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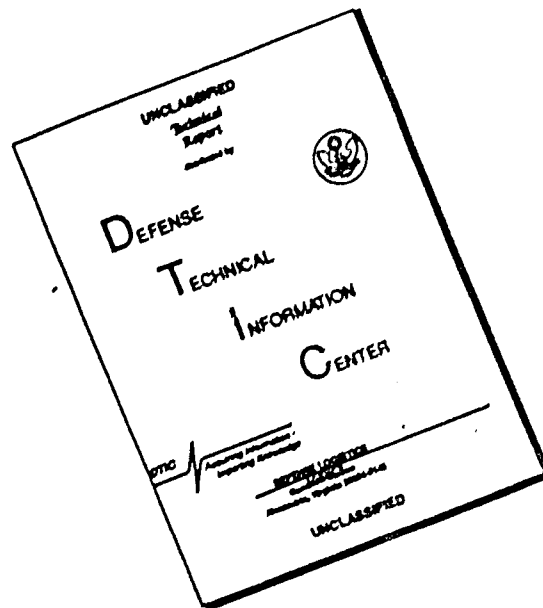
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**DEPARTMENT OF THE ARMY**  
**OFFICE OF THE ADJUTANT GENERAL**  
WASHINGTON, D C 20310

AGDA-A (M) (12 Mar 71) FOR OT UT 703263

22 March 1971

**SUBJECT: Operational Report - Lessons Learned, Headquarters, 3d Squadron,  
17th Air Cavalry, Period Ending 31 July 1970 (U)**

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1. The attached report is forwarded for review and evaluation in accordance with para 4b, AR 525-15.
2. The information contained in this report is provided to insure that lessons learned during current operations are used to the benefit of future operations and may be adapted for use in developing training material.
3. Information of actions initiated as a result of your evaluation should be forwarded to the Assistant Chief of Staff for Force Development, ATTN: FOR OT UT within 90 days of receipt of this letter.

BY ORDER OF THE SECRETARY OF THE ARMY:

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

1 Incl  
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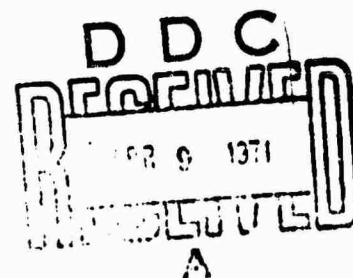
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HEADQUARTERS  
3D SQUADRON, 17TH CAVALRY  
STARTER BNDING  
31 JULY 1970

AVRACA-CC

9 August 1970

SUBJECT: Operational Report-Lessons Learned of 3d Squadron, 17th Air Cavalry  
for Period Ending 31 July 1970. RCS CSFOR-65 (R2)(U)

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## PARAGRAPH : Significant Activities

1. (U) MISSION: The squadron's mission has been that of providing reconnaissance, surveillance, security and economy of force support to units operating in Military Region III and in Cambodia.

### 2. (FOUO) PERSONNEL:

a. Personnel Changes: Following is the command group and principal staff as of 31 July 1970 with the changes during the period:

LTC GORDON T. CAREY (212-30-9434)	CO	No Change.
MAJ ROBBIE G. PEDICO (405-40-3223)	XO	Replaced MAJ RICHARD A. SCHUBS (434-50-0226) on 24 Jun 70.
MAJ CHARLES J. BANKS (363-34-0683)	AO	Replaced MAJ ROBBIE G. PEDICO (405-40-3223) on 23 Jul 70.
CPT JERRY L. GUTHRIE (430-72-8151)	S3	Replaced MAJ JEFFREY D. COLLITON (106-28-7673) on 25 May 70.
MAJ CHARLES J. BANKS (363-34-0683)	S3	Replaced CPT JERRY L. GUTHRIE (430-72-8151) on 1 Jun 70.
CPT JERRY L. GUTHRIE (430-71-8151)	S3	Replaced MAJ CHARLES J. BANKS (363-34-0683) on 23 Jul 70.

FOR OT UT  
703263  
Inclosure

GROUP 4  
DOWNGRADED AT 3-YEAR INTERVALS  
DECLASSIFIED AFTER 12 YEARS

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SUBJECT: Operational Report-Lessons Learned of 3d Squadron, 17th Air Cavalry  
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CPT STANLEY L. REED (570-58-6625)	S1	No Change.
CPT JAMES G. SCHALLIN (318-40-6723)	S2	Replaced 1LT PATRICK J. MOE (516-48-8110) on 1 Jun 70.
CPT BOYD W. LOCKABY JR. (249-78-0332)	S4	No Change.
CPT GILBERT E. HILL (408-68-5254)	Sqdn Maint	Replaced CPT PERRY F. STANLEY (448-42-1970) on 1 May 70.
CPT GEORGE J. SWIFT JR. (190-34-5338)	HHT CO	No Change.
MAJ JAMES R. RAFFERTY (094-26-8386)	A TRP CO	Replaced MAJ ARTHUR S. DREYARS III (263-48-8592) on 17 Jun 70.
MAJ OSCAR C. MACK (248-64-1645)	B TRP CO	Replaced MAJ JAMES F. THOMSON (377-34-9342) on 19 May 70.
MAJ JAMES D. DANIELSON (477-36-4311)	C TRP CO	No Change.
CPT RONALD E. MC EWEEN (105-40-7316)	D TRP CO	Replaced CPT RALPH E. BRYNER (180-26-4338) on 4 Jul 70.
CPT ROSS E. MARKLE (302-36-2691)	575TH TC CO	Replaced 1LT MICHAEL A. CAROTHERS (458-72-3864) on 8 May 70.
CPT JOHN G. BURNSIDE (529-50-9397)	576TH TC CO	No Change.
CPT JOSEPH P. DE VITO (157-34-1896)	369TH TC CO	No Change.
1LT MARION C. DE VANE (420-60-7874)	812 SIG CO	No Change.
1LT DON F. TERNANT (447-44-0793)	813 SIG CO	Replaced CW3 JAMES C. HUNTINGER (515-26-6588) on 28 Jul 70.
CW2 STANLEY B. PARR (527-52-1181)	816 SIG CO	Replaced CW2 PAUL (NHN) SLOOTER (531-30-4304) on 17 Jul 70.

