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

AGDA (M) (12 Aug 69)

FOR OT UT 692243

18 August 1969

SUBJECT: Operational Report - Lessons Learned, Headquarters, 165th
Aviation Group, Period Ending 30 April 1969

AD857128

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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:

Kenneth G. Wickham

KENNETH G. WICKHAM
Major General, USA
The Adjutant General

1 Incl
as

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DEPARTMENT OF THE ARMY
HEADQUARTERS 165th AVIATION GROUP
APO San Francisco 96384

AVBACD-C

14 May 1969

SUBJECT: Operational Report of Headquarters 165th Aviation Group
for Period Ending 30 April 1969.

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1. Section 1 Operations: Significant Activities

a. (U) Command.

(1) Organizational Changes. During the reporting period there were four major changes in the group organization. (See Inclosure 1, Organizational Chart; and Inclosure 2, Station List.)

(a) USARPAC General Order Number 114, dated 11 February 1969, inactivated Headquarters and Headquarters Company, 58th Aviation Battalion (UIC: WOGL AA) and activated and organized Headquarters and Headquarters Company, 165th Aviation Group (UIC: WG7D AA). The effective date of the general order was 17 February 1969. The 165th Aviation Group is organized under MTOE 1-2520, and is assigned to United States Army Vietnam. USARV General Order Number 882, dated 14 March 1969 (effective 17 February 1969) further assigns the group to the 1st Aviation Brigade. There was no change in the group mission.

(b) USARPAC General Order Number 234, dated 25 March 1969, inactivated the 16th Signal Company (RD OP) (UIC: WG1K AA), effective 1 April 1969.

(c) 1st Aviation Brigade General Order Number 1667, dated 14 April 1969 reassigned the 120th Assault Helicopter Company (UIC: WAYBTO) from the 12th Combat Aviation Group to the 165th Aviation Group, effective 16 April 1969.

(d) 1st Aviation Brigade General Order Number 1668 dated 14 April 1969 reassigned the Command Airplane Company (Prov) (UIC: WL3P AA) from the 12th Combat Aviation Group to the 165th Aviation Group, effective 16 April 1969.

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Inclosure

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(2) Personnel Changes. The group S-1, Major Elwood J. Becker, Jr., FA, 04010830 was reassigned within the group. Major R. A. Neuwien, Jr., AR, 0F103834, assumed the duties of the S-1 effective 15 April 1969. Major Jerry W. Manley, Jr., IN, 05304233, assumed the duties of S-4 on 25 February 1969 from Major Raoul J. LeBlanc, TC, 04025698. A complete listing of the command and staff group is at Inclosure 3.

(3) Major Unit Activities.

(a) Air Traffic Control. There were 2,417,416 recorded operations at 36 Army controlled airfields. The Army flight following system averaged 4859 flights per day for a total of 432,463 for the reporting period. Fourteen ground controlled approach facilities (GCA's) performed 11,473 runs, of which 8,679 were for training and 2,794 were for flights under instrument flight rules.

(b) Joint Air Operations Group. This headquarters continued to participate in Joint Air Operations Group briefings throughout the reporting period. The mission of the briefing team remained that of acquainting audiences with joint problems and activities involving air traffic control, artillery warning, airspace, and flight information in Vietnam. Audiences briefed included aviators, commanders and staffs at all echelons. Briefings during the period were as follows:

<u>Dates</u>	<u>Commands/Activities</u>
26 Jan - 10 Feb 69	Eleven major US Air Force units located throughout Southeast Asia.
3 Mar - 6 Mar 69	Commanders and key staff members, Headquarters PACAF, USAF/PAC and PAC FLT
20 Mar - 24 Mar 69	Commanders and key staff members, Headquarters MACV; key staff members, Headquarters USARV; USARV Aviation commanders conference; 165th Aviation Group commanders conference.
9 Apr - Mid-May 69	US Army and Air Force aviation training bases in CONUS.

