there will be numerous days of low ceilings, fog, haze, low cloud layers, and heavy rains in the III Corps area.

(2) EVALUATION: Past experience during the rainy season has shown that even with the best of flight planning, instrument meteorological conditions (IMC) will be encountered. Since experience is the best teacher, a proper instrument training program must be set up to insure aviator readiness to deal with IMC.

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13 May 1970

SUBJECT: Operational Report - Lessons Learned, 145th Aviation Battalion (Combat), Period Ending 30 April 1970 RCS CSFOR-65 (R2)

(3) RECOMMENDATION: Instrument training in addition to that required by Supp 1 AR 95-1, 1st Avn Bde should be emphasized in all aviation units. This should include classes on proper flying techniques in various weather conditions, instrument flight rules and procedures, and instrument approach facilities and NAVAIDS available in the area of operation for the unit. Instrument hoods should be provided in each aircraft and emphasis should be placed on their use during normal missions.

(4) COMMAND ACTION: A policy letter has been sent to each subordinate unit directing that the above recommendations be implemented.

f. Logistics: None

g. Communication: Protection of aircraft radio equipment during the monsoon season.

(1) OBSERVATION: Judging from past experience, the rainy season will bring many incidents of loss of communication with aircraft radios after heavy rain showers.

(2) EVALUATION: The radios in a UH-1 aircraft will often become inoperative if allowed to get wet. Contact points must be kept clean & dry for proper operation of the radios. Since most aircraft are flown with the doors off, a means must be found for protecting the radio console while an aircraft is on the ground during a rain storm.

(3) RECOMMENDATION: Ponchos or plastic covers should be carried in all aircraft and should be placed over the radio console when the aircraft is on the ground during a rain storm. Doors should be kept on aircraft except when the aircraft is on a mission.

(4) COMMAND ACTION: It is now standard policy in this unit to carry at least one poncho in each aircraft. Also, aircraft doors are reinstalled during postflight after each mission and removed only during preflight when an aircraft is assigned a mission.

h. Material:

Personal Survival equipment for Helicopter crew members.

(1) OBSERVATION: The personal survival kits available to Army aviators are not practical for helicopter crew members. To be available when needed, the kit must be physically attached to the person at all times while flying. Most aviators have found the personal survival kit awkward to wear while flying and they, therefore, store it on the aircraft rather than wear it.

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13 May 1970

SUBJECT: Operational Report - Lessons Learned, 145th Aviation Battalion (Combat), Period Ending 30 April 1970 RCS CSFOR (R2)

This means the survival kit may not be available when needed. Also, the kit is not capable of containing a strobe light, or emergency radio transmitter-receiver. These are probably the most important survival items that can be carried.

(2) EVALUATION: Since most helicopter crew members have found the present personal survival kit too awkward to wear while flying a helicopter, and since the two most important survival items must be carried separately, another more practical arrangement is needed. A number of aviators have obtained the Air Force survival vest and equipped it with locally obtainable survival items. This vest has proven to be comfortable, light weight, and capable of containing all necessary items of survival gear, i.e., all items presently contained in the Army survival kit plus a strobe light, emergency radio transmitter-receiver, and individual sidearm.

(3) RECOMMENDATION: The Air Force survival vest should be issued as standard equipment to all Army aviators required to fly in hazardous terrain. No additional equipment need be issued since survival items presently available are sufficient to equip the vest.

(4) COMMAND ACTION: The above recommendation will be forwarded through appropriate channels.

i. Other:

Relocation of the KY-28 Secure Radio.

(1) OBSERVATION: The KY-28 secure radio as presently installed in the left forward chin bubble of the UH-1 aircraft is difficult and dangerous to key with aircraft running. The radio can also become a definite flight hazard if it breaks loose from its mounts during flight.

(2) EVALUATION: Full left pedal must be applied to make room to insert the keying gun for keying the KY-28. Even with full left pedal, the keying operation is difficult at best. When the operation is attempted with the aircraft running, it creates an extremely hazardous situation. Another dangerous situation resulted when a KY-28 broke loose from its mounting brackets and blocked the movements of the pedals.