b. Unit Strengths as of 31 July 1970: The squadron is authorized 85 officers, 103 warrant officers, and 848 enlisted men. Assigned strength as

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AVRAGA-20

4 August 1970

SUBJECT: Operational Report-Lessons Learned of 3d Squadron, 17th Air Cavalry for Period Ending 31 July 1970. XCS CEFOR-65 (R2)(U)

the end of the reporting period was 90 officers, 84 warrant officers and 779 enlisted men. (See Inclosure #5).

c. Infusion report for period 1 May 1970 thru 31 July 1970:

## OFFICERS

OFF - 2  
WO - 5  
EM - 8

## ENLISTED

OFF - 3  
WO - 2  
EM - 32

d. Awards and Decorations: Eight hundred and fifty-six (856) awards were recommended during the reporting period. One thousand and sixty-three (1063) were approved and two hundred and ninety-nine (299) are still pending. (See Inclosure #5).

e. Friendly Losses: Friendly losses for the period were seven (7) KIA and twenty-six (26) WIA. There were no personnel MIA. (See Inclosure #6).

3. (C) INTELLIGENCE: a. General: The squadron conducted extensive combat surveillance and reconnaissance missions, thus providing valuable and timely information concerning the enemy's disposition. The squadron's efforts were concentrated in Tay Ninh, Long Khanh, Binh Tay Provinces in RVN and 30 kilometers into Cambodia from the Parrot's Beak north to the Dog's Face and east to the Fishhook; less concentrated efforts were conducted throughout the rest of MR III. The information gathered provided the basis for ground, chemical and psychological missions, as well as for tactical air, strategic air, and artillery strikes.

b. Terrain: The relief in the squadron's area of operation ranged from flat delta in Long An and Hau Nghia Provinces to rugged foothills in Binh Tay Province. Drainage is provided by the Saigon, Nha Be, Dong Nai, Van Co Tay and Mekong Rivers and their tributaries. Vegetation consists of extensive rice crops in the south, rubber plantations throughout the western and southern portions, and extensive broadleaf and evergreen forests elsewhere.

(1) Observation and Fields of Fire: Observation and fields of fire ranged from extremely limited in the forested areas of the East, North, and Northwest to excellent in the West and South.

(2) Obstacles: Neither natural nor artificial obstacles in the TACI had any effect on squadron operations.

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9 August 1970

SUBJECT: Operational Report-Lessons Learned of 3d Squadron, 17th Air Cavalry for Period Ending 31 July 1970. ROS OMPUR-65 (R2)(U)

(3) Cover and Concealment: The enemy has limited natural cover; however he is an expert at building tunnel and bunker complexes which provide him excellent protection against direct and indirect fire as well as against air strikes. The enemy has excellent concealment in jungle and plantation areas, as well as in the rocky crevasses of the hills. He also makes maximum use of darkness and camouflage to conceal his movement or presence in an area.

(4) Key Terrain: Highways 1, 2, 4, 13, 14, 15, 20, and 22 and the Dong Nai, Saigon, Van Co Dong, Van Co Tay, and Mekong Rivers together with their major tributaries are considered key terrain. The highways are selected because of their importance as lines of communications - not only for military traffic but for civilian traffic as well. The major rivers also serve as important lines of communication and enable allied forces to ship large quantities of materials. For the same reason, these rivers form important lines of communications for the enemy.

(5) Avenues of Approach: The following VC/NVA avenues of approach into the squadron's area of operations are considered significant:

- (a) Parrot's Beak (XS 3131) and Van Co Tay River.
- (b) Parrot's Beak, Bo Bo Canal, Pineapple Plantation (XS 5890), Saigon.
- (c) Bo Tho (XT 2703), My Thang Dong (XT 4402), Tran Khut (XS 7063), Saigon.
- (d) Angel's Wing (XT 3113), An Binh (XT 4013), Hoa Nghia Swamp, Saigon.
- (e) Angel's Wing/Bo Tho, Van Co Dong River, Pineapple Plantation, Saigon.
- (f) Fishhook (XT 5890), Michelin Plantation, Boi Loi Woods, Saigon River, Binh My (XT 5318), Saigon.
- (g) Phuoc Long "Saddle" (YU 0936) to War Zone "D".

b. Weather: During the reporting period the squadron's area of operations was affected by the SE Monsoon until 28 May when the SW Monsoon became the dominant influence. May was characterized by fair weather with winds from the SE at 5-10 knots and occasionally from the East or South. The mornings had relatively low stratus which lifted during the day. Throughout May there were 12 days in May with thunder showers. The mean rainfall was 8 inches which is 15% below normal. June and July were influenced by the SW or wet monsoon. Winds during the day generally were from the SW at 5-10 knots, shifting occasionally to W or WNW. Early morning was characterized by calm and variable winds. A typical weather pattern for June and July follows:

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9 August 1970

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0001 to 0500 hours: high ceiling and good visibility.

0500 to 0900 hours: ceilings drop to 1000-15000 feet with ground fog and 1-5 miles visibility.

0900 to 1000 hours: fog dissipates, ceiling lifts to 2500 feet.

1000 to 1500 hours: clouds continue to rise to 2500-3000 feet scattered and broken.

1500 to 2400 hours: isolated and scattered thunder showers and rain storms.

Throughout MR III in June there were 17 days with thunder showers. The mean rainfall was 14 inches or 25% below normal. July had 8 days of thunder showers and a mean of 8 inches of rain which is 50% below normal. The average June and July temperatures were 91 degrees F. for a high and 75 degrees F. for a low. The average high density altitude was 3000 feet. The humidity ranged from 65% to 100%.