(c) Joint Vietnam-US Air Coordination Committee (ACC). This headquarters participated as a working member of the Joint Airfield Survey Subcommittee of the ACC during the period of this report. Subcommittee membership includes the Directorate of Civil Aviation (DCA), the Vietnamese Air Force (VNAF), the Civil Aviation

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Assistance Group (CAAG), the Military Assistance Command Vietnam (MACV), the US Air Force, US Army and the US Marine Corps. Joint airfield surveys were conducted at Binh-Thuy on 15 Jan 69, Quang Ngai on 26 May 69, Qui Nhon on 27 May 69, Dalat/Lien Khuong on 16 Apr 69 and Dalat/Cam Ly on 17 Apr 69. The purpose of the surveys is to determine deficiencies at joint use airfields and make recommendations to the appropriate agency for the overall improvement of air navigation, airfields, ground aids, terminal and enroute air traffic control, flight information, communications and navigational aids. Surveys to date have noted the following discrepancies:

- (1) Obstacles were located in airfield clear areas in violation of MACV and ICAO standards.
 - (2) Most airfields require engineer effort to up-grade runway, taxiway and ramp surfaces. Most drainage and access roads were inadequate.
 - (3) Communications between airfield control towers and air traffic control agencies was found to be inadequate in many cases.
 - (4) Some airfields do not have crash rescue equipment and trained crash rescue personnel.
 - (5) Marking/painting at airfields was inadequate.
 - (6) Current weather information was unavailable in some locations.
 - (7) Uncontrolled pedestrian and vehicle traffic was a constant problem at all airfields.
- (d). Quarterly Commanders Conference. The quarterly commanders conference was held on 25 Mar 69, in the USARV auditorium, with 36 unit commanders present. Attendees were briefed by the group commander and staff on internal group matters. In addition, the Joint Air Operations Group briefing team presented the JAOG educational briefing (reference para 3b above). Of particular benefit to the commanders was a discussion period covering mutual problems and local solutions.
- (e) Annual General Inspection Results. During the period 18-22 Feb 69, the group received its first Annual General Inspection (AGI) by HQ, USARV. Units inspected included Headquarters and Headquarters Company, and the 125th Air Traffic Company. The comments of the inspecting team were generally very favorable. The overall rating of the group was satisfactory.

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b. (U) S1 (Personnel).

(1) Losses and gains maintained an operational balance during this quarter. Authorized and assigned personnel strengths as of 2 May 1969 are:

	<u>Authorized</u>	<u>Assigned</u>
Off	120	130
WO	75	56
EM	1473	1563

(2) Morale: Excellent (6 month extensions for the months: Feb - 25, Mar - 35, Apr - 17).

(a) Discipline: 7 Court-Martials and 20 Article 15's

(b) Reenlistments:

<u>Month</u>	<u>Eligible</u>	<u>Re Ups</u>	<u>% of Re Ups</u>
Feb	32	6	18.7
Mar	19	2	11.1
Apr	31	0	0

(c) Mail: No Problems Areas.

(3) Awards and decorations: See Inclosure 4.

c. (U) S2 (Intelligence).

(1) The following are figures pertaining to personnel security for this reporting period.

(a) Clearances granted - 10 CONFIDENTIAL and 68 SECRET.

(b) Clearances validated - 59 SECRET and 13 TOP SECRET.

(c) There is one unfavorable security action (suspended access) currently awaiting results of investigation.

(2) Total personnel security administrative actions - 151.

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d. (U) S-3 (Operations).

(1) Tactical Air Traffic Control Teams (TATCT) were deployed to support airfields at Camp Eagle, Lai Khe, Tonle Cham, and Tay Ninh (West). See Inclosure 8.

(2) The current status of Project Commando Indian, collocation of US Army flight following facilities with US Air Force traffic regulation centers, is unchanged. Completion of the project is pending movement of Army Coastal Center to the facility at Hon Tre Island. At the close of the period, this action was being reevaluated in light of administrative, logistical and operational problems posed by relocation of the entire center off the mainland.

(3) In response to a requirement for additional flight following coverage in Northern I Corps Tactical Zone, a flight following station was installed at Phu Bai. See Inclosure 8.

(4) The Group GCA plan was approved by HQ, USARV 9 Mar 69 (Inclosure 7). Implementation began in March and all permanently sited GCA equipment will be in position by June 69. Seasonal GCA equipment has been placed at Cu Chi and Phu Loi. Lai Khe will receive its equipment in the very near future. There are currently no contingency requirements for GCAs.