(3) RECOMMENDATION: The KY-28 should be relocated in either the nose compartment or avionics compartment, where it can not interfere with directional control of the aircraft and can be keyed easily and safely while the aircraft is running.

(4) COMMAND ACTION: A letter is being drafted and sent through channels suggesting a modification in the location of the KY-28 in UH-1 aircraft.

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AVBACA-BC

13 May 1970

SUBJECT: Operational Report - Lessons Learned, 145th Aviation Battalion  
(Combat), Period Ending 30 April 1970 RCS CSFOR-65 (R2)

5 Incl  
as

*J. B. Seliskar*  
JACK SELISKAR  
LTC Inf  
Commanding

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- 2 - CINCUSARPAC, ATTN: GPOP-DT, APO 96558
- 3 - CG, USARV, ATTN: AVHCC-DST, APO 96375
- 2 - CG, 1st Avn Bde, ATTN: AVBAGC, APO 96384
- 3 - CG, 12th Avn Gp (Cbt), ATTN: AVBACA-SC, APO 96266

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AVBACA-SC (13 May 70) 1st Ind  
SUBJECT: Operational Report - Lessons Learned of the 145th Aviation  
Battalion (Combat) for Period Ending 30 April 1970, RCT-  
CSFOR-65 (RI) (U)

DA, HEADQUARTERS, 12TH AVIATION GROUP (COMBAT), APO 96266 27 May 1970

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

In compliance with USARV Reg 525-15, the Operational Report - Lessons  
Learned of the 145th Aviation Battalion (Combat) for the period ending  
30 April 1970, is forwarded.

FOR THE COMMANDER:

*Michael E. Quinn*  
MICHAEL E. QUINN  
CPT, EN  
Acting Adjutant

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AVFSS-RE (13 May 70) 2d Ind  
SUBJECT: Operational Report - Lessons Learned, 145th Aviation Battalion  
(Combat), Period Ending 30 April 1970, AOC CSFO-65 (2) (U)

DA, HQ, II MFCRCLV, APO San Francisco 96266 4 May 1970

THRU: Commanding General, 1st Aviation Brigade, AFM: AVA-C, APO 96307

Commanding General, US Army Vietnam, AFM: AVHCC(DSI), APO 96375


Commander-in-Chief, US Army Pacific, AFM: GPOP-DI, APO 96558

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

1. (U) This headquarters has reviewed and concurs with the Operational  
Report - Lessons Learned for the quarterly period ending 30 April 1970 from  
Headquarters, 145th Aviation Battalion (Combat).

2. (U) Reference item concerning "Relocation of the KI-28 Secure Radio",  
page 6, paragraph 2i(1): concur in evaluation and recommendation; non-  
concur in command action. Reporting unit is being advised through technical  
channels to submit an EIR (Equipment Improvement Recommendation) under the  
provisions of paragraph 3-7.4, TM 38-750.

FOR THE COMMANDER:

  
W. C. BARTEL, JR.  
CPT, AGC  
Asst AG

CF:  
CO, 12th Avn Gp (Cbt)  
CO, 145th Avn Bn (Cbt)

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AVLAC-0 (13 May 70) 3d Ind  
SUBJECT: Operational Report-Lessons Learned, 145th Aviation Battalion  
(Combat), Period Ending 30 April 1970, AIC 96384-05 (2) (1)

DA, BORDENVILLE, 1ST AVIATION BRIGADE, APO 96384 22 JUN 1970

TO: Commanding General, United States Army Vietnam, AIC: AVLAC-01,  
APO 96375  
Commander-in-Chief, United States Army Pacific, AIC: HCP-01,  
APO 96553

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

1. This headquarters has reviewed the Operational Report-Lessons Learned  
from the 145th Aviation Battalion (Combat) and concurs with the report.