4. (C) OPERATIONS: The 3/17 Air Cavalry areas of operation were located primarily in the north central, eastern, and western portion of Military Region III and in the Dog's Face and Fishhook areas of Cambodia. The squadron with its troops in direct support of three brigade size units and one major command (Capitol Military District) and OPOW to II FFORDIV, conducted reconnaissance, security, surveillance, and economy of force operations throughout the major portions of Military Region III and designated areas of Cambodia. During the Cambodian campaign, the squadron was OPOW to the 25th US Infantry Division and was assigned missions on a squadron basis. The effectiveness of this type employment, which allows the commander a high degree of flexibility, can be emphasized by examining the operational results during the month of May 1970. During that period the squadron accounted for 349 enemy eliminated while not losing a single man killed. During the reporting period "A" Troop supported the 25th US Infantry Division, the 199th Light Infantry Brigade, the Capitol Military District, the 3d Brigade, 9th Infantry Division, and the 5th AAVF Division. "B" Troop supported the 25th US Infantry Division, the 199th Light Infantry Brigade, the Capitol Military District, and the 3d Brigade, 9th Infantry Division. "C" Troop gave support to the 25th US Infantry Division, the 199th Light Infantry Brigade, the Capitol Military District, and to the 3d Brigade, 9th Infantry Division. "D" Troop was OPOW to the 1st Air Cavalry Division and to the 25th US Infantry Division during the reporting period.

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for Period Ending 31 July 1970. RGS CSFOR-65 (R2)(U)

During the Cambodian campaign, air cav troops were rotated on a three day basis providing two troops to support the 25th US Infantry Division and one troop in support of the 199th Light Infantry Brigade and Capitol Military District.

## a. Significant Operations:

(1) The missions of "A" Troop have included extensive armed combat surveillance and reconnaissance operations and close in fire support for ground troops in contact. The aero-rifle platoon was used frequently for limited ground reconnaissance missions and to secure downed aircraft.

(a) During the month of May, "A" Troop accounted for 34 structures destroyed, 11 sampans destroyed, 18 weapons captured, and 118 enemy killed. Twenty-five minutes after "A" Troop crossed the border into Cambodia they made contact with the enemy and inserted the aero rifle platoon. Results were 2 enemy KBA and a sizable weapons cache captured.

(b) In June, "A" Troop supported the 25th US Infantry Division and the 199th Light Infantry Brigade resulting in 9 enemy KBA, 44 structures destroyed, 5 sampans destroyed, and 3 vehicles destroyed. The troop was also involved in screening the withdrawal of US forces from the Fishhook region of Cambodia.

(c) During the month of July, "A" Troop eliminated 10 enemy while destroying 21 structures and 3 sampans.

(2) The mission of "B" Troop has been that of armed combat surveillance and reconnaissance and support of ground troops in contact. The aero-rifle platoon was used at the discretion of the troop commander for limited ground reconnaissance missions, as security for downed aircraft, and to develop any situation found by the combat surveillance teams.

(a) During the month of May, which was the high point of the Cambodian campaign, "B" Troop killed 55 enemy while destroying 59 structures.

(b) In June, "B" Troop supported the 25th US Infantry Division, the 199th Light Infantry Brigade, and the Capitol Military District resulting in 27 enemy killed, 122 structures destroyed, and 30 sampans destroyed.

(c) During the month of July, "B" Troop killed 6 enemy personnel and

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destroyed 40 structures. On 25 July "B" Troop was given the mission of screening the border from the Dog's Face south to the Van Co Dong River and west of QL 22 in conjunction with ARVN forces assuming control of the areas west and northwest of Tay Ninh.

(3) During the reporting period "C" Troop performed combat surveillance and armed reconnaissance missions in support of the 25th US Infantry Division, the 199th Light Infantry Brigade, and the Capitol Military District. The aero-rifle platoon was used frequently for limited ground reconnaissance and to secure downed aircraft.

(a) During the month of May, "C" Troop killed 174 enemy personnel and destroyed 60 structures while supporting the 25th US Infantry Division and the 199th Light Infantry Brigade. On 22 May a gunship expended on a company size enemy force while supporting a ground contact resulting in 32 enemy KIA and a mortar position destroyed.

(b) In June, "C" Troop accounted for 26 enemy killed while destroying 77 structures and 10 sampans.

(c) During the month of July, "C" Troop killed 7 enemy and destroyed 31 structures. On 22 July "C" Troop began a stand down in preparation for their move to Military Region I to support the 1st Brigade, 5th Mechanized Infantry.

(4) During the quarter "D" Troop provided supported units with ground reconnaissance security and day and night ambushes. The troop was OPOW to the 25th US Infantry Division and to the 1st Air Cavalry Division during the reporting period.

(a) During May, "D" Troop supported the 2d Battalion, 47th Infantry (Mechanized) in the Nhon Trach District with the mission of route security and night ambushes. On 5 May the troop was placed OPOW to the 1st Air Cavalry Division and was given the mission to provide daylight reconnaissance and to clear and secure Highway 1A between Dong Xoai and Song Be.

(b) In June "D" Troop continued its mission for the 1st Air Cavalry Division and during this period located and destroyed 35 anti-tank mines while not losing a single man or vehicle.

(c) In July "D" Troop was again placed OPOW to the 25th US Infantry

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Division and resumed their support of the 2d Battalion, 47th Infantry (Mechanized) in the Nhon Trach District with the mission of route security and night ambushes.

b. Summary: While flying 30220 sorties the squadron lifted 29550 troops, 12 tons of cargo, and was credited with 434 enemy killed, 491 structures destroyed and 74 sampans destroyed. (See Inclosure 7).

5. (C) ORGANIZATION: The squadron is organized under TOE/MTOE 17-95T dated June 1965 and USARPAC General Order 401 dated August 1968. In addition HI/KD teams are attached (one per air cav troop) by the 12th Combat Aviation Group General Order 60 dated August 1968. The 317th Aviation Detachment is attached to the squadron for administrative and logistical support. On 31 July 1970 "C" Troop, 3/17 Air Cav was attached to the 212th Combat Aviation Battalion in Military Region I and will be working in support of the 1st Brigade, 5th Mechanized Infantry Division. "C" Troop began moving to Quang Tri on 27 July 1970.