(5) Flight evaluations were conducted on 23 Army airfields/heliports (See Inclosure 5). This program continues to be hampered by the lack of aircraft.

e. (U) S3 (Training).

(1) The GCA school at Long Thanh has graduated 20 controllers during the period from 31 Jan 69 to 30 Apr 69. Of the 20 controllers graduated, 4 were from the 101st Airborne Division, 3 were from the 1st Cav Div and the remainder were from ASD GCA sections and the 125th AT Co.

(2) The first class of the Diesel Generator Maintenance School for CY 1969 commenced on 20 April 1969 and graduated 8 personnel on 26 April 1969. The school will continue until all new generator mechanics (52B20) in the group have completed the course of instruction. The POI for the course consists of 48 hours of conference and practical work on the 30KW generator. This curriculum includes instruction on operator maintenance and PLL procedures. The Decca diesel generator technical assistance team has been tasked with organizing and operating the school, with support from the 313th ASD.

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(3) Training inspections were conducted at all aviation support detachments except the 322nd Aviation Support Detachment at Quang Loi and the 314th Aviation Support Detachment at Lai Khe. In the majority of cases the problem areas have been minor mistakes in completion of USARV form 389 (ATC Training Record), personnel not facility rated, facility training manuals not in use and TM's not current.

(4) Training assistance has been given to the aviation support detachments with the following results:

(a) Facility training manuals are now in use at all but 14 aviation support detachments. These are expected to be completed within the very near future.

(b) There have been 92 controllers facility rated during the period from 1 Feb 69 to 30 Apr 69. At present 16 aviation support detachments have their facility chiefs facility rated. This will expedite the group facility rating of additional controllers. The facility training manual and the group facility rating guide are proving to be invaluable aids to facility rating personnel, and improving the proficiency of personnel who are presently facility rated.

f. (U) S4 (Logistics):

(1) Equipment and supplies are being received through supply channels at an improved rate.

(2) The 6,000BTU/400 cycle air conditioners that were obtained by special USARV authorization are being directly exchanged with the using units to replace inoperable air conditioners.

(3) USARV has authorized additional radios to be used as avionics float. These radios have been requisitioned.

(4) Extensive generator repair is being conducted on site by the 165th Aviation Group civilian diesel generator technical assistance personnel.

(5) All PU 126 motor generators are being turned in for repair through the S-4 officer. Coordination has been effected with the 378th Maintenance Company for this support.

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input to the Tactical Aerodrome Directory, for 36 Army airfields and the Army flight following system in Vietnam. In this connection, it is interesting to note that in recent months input to the Tactical Aerodrome Directory from Army units has increased from 25% to 32% of the total information input. The increase is substantially the result of the efforts of this section.

(3) During the week of 7-14 April 1969, the group was visited by Mr. Donal Zellmer, flight information specialist with the US Army Flight Information Detachment (Pacific). The purpose of the visit was to coordinate and correlate certain types of information common to the Tactical Aerodrome Directory and the RVN Frequency Publication.

1. (U) Safety.

(1) The addition of two subordinate units and their aircraft has substantially increased the accident exposure rate for the group. During the reporting period there was one accident involving a UH-1B aircraft of the 120th Assault Helicopter Company. The group accident statistical rate is as shown below.

	<u>Feb - Apr</u>	<u>FY</u>
HHC	0	0
125th AT Co	0	52.6
120th AHC	36.1	17.6
CAC	0	0

(2) The fiscal year cumulative rate for the group is 36.3, and includes hours flown by the 16th Signal Co, CAC, and the 120th AHC (the last two for the period from 15 April 1969).

3. (U) Signal.

(1) The first class of school-trained AN/FSQ-75 avionics repairmen (MOS 35L) arrived in March. The training of these repairmen appears to be adequate. After a brief orientation on in-country procedures, they were assigned to aviation support detachments. Subsequent reports on their performance are very encouraging. However, the program of instruction on the AN/FSQ-75 should be changed to incorporate lessons learned in Vietnam (See Section 21).