2. The following comments are included:

a. Paragraph 2h(1), page 5: The Air Force type survival vest was  
initially authorized for fixed wing personnel only. The objective is to  
include all aviator personnel; approximately 2000 vests have been used  
to date, in the 1st Aviation Brigade. Additional shipments are due in-  
country on or about 1 September 1970.

b. Paragraph 2g, page 5: This headquarters agrees with the evaluation  
and recommendations as made by the 145th Aviation Battalion (Combat);  
however, further action recommended is to allow radios a longer warm up  
period prior to operation. The heat generated by the radios will aid in  
drying out the dampness. This procedure will be brought to the attention  
of all Brigade units.

c. Paragraph 2h, page 6: This headquarters concurs with the evaluation  
and recommendations made by the 145th Aviation Battalion (Combat). Until  
the BR action recommended in the indorsement from II Field Force is approved,  
the inspection and safety procedures outlined in USAF message, 310000Z Mar 70,  
Subject: Inspection of KY-28 Mounts and 1st Aviation Brigade message,  
300035Z Mar 70, Subject: Inclusion of KY-28 in Preflight Inspection, will  
be followed.

FOR THE COMMANDER:

  
WARREN A. PETERSON,  
CPT, AGC  
ASST AG

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AVHGC-DST (13 May 70) 4th Ind  
SUBJECT: Operational Report-Lessons Learned, 145th Aviation Battalion  
(Combat), Period Ending 30 April 1970 RCS CSFOR 65 (R2)

Headquarters, United States Army Vietnam, APO San Francisco 96375 7

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 quarterly period ending 30 April 1970 from Headquarters, 145th Aviation Battalion (Combat) and concurs with comments of indorsing headquarters.

2. (C) Comments follow:

a. Reference item concerning "Personal Survival Equipment for Helicopter Crewmembers," page 5, paragraph 2h, and paragraph 2a, 3d Indorsement: concur. The USAF survival vest, the SRU-21P, has been procured by Department of the Army and is being distributed to major subordinate units within USARV. As of 30 June 1970, 3,000 kits, of 19,778 ordered for USARV, had been distributed. No action by USARPAC or DA is recommended.

b. Reference item concerning "Relocation of the KY-28 Secure Radio," page 6, paragraph 2i; paragraph 2, 2d Indorsement; and paragraph 2c, 3d Indorsement; concur, provided relocation can be accomplished without extensive rewiring and engineering changes. A new key gun is being developed which will solve the problem cited in the evaluation. Action by USARPAC or DA is recommended.

FOR THE COMMANDER:

  
Charles W. Simpson Jr.  
1st Lt  
Assistant Adjutant General

Cy furn:  
1st Avn Bde  
145th Avn Bn

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GPOP-DT (13 May 70) 5th Ind (C)

SUBJECT: Operational Report of HQ, 145th Aviation Battalion (Cbt) for  
Period Ending 30 April 1970, RCS CSFOR-65 (R2) (U)

HQ, US Army, Pacific, APO San Francisco 96558 21 AUG 70

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

1. (U) This headquarters concurs in subject report as indorsed with the following comment.
2. (C) Reference paragraph 2i, page 6; paragraph 2, 2d Indorsement; paragraph 2c, 3d Indorsement; and paragraph 2b, 4th Indorsement: Concur. However, as indicated in the basic ORLL, the current location of the KY-28 is a definite safety hazard, difficult to install and difficult to recover when the aircraft is forced down in a hostile area. Even though the EIR is proper action, its submission should be backed up by definite command action and support in order to effect early relocation of the system.