6. (C) TRAINING: During this reporting period, the squadron had maximum participation in all allocated school courses. New in-country replacements received training at Blackhorse Academy on Di An Post operated by the 11th Armored Cavalry Regiment.

a. All training within the squadron was conducted with no reduction in the operational status of the unit.

b. Training Days - 0.

c. Tactical Moves: During the reporting period, one tactical move took place. The following is an operational report of the movement of "C" Troop, 3/17 Air Cavalry from Di An to Quang Tri:

(1) On 24 July 1970, an advance party from "C" Troop, 3/17 Air Cavalry departed Di An airfield by C-130 aircraft. The advance party consisted of 20 men. Additionally the following equipment was transported:

Item	No	Weight
Truck, Cargo 3/4 Ton	1	5650
Trailer, Cargo 3/4 Ton	1	1350
Personal Baggage & other equipment		1500
TOTAL		8500

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(2) On 27 July, essential avionics and aircraft maintenance equipment was transported to Quang Tri from Bien Hoa Air Base by C-130 aircraft. The equipment was transported from Di An to Bien Hoa Air Base by 1 1/2 ton M1 trucks from the 48th Transportation Group. A total of 13 sorties of C-130 aircraft were utilized in this portion of the move. In addition to equipment, 19 personnel from "C" Troop were transported by C-130. The following is a list of equipment transported:

Item	No	Weight
Type II Conex	20	86,000
Rollizer	20	20,000
Truck Van Shop, 2 1/2 Ton	1	16,100
Electronics Shop Van	1	20,000
Generator Set, Trailer Mounted	1	4,600
TOTAL		146,700

(3) On 28 July, 22 more personnel departed Bien Hoa Air Base for Quang Tri.

(4) Organic aircraft along with all crew members were flown from Di An to Quang Tri over the period of 27 July to 30 July. By 30 July all aircraft, crew members, and essential maintenance equipment and personnel had arrived in Quang Tri.

(5) The remaining vehicles and equipment of "C" Troop, 3/17 Air Cavalry were transported from Di An to Newport by 1 1/2 ton M1 trucks and one low bed truck on 28 and 29 July. The vehicles and trailers were convoyed to Newport by "C" Troop personnel. This equipment was then shipped from Newport to Ban My by LST. Twenty-five (25) "C" Troop personnel accompanied the equipment acting as vehicle drivers and guards. The 212th Aviation Battalion (Combat) has the responsibility for arranging transportation for the equipment from Ban My to Quang Tri. A list of all equipment shipped by LST follows:

Item	No	Weight
Type II Conex	59	252,600
Type I Conex	20	42,000
Trk Forklift 6000 lb	1	23,000
Trk Tractor Mkr 5 Ton	1	32,700
Truck Tanker 2 1/2 Ton	2	29,900
Truck Utility 1/2 Ton	6	13,800
Truck Cargo 3/4 Ton	4	23,200
Truck Cargo 2 1/2 Ton	4	52,300

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<u>Item</u>	<u>No</u>	<u>Weight</u>
Trailer Cargo $\frac{1}{2}$ Ton	2	1,200
Trailer Cargo $\frac{3}{4}$ Ton	1	1,400
Trailer Cargo $1\frac{1}{2}$ Ton	3	7,800
Generator 100 KW	1	12,000
Misc other equipment		25,000
<b>TOTAL</b>		<b>57,400</b>

(6) Due to space limitations aboard the LST, a small amount of equipment could not be loaded and must be shipped later by LST. The remaining equipment will be shipped by LST from Newport to Da Nang on 5 August. Surface transportation from Da Nang to Quang Tri will be the responsibility of the 212th Aviation Battalion (Combat). A list of equipment to be shipped on 5 August follows:

<u>Item</u>	<u>No</u>	<u>Weight</u>
Mobilizer	5	6,600
Trailer Cargo $\frac{1}{2}$ Ton	1	600
Trailer Cargo $1\frac{1}{2}$ Ton	1	2,600
Trailer Cargo $\frac{3}{4}$ Ton	2	2,700
Trailer Tank Water	3	8,500
Gen Set Trailer Mounted	1	4,600
Misc Equipment		7,000
<b>TOTAL</b>		<b>32,600</b>

(7) The total amount of equipment transported from Di An to Quang Tri is 698,900 lbs and the total number of personnel is 90. This total does not include those transported by organic aircraft.

d. Operational Days - 92.

e. School Quotas filled by squadron during the period:

UH-1P	1
AH-1G Pilot Transition	7
OH-58 Pilot Transition	36
AH-1G IP/SIP	1
OH-6A Pilot Transition	2
OH-6A IP/SIP	0
Tech Supply (PLL)	2

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Armament Crs #2, Officer (AH-1G)	3
Armament Crs #2, EM (AH-1G)	4
Tech Supply	3
Audio Visual Projectionist Course	1
Tech Inspector	1
In-country Training	68

## 7. (c) LOGISTICS:

a. The following ammunition was expended by the squadron during the reporting period:

<u>DOMIC</u>	<u>NOUN</u>	<u>AMOUNT</u>
A068	Ctg 5.56mm Tracer	45,865
A071	Ctg 5.56mm Ball	132,352
A131	Ctg 7.62mm Lkd 4-1	187,151
A165	Ctg 7.62mm Lkd 4-1 Minigun	365,747
A400	Ctg Cal 38 Special	27,000
A475	Ctg Cal 45 Ball	1,150
A556, A557	Ctg Cal 50 Ball & Tracer Lkd	4,700
A655, A653	Ctg 20mm	6,206
B534	Ctg 40mm MP	1,093
B535	Ctg 40mm W/S Para	374
B567	Ctg 40mm CS XM551E1	24
B568	Ctg 40mm HE MA06	18,206
B572	Ctg 40mm XM584E1	32,745
C251, C226	Ctg 81mm Illum	102
C256	Ctg 81mm HE	851
C276	Ctg 81mm Ssk WP	195
C650	Ctg 106mm RR AT	66
C651	Ctg 106mm RR HEP-T	21
C660	Ctg 106mm RR ARERS	192
G881	Gren Hand Frag M33	1046
G889, G880, G890	Gren Hand Frag M26L2	1673
G930	Gren Hand Ssk White AC	225
G900	Gren Hand Inc	54
G937	Gren Hand-Rifle Ssk WP	105
G940	Gren Hand Ssk Green	227
G945	Gren Hand Ssk Yellow	316

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<u>DODIC</u>	<u>NOON</u>	<u>ADJUST</u>
G950	Gren Hard Jkt Red	151
G955	Gren Hard Skt Violet	156
K459	Rkt 2.75in F.ochette	45
H468	Rkt 2.75in 1711b VT	112
H489	Rkt 2.75in 1011b VT	60
H490	Rkt 2.75in 1011b HE	12,054
H534	Rkt 2.75in 1711b HE	2,491
H555	Rkt 66 Hont, L14	53
K143, K145	Mine AP Claymore	336
L306	Sig Illum Gd-Clus Red S	170
L307	Sig Illum Gd-Para Wh S	110
L310	Sig Illum Gd-Para Grn S	90
L312	Sig Illum Gd-Para Wh S	920
L314	Sig Illum Gd-Clus Grn S	36
L495	Flare Surface Trip	194
M023	Chg Demo Hkt C4	260
L024	Chg Demo Hkt 21b	6
M766	Ign Mine Hktst Fuse M2	14

b. Aircraft Status: Squadron aircraft status at the end of the reporting was as follows:

<u>AIRCRAFT</u>	<u>ACTIVIZED</u>	<u>ON HAND</u>
UH-1H	29	29
AH-1G	27	27
OH-58	30	30

(See Inclosure 8).