AVBASD-S

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	<u>Feb - Apr</u>	<u>FY</u>
HHC	0	0
125th AT Co	0	52.6
120th AHC	38.1	17.6
CAC	0	0

(2) The fiscal year cumulative rate for the group is 36.3, and includes hours flown by the 16th Signal Co, CAC, and the 120th AHC (the last two for the period from 15 April 1969).

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(2) The plan for a command/NOTAM teletype net is still being staffed by 1st Aviation Brigade (ref: ORLL, this headquarters, dtd 15 Feb 69). The SEANC circuit to this headquarters is installed and operational.

(3) The primary means of communication presently used by this headquarters to subordinate units is an HF SSB voice net. This is tasked beyond practical capabilities by its size. It consists of thirty-six reporting stations, handling approximately 100 messages per day. Average monthly participation for all stations is approaching 95%.

(4) The centralized control of all ATC radio frequencies by this headquarters has proven to be very successful. Problems still exist in Frequency Modulated (FM) frequencies which, through experience and further coordination with frequency managers are expected to be alleviated (See Section 2.).

(5) There has been notable progress on the availability rate of GCA radars during the period of this report. Through the concentrated efforts of the Flight Check and Signal Sections of this headquarters, the support of the 34th GS Group and the ITT Gilfillan technical assistance personnel, the down time of GCA equipment has decreased and reliability has improved significantly.

(6) The modification of the AN/TRN-25 non-directional beacons can now be increased with the arrival of 74 modification kits. The AN/TRN-25 beacons will be installed as back-up for all AN/GRN-6 beacons within the next 30 days.

k. (U) Headquarters Commandant. On 7 April 1969, construction was initiated to upgrade the enlisted men's billets and Headquarters Company buildings to more permanent, tropical-type buildings. The construction was performed by a post engineer contractor. The completion of the project makes available improved living conditions for enlisted personnel.

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

a. (U) S1 (Personnel). None.

b. (U) S3 (Operations). Shortage of AN/TSQ-70A Towers.

(1) OBSERVATION. There is a critical shortage of AN/TSQ-70A control towers in Vietnam.

(2) EVALUATION. Currently there are twenty-two control towers, AN/TSQ-70A, assigned to this headquarters, all operational and committed. During the past three months there have been requests for permanent ATC tower support at five locations. Each of these requests is based on a valid requirement for an AN/TSQ-70A tower. At present, these requirements are being satisfied either by locally fabricated, makeshift radio equipment or by a Tactical Air Traffic Control Team (TATCT) provided on a temporary basis and subject to withdrawal on short notice. Traffic density at many airfields dictates that helicopter and fixed wing operations be separated, often requiring two control towers. In addition, the two airmobile divisions are short a total of seven control towers, AN/TSQ-70A. Accordingly, this headquarters must support their tactical operations with TATC teams which ordinarily would be employed in support of units which have no ATC assets. The total requirement is for 17 AN/TSQ-70A towers, including the seven for the two airmobile divisions.

(3) RECOMMENDATION. That seventeen additional control towers AN/TSQ-70A be obtained to support increased air traffic control requirements in Vietnam.

(4) COMMAND ACTION. A letter is being forwarded to USARV requesting the required additional control towers.

c. (U) S3 (Training). Use of AN/TPX-44 for Aircraft Identification.

(1) OBSERVATION. A majority of GCA controllers are failing to use the IFF/SIF system because they either are not familiar with the procedures to be used or they lack confidence in their proficiency with the equipment.

(2) EVALUATION. The AN/TPX-44 can and should be used to locate and identify quickly and accurately aircraft requesting radar services. Many aviators will not make practice GCA's because of the excessive time required for radar identification using identification turns. Use of IFF/SIF is also greatly preferred for the purpose of more rapid and positive identification under actual instrument conditions as well as in areas of excessive traffic congestion.

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(3) RECOMMENDATION. Recommend that the ATC Department, USAFVNS, stress the use of the AN/TPX-44 in GCA training.

(4) COMMAND ACTION.

(a) All units with GCA equipment have been instructed to conduct unit training in the use of IFF, and to use this capability to the maximum extent. Group policy requires the AN/TPX-44 to be fully operational (antenna turning) anytime the GCA is on the air.

