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AGO ltr 29 Apr 1980 ; AGO ltr 29 Apr 1980

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DEPARTMENT OF THE ARMY
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AGAM-P (M) (29 Jan 69) FOR OT-UT-684027

3 February 1969

SUBJECT: ~~Operational Report~~ Lessons Learned, Headquarters, 14th Combat Aviation Battalion, ~~Headquarters, 29 October 1968 (M)~~

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Operational rept. for quarterly period ending 31 Oct 68.
2. ~~Information contained in this report is provided to insure that the Army realizes current benefits from lessons learned during recent operations.~~

(11) 15 Nov 68

(2) 31 p.

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BY ORDER OF THE SECRETARY OF THE ARMY:

Kenneth G. Wickham

KENNETH G. WICKHAM
Major General, USA
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DEPARTMENT OF THE ARMY
HEADQUARTERS, 14TH COMBAT AVIATION BATTALION
APO San Francisco 96325

15 November 1968

SUBJECT: Operational Report of 14th Combat Aviation Battalion for Period
Ending 31 October 1968, RCS CSFOR-65 (R1) (U)

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1. (C) Section 1, Operations: Significant Activities

a. General:

(1) The mission of the 14th Combat Aviation Battalion is to provide timely, direct and general aviation support to the Americal Division (23rd Infantry Division) and selected units within the I Corps Tactical Zone. There were no significant changes or additions to the battalion's mission. Tactical relationship with the Americal Division was directed by General Order 951, Headquarters, USARV, 1 March 1968 and General Order 1357, Headquarters, USARV, 27 March 1968, which changed the status of the battalion from attached to OPCON to the division.

(2) The key personnel changes during this reporting period are as follows:

(a) The 14th Combat Aviation Battalion was commanded by LTC Charles A. Klopp, 071 820, Infantry.

(b) The Executive Officer was LTC Dale W. Hurst, 096 989, TC.

(c) The S1 was Major Stanley L. Sorenson, 04 030 842, Infantry.

(d) The Former S2 was 1 LT Robert F. Bertrand, 05 314 378, Infantry. Major Stuart K. Purks served in this position from 5 October till 28 October 1968. 1LT James R. Hipp, 05 243 879, GE, assumed duties on 29 October 1968.

(e) The former S3 was Major John R. Burden, 090 687, Artillery. Major John M. Grameder, OF 113 641 assumed duties on 29 August 1968.

(f) The S4 was Major James R. Kanning, 082 703, TC.

(g) The commanding officers for the companies of the 14th Combat Aviation Battalion are:

FORCEN LT
68AC21
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	<u>PAST</u>	<u>PRESENT</u>
14th	SCHINDLER, Marvin F., CPT 05 322 177 Inf 15 Apr 68	SCHINDLER, Marvin F., CPT 05 322 177 Inf 15 Apr 68
71st	McGINNIS, Dehne W., MAJ 05 702 914 Arty 5 June 68	McGINNIS, Dehne W., MAJ 05 702 914 Arty 5 June 68
174th	GIBSON, Glen D., MAJ 04 010 454 Arty 2 Feb 68	BROWN, Richard A., MAJ 04 031 082 Inf 13 Sep 68
176th	TUTTLE, Jerry N., MAJ 05 301 564 Inf 16 May 68	ADAMSKI, Richard G., MAJ 051 772 CE 18 Aug 68
132nd	JOINER, Jack D., LTC 04 026 624 CE 14 Dec 67	JOHNSON, Carl D., LTC 04 005 688 SIGC 1 Oct 68
178th	JESSUP, Morris M., MAJ 073 506 TC 28 June 68	JESSUP, Morris M., MAJ 073 506 TC 28 June 68

b. S1

(1) The consolidated battalion strength, to include a breakdown by rated and non-rated personnel, as of 31 Oct 68 is as follows:

	<u>AUTHORIZED</u>	<u>ASSIGNED</u>	<u>OVER/SHORT</u>		
OFF	93	88	-5		
WO	220	186	-34		
EM	1,283	1,340	+57		
	<u>RATED</u>		<u>NON-RATED</u>		
	<u>AUTH</u>	<u>ACTUAL</u>	<u>AUTH</u>	<u>ACTUAL</u>	
OFF	89	81	4	7	
WO	211	179	9	7	

(2) The individual unit strengths are as shown below:

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Ending 31 October 1968, RCS CSFOR-65 (R1) (U)