8. (U) COMMUNICATIONS: None.

9. (U) MATERIEL: None.

10. (U) SAFETY:

a. During the reporting period there were two accidents involving

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squadron aircraft. The accidents experienced by aircraft type and cause factor is listed below:

## TYPE ACCIDENT

<u>TYPE</u>	<u>MAJOR</u>	<u>MINOR</u>	<u>STRUCK</u>	<u>TOTAL</u>
UH-1H	0	0	0	0
UH-1E	0	0	1	1
UH-1A	0	0	1	1
UH-1B	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
TOTAL	0	0	2	2

## CAUSE FACTOR

<u>TYPE</u>	<u>CAUSE FACTOR</u>	<u>MAJOR</u>	<u>MINOR</u>
UH-1H	0	0	0
UH-1E	0	1	0
UH-1A	1	0	0
UH-1B	<u>0</u>	<u>0</u>	<u>0</u>
TOTAL	1	1	0

b. Safety Accidents (May, June, July). Listed below is a summary of aircraft accidents experienced by the squadron during the reporting periods:

<u>TYPE</u>	<u>CAUSE FACTOR</u>	<u>MAJOR</u>	<u>MINOR</u>
UH-1H	1	813	123.0
1. May	0	5848	00.0
2. May	1	5422	15.4
3. May	<u>0</u>	<u>5429</u>	<u>00.0</u>
TOTAL	2	17,512	11.4

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## 11. (U) CIVIC ACTION:

a. During the quarter numerous strides in the field of civic actions were made by the 3d Squadron, 17th Air Cavalry. A vigorous program was launched to get projects from the local civic authorities in conjunction with the MACV Advisors from Team 98, Di An District. After receiving the list of possible projects each project site was visited personally by the S5.

b. Upon completion of the tour of civic action projects request forms were submitted for the following:

<u>PROJECT'S LOCATION</u>	<u>MATERIALS NEEDED</u>
Market (Binh Phu hamlet)	20 sheets of roofing, 20 bags of cement, 2 cubic meters of sand.
6 wells repair (Tan Hoa 4 hamlet)	30 bags of cement, 3 cubic meters of sand.
An Binh Nursery School	15 sheets roofing, 5 bags cement, playground equipment, barbed wire, iron pickets (40 est).
Dong Tam School (Dong Tam Hamlet)	Barbed wire (2 rolls), iron pickets, (20 pickets), 1 teacher's desk, 1 chair, 2 blackboards, 2 sheets roofing (school name board), 1000 bricks (school gate), 6 bags cement.
Social Center, An Binh	10 sheets roofing, 10 bags cement.
School Noi Hoa	30 bags cement (for completing the building), 1 teacher's desk, 1 chair, 10 student desks and benches, 1 blackboard.
School Binh Phu	1,000 pieces of tiles.

c. During the quarter with the assistance of the Squadron S4 and the Group S5 a combination of construction materials have been stock piled for construction work to begin upon approval of the above listed projects. Sixty

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(60) bags of cement and two hundred (200) rocket boxes for mortar are among the items on hand.

d. During the quarter approximately 150 lbs of assorted children's clothing were distributed in the Di An area with the assistance of the MACV advisory team. Three rolls of barbed wire and 1000 sand bags were given to the RF unit responsible for protecting the bridges between Di An and Long Binh. The materials are to be used for refortification of the badly weathered installations. The Binh An school project initiated during the last quarter was visited during the month of July. The last bricks on the walls were being laid, but the roof still lacks completion.

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## PARAGRAPH 2 Lessons Learned

1. (U) PERSONNEL: None.
2. (U) INTELLIGENCE: None.
3. (U) OPERATIONS:

a. Observations: By the end of the reporting period all three air cavalry troops had acquired the OH-58 light observation helicopter to be used in the scout role. The first thirty day evaluation period (1 Apr to 30 Apr 70) was included in the last ORLL. Following are the evaluations for the periods 1 May 70 to 31 May 70 and 1 Jun 70 to 30 Jun 70. Since "B" Troop made the conversion from the OH-6A to the OH-58 in the month of July they were not included in the 90 day OH-58 evaluation report (1 Apr 70 to 30 Jun 70).

### b. Evaluations:

(1) Mission and Employment Evaluations: During the evaluation period (1 May 70 to 30 Jun 70) the OH-58 was used extensively by "A" Troop and "C" Troop of the 3/17 Air Cavalry in performing its visual reconnaissance missions. Although both troops used similar tactics with the OH-58 at low altitude and low airspeed with an AH-1G covering overhead, the armament and crew configurations differed. "A" Troop used as its crew a pilot in the right front seat and an observer with an M-60 machine gun in the left front seat. Additional armament was composed of the XM27E1 minigun system. "C" Troop's crew consisted of a pilot in the right front seat, an observer in the left front seat and a crew chief in the right rear seat. Both the observer and the crew chief were armed with M-60 machine guns. The different crew and armament configurations of the two troops have both proven in combat to be extremely effective with no outstanding advantages or disadvantages in either.

### (2) Pilots' Comments and Evaluations:

(a) Visibility: Visibility to the front (windscreen and chin bubble) is good; however side visibility is somewhat restricted due to the size of the armor plating on the pilot and co-pilot seats. The scout mission requires

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particularly good visibility directly under the aircraft. An NIB (#266259) has been submitted requesting that the armor be out to provide the easy movement of the pilot's head in and out of the aircraft.