(b) The 165th Aviation Group GCA School at Long Thanh has adjusted its POI to emphasize the use of IFF.

d. (U) S2 (Training). None.

e. (U) S4 (Logistics). Repair of 30KW Generators.

(1) OBSERVATION. Direct Support Units are salvaging 30KW generators which can be easily repaired.

(2) EVALUATION. Frequently when a 30KW generator has been turned in to a DSU, the DSU has classified the generator as salvage. The DSU then cannibalizes the generator to repair others. In nearly all such cases the generator has been repairable, provided the necessary repair parts were on hand. Had parts been available, the generators concerned could have been returned to service rapidly and with minimum adverse effect on ATC operations.

(3) RECOMMENDATION. That DSU's take appropriate action to stock critical repair parts for 30KW generators, so as to insure more responsive maintenance support.

(4) COMMAND ACTION.

(a) A concentrated program is in progress to verify that units have turned in density listings and are requisitioning PLL's. This will be a subject of continuing emphasis on command visits and inspections.

(b) A standard procedure has been established whereby one of the group civilian contract diesel generator mechanics will inspect each generator being turned in for repair and advise the unit commander on its repairability.

f. (U) S3 (Organization). None.

g. (U) S1 (Information). None.

h. (U) Flight Check. None.

AVBA CD-C

14 May 1969

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for Period Ending 30 April 1969.

i. (U) Signal (Communications).

(1) School Trained Avionics Equipment Repairmen.

(a) OBSERVATION. School trained Avionics Equipment Repairmen (MOS 35L) oriented toward maintenance of AN/FSQ-75 Air Traffic Control Equipment are arriving in country with sufficient skills to adequately maintain this equipment, with exceptions noted below.

(b) EVALUATION. The Program of Instruction of the 102-35L20 course conducted at Southeastern Signal School, Fort Gordon, Georgia, is adequate for CONUS installations. Operational and climatic conditions have necessitated changes in procedures for Vietnam. Tuning procedures developed for the TV-36 and TU-9 transmitters and the replacement of C-58 and C-76 capacitors, high failure rate parts, have been incorporated into in-country orientations for new repairmen.

(c) RECOMMENDATION. Tuning and parts replacement procedures adopted in Vietnam should be incorporated in the present POI at USA/SESC for course 102-35L20 (AN/FSQ-75 oriented) to decrease the orientation and OJT time required prior to assignment of repairmen to units of the group.

(d) COMMAND ACTION. A formal recommendation will be forwarded by separate correspondence, setting forth the detailed procedures which are proposed for incorporation in the POI.

(2) Use of FM Frequencies.

(a) OBSERVATION. The frequency spectrum for frequency modulated (FM) radios, 30.00 to 69.95 MHz, is becoming increasingly and excessively crowded in the III Corps Tactical Zone.

(b) EVALUATION. Many units are using frequencies they have no authority to use. To further complicate the situation, non-US military elements are being issued FM radios and their frequencies are conflicting with other previously authorized frequencies. This problem is increasingly depriving aviation and air traffic control of the benefit of the FM spectrum. Because of the line-of-sight characteristics of FM and aircraft calling from the higher altitudes, ATC frequencies must have a clear area of about 100 miles radius from each ground station. The situation as it now exists is inherently unsafe and bids fair to become worse as the spectrum becomes increasingly crowded.

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(c) RECOMMENDATION. More discrete frequencies should be allocated for air traffic control purposes and frequency controls should be substantially strengthened.

(d) COMMAND ACTION. This headquarters has requested additional FM discrete frequencies for ATC operations and has requested frequency managers to evaluate all cases where multiple-user frequencies interfere with ATC facilities.

(3) Parts Manuals for AN/FSQ-75 Equipment.

(a) OBSERVATION. Lack of direct support and general support parts manuals has presented a repair parts requisitioning and a PLL/ASL problem for the AN/FSQ-75 Air Traffic Control Equipment.