FOR THE COMMANDER IN CHIEF:

  
D.D. CLINE  
2LT, AGC  
Asst AG

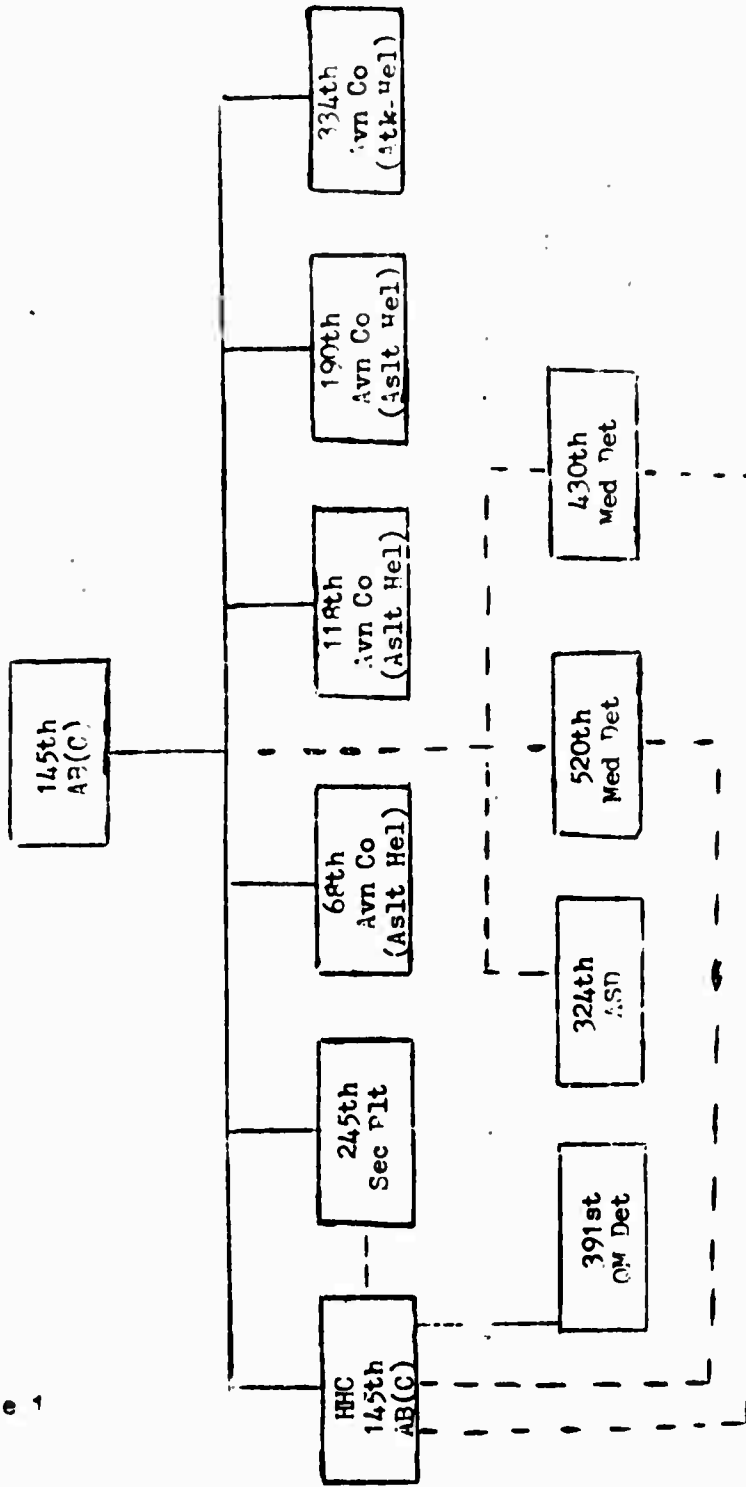
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145TH AVIATION BATTALION (COMBAT)  
ORGANIZATION  
30 APRIL 1970

Inclosure 1



13

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The 391st OM Det is located at APO 96376, all other units are located at Bien Hoa Air Base, Vietnam, APO 96277.