(b) Maneuverability: The aircraft handles very well in flight, turning easily at slow airspeeds and in a very small radius. However, it has been noted that control response and acceleration are somewhat slow at reduced airspeeds; to compensate for these shortcomings, pilots have adjusted their individual tactics. Sideward flight is difficult because of the large vertical stabilizer; however this is not a serious problem as sideward flight is not a common tactic. The characteristics of the OH-58 in autorotation are extremely good. Some difficulties in hovering the aircraft have occurred due to the stiffness of the pedals which are not hydraulically assisted. For this reason the OH-58 is ground handled in and out of parallel revetments.

(c) Pilots' Comments: In addition to the visibility, maneuverability, and autorotation characteristics already mentioned, the pilots have made the following comments concerning the OH-58:

- 1 The OH-58 has excellent radio reception and transmission.
- 2 Instrumentation is very good with the exception of the positioning of the UHF control head which makes frequency identification difficult.
- 3 "A" Troop pilots found that when using the XM27E1 minigun system it was necessary to offset the weight of the system to prevent exceeding lateral CG limitations. CG was maintained by placing the M-60 ammunition container for the observer's machine gun on the right side of the aircraft. This, however, required the use of flexible ammunition chuting from the ammunition container to the top of the observer's seat.
- 4 Due to the inherent design of the tail rotor system, exceptional directional control is given the pilot in all ranges of airspeeds. It also eliminates the danger of an uncontrollable tail spin at slow airspeed with a high power setting.
- 5 "A" Troop noted that when the minigun is fired, the aircraft remains stable and very little additional anti-torque control is required to keep the aircraft in trim. After firing approximately 10,000 rounds of ammunition through several different weapons, only one significant problem was discovered. As the weapon is fired, the vibration transmitted to the airframe causes the

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forward observer's armored seat panel to come unlatched. It is then caught in the slip stream and ripped to the full open position. Beside the obvious problem of control, there are two dangers when this happens. First, the panel could be torn away from the aircraft and carried into the tail rotor. Secondly, when the armor panel is fully opened, it clears the line of fire by less than one quarter of an inch. It is possible that rounds could be deflected so as to strike the armor panel and then the aircraft itself.

## (3) Avionics and Maintenance Evaluation:

(a) Avionics: The new family of radios in the OH-58 are considered excellent. However, there is a relatively high failure rate of the AN/ARC-114 radios and to a lesser extent with the AN/ARC-115. An average down time of 2.5 days per radio is required due to the lack of an established float system.

(b) Maintenance: The OH-58's of the 3/17 Air Cavalry have flown a total of 2986.40 hours for the 90 day OH-58 evaluation period (1 Apr 70 thru 30 Jun 70). During this period, the mission ready status was never below 90%. A total of five (5) aircraft were combat losses and one (1) had a major accident that resulted in total destruction of the aircraft. The time frame of two to three days to receive replacement aircraft has been excellent. It is strongly felt by the maintenance detachments of both "A" and "C" Troops that emphasis should be placed on correcting three (3) major deficiencies. The first of these is the addition of engine armor. Two (2) of the aircraft which were combat losses took one (1) hit each in the engine which caused immediate engine failures. The second deficiency is that of tail rotor gear box contamination. This has been found in a total of seven (7) aircraft to date. 3/17 maintenance personnel have not been able to determine exactly how water has been entering the gear box. The third deficiency concerns front door hinges breaking. This has occurred on several aircraft, and it is felt that a stronger hinge design would eliminate this problem.

## (c) EIR's Submitted:

1 EIR #S32830 - Transmission filter found contaminated 2.5 hours after installation. Action awaiting better filter design.

2 EIR #S32828 - Internal slippage of crosstubes in saddle. Action awaiting crosstubes mounted directly into saddle to prevent slippage.

3 EIR #S32832 - Heater caution panel faulty at 113 A/C hours. Action awaiting improved wiring system.

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4 EIR #852814 - Airspeed indicator failure. Action awaiting improved construction to prevent internal failure.

5 EIR #852815 - Short shaft seal failure. Action awaiting authorization to order and replace seal.

6 EIR #852816 - Inverter failure. Action awaiting reply from EIR.

7 EIR #852816 - Voltage regulator internal failure at 50 A/C hours. Action awaiting reply from EIR.

8 EIR #P48654 - Engine armor should be installed. Received notification that Bell Helicopter was developing an engine armor system.

9 EIR #266219 - Redesign forward left armor panel. Received notification that no modification would be made.

10 - EIR #48651 - Installation of floor mike switch in passenger compartment. No answer to date.

11 EIR #P48607 - Installation of M-60 machine gun mounts for crew chief and observer. No answer to date.

12 EIR #B47956 - Reversing positions of UHF control head and ADF control head. No answer to date.

c. Recommendations: "A" Troop reported having difficulty obtaining certain repair parts. One such item was a throw away transmission filter assembly, federal stock number 1615-128-1619. Other problems have arisen due to the necessity of ordering directly from CONUS for parts such as cross tubes and main rotor nuts. A great deal of time could be saved by having an adequate stockpile of parts "in-country".

d. Command Actions: None.

4. (U) ORGANIZATION: None.

5. (U) TRAINING: None.

6. (U) LOGISTICS:

a. Observations: Personnel at squadron level have insufficient knowledge

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or experience concerning a unit move in country that involves all modes of transportation. Procedures have not been developed and implemented by MACV TH for handling of classified moves.

b. Evaluation: There was no one source of information concerning procedures involved in moving a unit. It is necessary to contact many different agencies to obtain information, therefore causing a loss of valuable time. MACV TH was unable to immediately advise this squadron as to procedures for handling a classified move (i.e. preparation of Request for Sealift and TOW's). As a result, valuable time was lost in determining procedures to be followed.

c. Recommendations: (1) That USARV G4, in conjunction with the M2 Traffic Management Agency, develop a handbook on unit moves for distribution down to battalion level. Information should include, but not be limited to, how to prepare TOW's, who to contact for various modes of transportation, the organizational structure of transportation agencies in Vietnam, and a list of reference publications (e.g. TB 55-46, DOD Regulation 4500.32-R).

(2) That either MACV TH develop detailed procedures for handling of classified moves or that USARV declassify unit moves upon implementation of movement orders.