(b) EVALUATION. The AN/FSQ-75 equipment was received in-country with a package of spare parts for each tower and two direct support "push" packages for all twenty equipment units. These packages were developed by the Federal Aviation Agency (FAA) based on estimates of consumption rates, since no experience data was available. Eight months' experience in maintaining this equipment has provided data from which realistic parts lists and maintenance manuals can be developed.

(c) RECOMMENDATION. That the experience data accumulated by this group on the AN/FSQ-75 be used by the responsible agency to develop and publish the required technical manuals.

(d) COMMAND ACTION. This headquarters has initiated repair parts inventories at the various equipment locations and is coordinating a study of the records of demands with the 34th General Support Group.

(4) Transfer of Direct Support/ General Support Maintenance Responsibility.

(a) OBSERVATION. The 125th Air Traffic Company, an operating unit of this group, has been providing direct and general support maintenance services on certain equipment, which is beyond the scope of their TOE mission.

(b) EVALUATION. Supply support of the AN/FSQ-75 and AN/GRN-6 equipment and the maintenance support of the AN/GRN-6 should be removed from the 125th AT Company and assigned to an appropriate DS or GS unit. This would release the 125th AT Company to devote its full capabilities to its mission. The responsibility for providing radio float stock for equipment peculiar to units of this group should also be transferred from the 125th AT Company.

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14 May 1969

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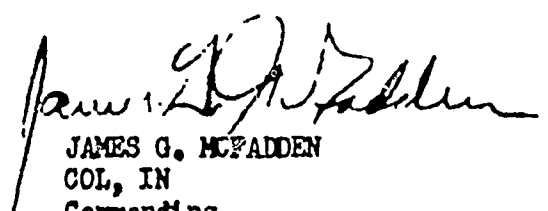
(c) RECOMMENDATION. That responsibility for maintaining and distributing the float stock of ATC and essential support equipment for ATC facilities, systems and components should be assigned to the 34th General Support Group. This includes the float stock on the AN/FSQ-75 equipment and the newly-approved float stock for AN/TSQ-70, AN/TSQ-71, and AN/TSQ-72 equipment. The responsibility for providing repair parts supply on the AN/FSQ-75 equipment and direct/general support maintenance on the AN/GRN-6 equipment should be placed on the 34th General Support Group.

(d) COMMAND ACTION. Coordination has been established with the 34th General Support Group to transfer the responsibility for maintaining and distributing float stock to this headquarters and the 34th General Support Group. The reorganization of the 34th General Support Group in 1st Quarter FY 70 will facilitate the transfer of the maintenance support function from the 125th AT Company. This reorganization will also enhance the maintenance support on the AN/FSQ-75 equipment by providing trained repairmen located in the general support shops of the 34th General Support Group.

- j. (U) Flight Information: None
- k. (U) Safety: None
- l. (U) Headquarters Commandant: None

9 Incl
a. Incl - as
9 Incl - 120th AHC ORLL
Incl 2 - 9 wd Hq, DA

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JAMES G. MCFADDEN
COL, IN
Commanding

AVBAGC-0 (14 May 69) 1st Ind
SUBJECT: Operational Report of Headquarters 165th Aviation Group for
Period Ending 30 April 1969

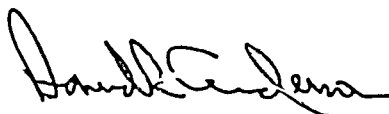
DA, HEADQUARTERS; 1ST AVIATION BRIGADE, APO 96384 2 JUN 1969

THRU: Commanding General, United States Army Vietnam, ATTN: AVHGC-DST,
APO 96375
Commander-in-Chief, United States Army Pacific, ATTN: GPOP-OT,
APO 96558

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

This headquarters has reviewed this report, considers it to be adequate
and concurs with the contents.

FOR THE COMMANDER:



DAVID R. ANDERSON
CPT. AG
ASST. AG

AVHGC-DST (14 May 69) 2d Ind

SUBJECT: Operational Report of Headquarters 165th Aviation Group for Period
Ending 30 April 1969

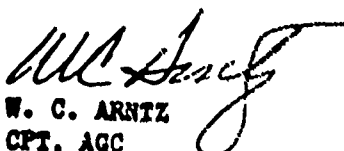
HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375 13 JUN 1969

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 30 April 1969 from Headquarters, 165th Aviation Group.