— Assigned

- - - Attached

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145th Aviation Battalion (Combat)  
30 April 1970  
Unit Strength

UNIT	OFFICER		WO		FM		TOTAL		VN	
	AUTH	O/H	AUTH	O/H	AUTH	O/H	AUTH	O/H	AUTH	O/H
68th Aslt	19	18	51	46	218	188	288	252	19	17
118th Aslt	19	17	51	50	218	184	288	251	3	3
190th Aslt	19	17	51	46	218	190	288	253	2	2
334th Atk	17	21	39	29	198	159	254	209	16	16
HHC	19	24	3	7	86	110	108	141	17	17
Scty Plt	0	0	0	0	28	21	28	21	0	0
430th Med	1	1	0	0	7	8	8	9	0	0
520th Med	1	0	0	0	7	9	8	9	0	0
391st QM	0	0	0	0	8	9	8	9	0	0
324th ASD	1	1	0	0	16	13	17	14	0	0
Bn Total	76	99	195	178	1004	891	1295	1168	57	55

~~Inlosure 2~~

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~~Inlosure 3~~

HEADQUARTERS, 145TH AVIATION BATTALION (COMBAT)  
30 APRIL 1970  
AIRCRAFT STATUS

SUBORDINATE UNIT	UH-1B A/TH O/H	UH-1C A/TH O/H	UH-1D A/TH O/H	UH-1H A/TH O/H	UH-1J A/TH O/H	OH-15A A/TH O/H
HHC, 145th AB(C)	0 0	0 0	0 1	1 1	0 0	3 1
68th Avn Co (Aslt Hel)	0 0	8 6	0 4	23 18	0 0	0 0
118th Avn Co (Aslt Hel)	0 0	8 7	0 7	23 13	0 0	0 0
190th Avn Co (Aslt Hel)	0 5	8 0	0 4	23 17	0 0	0 0
334th Avn Co (Aslt Hel)	0 0	0 0	0 1	3 1	21 19	0 0
BATTALION TOTALS	0 5	24 13	0 17	73 50	21 19	3 1

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145TH AVIATION BATTALION (COMBAT)  
 1 FEBRUARY - 30 APRIL 1970  
 OPERATIONAL STATISTICS

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SUBORDINATE UNIT	HOURS FLOWN	SCRIES FLOWN	PAK	CARGO TONS	ENEMY (KBA)	STRUCTURES		SAMPANS		AIRCRAFT	
						DAM	DST	DAM	DST	DAM	DST
68TH AVN CO (ASLT HEL)	8014	23,128	42,257	433	15	1	0	0	0	4	2
118TH AVN CO (ASLT HPT)	8275	30,056	68,506	192	56	94	153	0	6	0	1
190TH AVN CO (ASLT HPT)	7842	21,662	43,502	323	27	6	2	0	0	5	1
334TH AVN CO (ATV HEL)	4829	8,939	1,315	15	126	69	85	0	5	2	2
HHC, 145TH AVN BN (CBT)	293	845	246	3	0	0	0	0	0	0	0
BATTALION TOTALS	29,253	84,630	155,916	966	224	170	240	0	11	11	6

~~Inlosure 4~~

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PRE-TEST RESULTS  
(MONTHLY AVERAGE)

PERIOD COVERED	PAX	TONS	SORTIES	TOTAL HRS FLOWN	AIRCRAFT LOSS/DAM	WORKA	STRICT DAM/NEST	SAMPLES DAY/NEST
1 AUG 31 OCT	17,301	90	8,755	2,755	.33	4.33	3.3	.33

TEST RESULTS  
(MONTHLY TOTALS)

PERIOD COVERED	PAX	TONS	SORTIES	TOTAL HRS FLOWN	AIRCRAFT LOSS/DAM	WORKA	STRICT DAM/NEST	SAMPLES DAY/NEST
15 DEC 14 JAN	27,778	46	12,198	3,640	1	4.9	36	39
15 JAN 14 FEB	26,296	54	12,091	2,952	0	19	15	28
15 FEB **5 MAR	15,999	21	7,020	1,793	0	9	17	30

\*\* This is only a 20 day period.

~~Inlosure 5~~

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Security Classification

DOCUMENT CONTROL DATA - R & D

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

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3. REPORT TITLE Operational Report - Lessons Learned, HQ, 145th Aviation Battalion			
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