## 7. (U) COMMUNICATIONS:

a. Observations: "D" Troop has experienced a critical shortage of operational RT-524's, PRC-25's, and all non-expendable mounts and matching units.

b. Evaluation: "D" Troop has had various missions which all necessitated flawless communications. It has been difficult to keep the communications up to operational necessities due to the age of the equipment, extended use, and climatic conditions.

c. Recommendations: That the Department of the Army look into the possibility of rotating communications equipment, either semi-annually or by hourly usage, between Vietnam combat units and CONUS maintenance areas. This would facilitate the use of communications equipment until it is no longer repairable and would possibly sustain the life of most types of communications equipment.

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for Period Ending 31 July 1970. RCM OGPUR-65 (R2)(F)

8. (U) RECOMMEND: None.

9. (U) OTHER: None.

## 9 Inclosures

1. Unit Organization

2. Unit Locations

~~3. Unit Strength (Military)~~

~~4. Unit Strength (Civilian)~~

~~5. Assets & Resources~~

~~6. Friendly Losses~~

7. Operational Results

8. Aircraft Status

9. Aircraft Loss and Damage

  
GORDON L. CHERRY

LTC, ARMED

Commanding

Incls 3,4,5,6 wd HQCA

## Distribution:

3/17 : Plus

2- CIRCULAR PLAC, ATTN: CFCP-IT

2- USARPAC, ATTN: CFCP-IT

3- USARV, ATTN: AFMAG-CC

2- 1ST AVN BDE, ATTN: AVFAC-0

6- 12TH AVN GP (CBT), ATTN: AFMAG-SC

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AVMAC-SC (26 Aug 70) 1st Lt

SUBJECT: Operational Report--Lessons Learned, 3/17th Air Cav. Squadron  
for the period ending 31 July 1970 SC C-OR-65 (R2) (U)

FM, HEADQUARTERS, 12TH AVIATION GROUP (COMBAT), APO 96266

THRU: Headquarters, II Field Force Vietnam, APO 96266

Commanding General, 1st Aviation Brigade, ATTN: AVMAC, APO 96304

Commanding General, US Army Vietnam, ATTN: AVNCC(DST), APO 96375

Commander-in-Chief, US Army Pacific, ATTN: GPOF-DT, 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 period ending 31 July 1970 from Headquarters,  
3/17th Air Cav Squadron.


2. The following additions and comments are provided :

a. No personnel input was furnished in Section II, Lessons Learned, on  
personnel. The 3/17th ACS has experienced some difficulty in receiving  
II series personnel to fill its organic infantry positions in D Troop and in the  
Aerial Rifle Platoon (ARP) in each of its three Air Cav Troops. This  
headquarters recommends that the same criteria used in filling other  
infantry units also be applied to the 3/17th ACS to maintain its infantry  
units as effective combat forces.

b. Reference: Page 15, para 2, Lessons Learned, contains extensive  
information concerning the EIR's. Pilots comments are included in the  
evaluation section and twelve EIR's are listed under recommendations.  
The EIR's have been submitted as required.

c. Reference: Page 19, para 6a Logistics. A section on classified unit  
moves was contained in 12th Avn G1 (Cbt) G-11 at page 15, para g. Coordination  
has also been effected with appropriate units and agencies to relieve these  
problem areas in future unit moves.

d. Reference: Page 20, para 2, sub-para 7, Communications. 12th Aviation  
Group (Combat) Signal Officer is reviewing a request from D Troop 3/17th ACS for  
maintenance floats on a 90 day loan.

  
JOHN C. HUGHES  
Colonel, Infantry  
Commanding

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AVFBC-RE (9 Aug 70) 2nd Ind

SUBJECT: Operational Report - Lessons Learned of 3rd Squadron 17th Air Cavalry for Period Ending 31 July 1970 ACS CSFOR-65 (R2) (U)

DA, HQ, II Field Force Vietnam, APO San Francisco 96266 14 SEP 1970

THRU: Com a dir General, 1st Aviation Brigade, ATTN: AVFBC APO 96384

Commanding General, US Army Vietnam, ATTN: AVFBC-DST, APO 96375

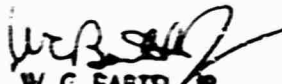
Commander-In-Chief, US Army Pacific, ATTN: GPOF-DT, APO 96538

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

1. (U) This headquarters has reviewed the Operational Report - Lessons Learned for the quarterly period ending 31 July 1970 from 3rd Squadron, 17th Air Cavalry and concurs with the comments of the indorsing headquarters.

2. (U) Comment follows: Reference is made concerning "Communications", page 20, paragraph 7. Concur with recommendation. The 3rd Squadron, 17th Air Cavalry is being reorganized under MTOE 17-95TF01. This MTOE provides HHF with one E-5 and two E-4 radio mechanics (31B20) for the operation of a communications-electronics organizational maintenance facility. Operation of this facility would be primarily in support of D Troop, which has the bulk of the non-evicnic radio equipment. Emphasis on timely supply actions for procurement of repair parts and scheduled preventive maintenance activities, and close coordination with the supporting JS facility, will contribute to an improved maintenance posture.

FOR THE COMMANDER:

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

AVRAGC-C (9 Aug 70) 3d Ind  
SUBJECT: Operational Report - Lessons Learned of 3d Squadron 17th Air  
Cavalry for Period Ending 31 July 1970 RCS CSFOR-65 (R2) (U)

DA, HEADQUARTERS 1ST AVIATION BRIGADE, APO 96384 22 SEP 1970

TO: Commanding General, United States Army Vietnam, ATTN: AVRAGC-DST,  
APO 96375

1. This headquarters has reviewed subject report and concurs with its contents with the following exceptions.

a. (U) Paragraph 3b, page 18, addresses the failure rate of the AN/ARC-114 and AN/ARC-115 radios. Concur. A recent study conducted by the 1st Aviation Brigade Signal Officer revealed a mean time between failure (MTBF) for the AN/ARC-114 (FM) radio of 189 hours. This has been somewhat improved since implementing the practice of waterproofing radio covers. The same study showed the AN/ARC-115 (VHF) to have a MTBF of 240 hours. An average down time of 2.5 days per radio includes the time required to evacuate the radio to the GS Maintenance Facility at Phu Loi, RVN and return. Under these circumstances, 2.5 days is considered excellent "turn-around" time.

b. (U) Paragraph 7, page 20, discusses the problem of critical shortages of operational RT-524's, P C-25's, and all non-expendable mounts and matching units. Nonconcur. The AN/PRC-25 and RT-524 are supported by the Closed Loop Program. The Closed Loop Program provides a flow of depot rebuilt radios to RVN on an "as needed" basis.