2. Reference item concerning Repair of 30KW Generators, Section II, page 11, paragraph e; concur. It is essential to have critical repair parts in stock; however, it is also essential to consider the density of supported equipment and the number of demands for certain repair parts that are placed on the DSU. A DSU cannot stock every repair part for every item of equipment that it supports. It can only be responsive to demand data. Units that requisition repair parts insure the availability of those parts with their requisitions. Except for continued command emphasis, no further action is required by this or higher headquarters.

FOR THE COMMANDER:


W. C. ARNTZ
CPT, AGC
Assistant Adjutant General

Cy Turn:
165th Avn Gp
1st Avn Bde

GPOP-DT (14 May 69) 3d Ind
SUBJECT: Operational Report of HQ, 165th Aviation Group
for Period Ending 30 April 1969, RCS CSFOR-65 (R1)

HQ, US Army, Pacific, APO San Francisco 96558 24 JUL 69

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 paragraph 2b (1-4), Section II. This headquarters has not received US Army, Vietnam request for additional control towers. Action will be taken to determine requirement and to supply control towers.
3. Reference paragraph 2e, Section II. Action is being taken to determine alleged unnecessary salvage and non-stockage of critical repair parts. Corrective action will be taken if alleged salvage and non-stockage of critical repair parts is verified.

FOR THE COMMANDER IN CHIEF:



C. L. SHORTT
CPT, AGC
Asst AG

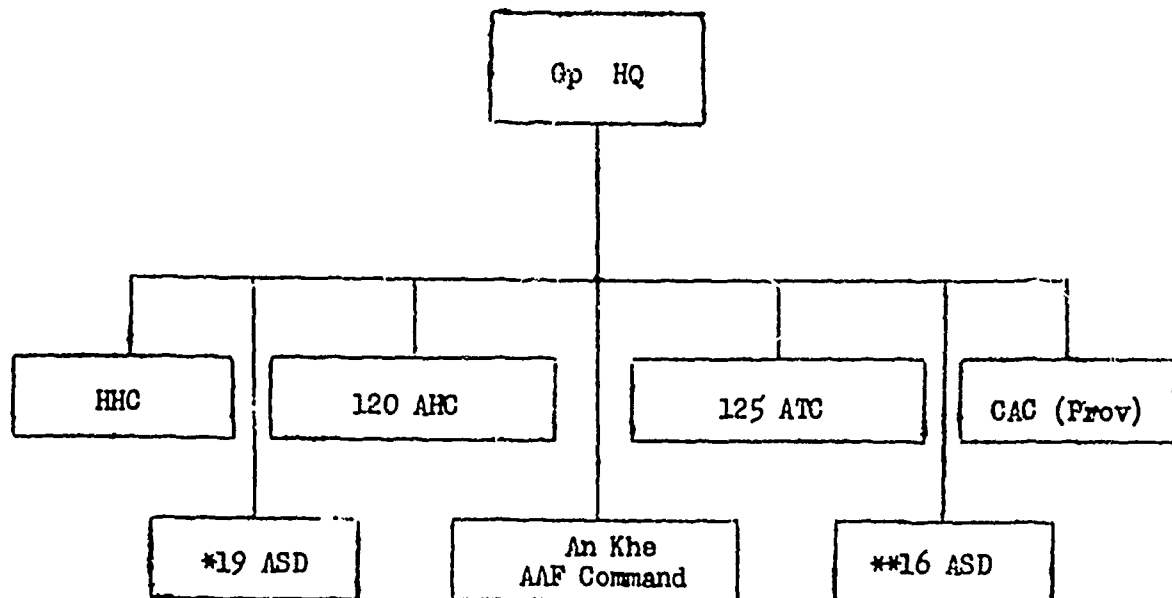
Cy furn:
CG USARV

DEPARTMENT OF THE ARMY
HEADQUARTERS 165th AVIATION GROUP
APO San Francisco 96384

AVBACD-C

14 May 1969

SUBJECT: Organization of 165th Aviation Group



* "A" Detachments

** "B" Detachments

Inclosure 1

UNCLASSIFIED

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