FOR THE COMMANDER:



R. L. STRICKLER

CPT, AGC

Assistant Adjutant General

AVHBO-20 (9 Aug 70) 4th Ind

SUBJECT: Operational Report-Lessons Learned of 3d Squadron, 17th Air Cavalry for Period Ending 31 July 1970. RCS CSFOS-65 (R2)(U)

Headquarters, United States Army Vietnam, APO San Francisco 96375 8 DEC 1970

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

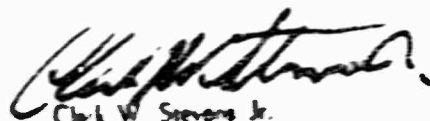
1. This Headquarters has reviewed the Operational Report - Lessons Learned for the quarterly period ending 31 July 1970 from Headquarters, 3d Squadron, 17th Cavalry and comments of indorsing headquarters.

2. Comments follow:

a. Reference item containing "logistics," page 20, paragraph 6c. The formation of an Integrated RVN Transportation System will provide a central contact to coordinate unit moves. A pilot program is underway to merge Qui Nhon MOC and 2nd Region TMA in November 1970. RVN-wide integration is scheduled for January 1971 if the pilot program is successful. Two of the recommendations made in paragraph 6c on page 20 are already in existence. A MILSTAMP Handbook published by TMA, dated 20 September 1969 provides information on how to prepare a TMD. MACV Directive 55-4 and USARV Regulation 55-4 (to be published) state procedures for obtaining transportation and officers to be contacted in coordinating unit moves. The headquarters ordering the move has the authority to declassify unit moves. Unit has been so advised.

b. Reference item concerning "Shortage of Personnel in 11 Series MOS," 1st Indorsement, paragraph 2a. This Headquarters assigns replacements to all USARV major subordinate commands. For assignment purposes the 3d Squadron, 17th Air Cavalry receives replacements from the 1st Aviation Brigade. Commanders at any level may allocate resources to best perform their mission. The 1st Aviation Brigade has 92 percent of authorized strength, with a projected increase of assigned strength during the next month. The USARV average is 90.41 percent. No action by USARPAC is recommended. Action is required by DA to insure timely fill of MOSC requisition. Unit has been so advised.

FOR THE COMMANDER:



Clark W. Stevens Jr.

Cof - AGC

Assistant Adjutant General

Cy furn:

1st Avn Bde

12th Avn Gp

3d Squadron - 17th Cavalry

GPOP-DT (9 Aug 70) 5th Ind (U)


SUBJECT: Operational Report of HQ, 3d Squadron, 17th Cavalry for Period  
Ending 31 July 1970, HCS CEFOR-65 (R2)

HQ, US Army, Pacific, APO San Francisco 96358 4 JAN 1971

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

This headquarters concurs in subject report as indorsed.

FOR THE COMMANDER IN CHIEF:

  
L. E. OLAKI  
CPT, AGC  
Asst AG





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HEADQUARTERS  
3D BATTALION, 17TH CAVALRY  
QUANG TRI  
31 JULY 1970

## UNIT LOCATION, QUANG TRI

<u>ASSIGNED UNIT</u>	<u>LOCATION</u>	<u>AIR</u>
Headquarters Troop	DI An	96289
A Troop	DI An	96289
B Troop	DI An	96289
C Troop	Quang Tri	96477
D Troop	DI An	96289
575th Maintenance Detachment	DI An	96289
576th Maintenance Detachment	DI An	96289
369th Maintenance Detachment	Quang Tri	96477
812th Avionics Detachment	DI An	96289
813th Avionics Detachment	DI An	96289
816th Avionics Detachment	Quang Tri	96477
517th Aviation Detachment (Divisional)	DI An	96289

-ENCLOSURE-4-

GROUP 4  
FORWARDED AT 3-YEAR INTERVALS  
DECLASSIFIED AFTER 12 YEARS

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 HEADQUARTERS  
 3D SQUADRON, 17TH CAVALRY  
 QUARTER BODIES  
 31 JULY 1970

AIRCRAFT STATUS, QUARTERLY ORLL

SUPERORDINATE UNIT	ORLL		ORSA		AHG		ORCA	
	AUTH	O/H	AUTH	O/E	AUTH	O/H	AUTH	O/H
HQ TROOP	5	5	0	0	0	0	0	0
A TROOP	8	8	0	0	9	9	10	10
B TROOP	8	8	0	0	9	9	10	10
C TROOP	8	8	0	0	9	9	10	10
TOTAL FROM	29	29	0	0	27	27	30	30

~~ENCLOSURE~~

GROUP 4  
 DOWNGRADED AT 3-YEAR INTERVAL  
 DECLASSIFIED AFTER 12 YEARS

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HEADQUARTERS  
3D SQUADRON, 17TH CAVALRY  
QUARTER BUILDING  
31 JULY 1970

## AIRCRAFT LOSS AND DAMAGE, QUARTERLY CHILL

The aircraft loss figures include aircraft retrograded due to excessive maintenance requirements as a result of accidental or combat damage.

		<u>OH-6A</u>	<u>AH-1G</u>	<u>UH-1H</u>	<u>OH-58A</u>
HQ TROOP	Aircraft Loss	0	0	0	0
	Aircraft Damage	0	0	0	0
A TROOP	Aircraft Loss	2	1	1	1
	Aircraft Damage	4	1	1	5
B TROOP	Aircraft Loss	1	1	0	0
	Aircraft Damage	3	2	1	0
C TROOP	Aircraft Loss	0	1	0	2
	Aircraft Damage	0	1	1	12
SQUADRON	Aircraft Loss	3	3	1	3
	Aircraft Damage	7	4	3	17

~~ENCLOSURE 5~~

GROUP 4  
DOWNGRADED AT 3-YEAR INTERVALS  
DECLASSIFIED AFTER 12 YEARS

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9. DISTRIBUTION STATEMENT		
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13. ABSTRACT		

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