<u>UNIT</u>	<u>OFF</u> Auth/OH	<u>WD</u> Auth/OH	<u>EM</u> Auth/OH	<u>TOTL</u> Auth/C
<u>HHD & Bn Staff</u>	15/18	3/4	69/94	87/116
14th Cety Plat	0/0	0/0	60/66	60/66
534th Med Det	1/1	0/0	8/6	9/7
<u>71st AHC</u>	15/15	52/46	152/156	219/217
94th Sig Det	0/0	1/1	8/5	9/6
151st TC Det	1/1	1/1	74/67	72/69
<u>174th AHC</u>	15/17	52/45	152/144	219/206
409th TC Det	1/1	1/1	70/92	72/94
452nd Sig Det	0/0	1/1	8/7	9/8
756th Med Det	1/1	0/0	8/8	9/9
<u>176th AHC</u>	15/18	52/47	152/159	219/224
411th TC Det	1/1	1/1	70/69	72/71
454th Sig Det	0/0	1/1	8/8	9/9
<u>132nd ASHC</u>	13/6	25/18	143/143	181/167
16th TC Det	1/1	1/1	80/93	82/95
<u>178th ASHC</u>	13/7	25/18	149/137	187/162
400th TC Det	1/1	1/1	80/86	82/88
<u>14th CAB</u>	93/88	220/186	1283/1341	1599/1615

(3) Civilian strengths as of 31 Oct 68 are as follows:

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UNIT	<u>DAC</u> Auth/OH	<u>VN</u> Auth/OH	<u>3rd NAT</u> Auth/OH	<u>CONTRACTOR</u> Auth/OH
HHD	0/0	7/7	0/0	1/1 *
71st AHC	0/0	11/11	0/0	2/2 **
174th AHC	0/0	11/11	0/0	2/2 **
176th AHC	0/0	11/11	0/0	2/2 **
132nd ASHC	0/0	0/0	0/0	3/2 **
176th ASHC	0/0	10/10	0/0	3/3 **
14th CAB	0/0	50/49	0/0	13/12

* Bell Helicopter Technical Representative

** Sheet metal personnel from "LSI" under control of 34th General Support Group.

(4) As of 31 October 1968, significant MOS shortages of the 14th CAB were as follows:

OFFICER/NO

MOS

Authorized/Assigned

941A Food Service Technician 1/0

ENLISTED MEN

05C20	Radio TT Operator	14/13
05C40	Radio TT Team Chief	4/3
11B10	Security Guard	48/41
31B20	Field Radio Repairman	4/2
31G40	Commo Chief	6/2
31Q20	Avn Electronics Eqpt Mech.	1/0
35K20	Avn Elec Eqpt Rpm	13/11
35P40	Avn Flt Team Chief	3/0
45J20	Acft Armament Rpm	16/10
63A10	Wheel Veh Mech Apprentice	8/1
63C40	Motor Sergeant	4/2
67N40	Plat Sgt/Maint Sup/Shop Foreman	30/22
67U30	Rotary Tech Inspr	6/3
67I20	Helicopter Tech Inspr	21/11
68A10	Airframe Mech Apprentice	16/0
68B20	Acft Eng Rpm	25/18
68G20	Airframe Rpm	28/19
71H20	Personnel Sp/Company Clk	21/8
71P20	Flt Opns Spec	15/5
71T20	Maint Data Spec	5/0
76A10	Supply Clerk	12/7
76T20	Acft Supply Parts Spec	21/16
76I20	Acft Fuel Handling Spec	28/19
76Y40	Supply Sgt	12/8
93B20	Senior Control Tower Operator	12/9

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c. S2

(1) During this reporting period the 14th Combat Aviation Battalion had 178 aircraft hit by enemy fire. This figure represents an increase of 17% from the preceding quarter.

(2) An analysis of these hits by altitude is reflected below:

<u>ALTITUDE</u>	<u>O.G.</u>	<u>T.O.</u>	<u>LANDING</u>	<u>ENROUTE</u>	<u>TARGET ATTACK</u>	<u>TOTAL BY ALT.</u>
100	8	19	19	2	3	51
200		1	6	2	5	14
300		2	4			6
400		1			2	3
500		3	2	1	2	8
600			2		2	4
700			1		2	3
800			2		2	4
900		1	1		2	4
1000		1	3	23		27
1100				4		4
1200				5		5
1300				2		2
1400						
1500			1	2		3
1600				1		1
1700					1	1
1800					1	1
1900						
2000				1		1
2100						
Higher			2	25		27
UNK		1	4	4		9
TOTAL	8	29	47	72	22	178

(3) The weather had a great effect on aircraft operations during the month of October. Due to the NE monsoon, which had penetrated into RVN in late September, weather conditions were characterized by heavy precipitation (an average of 6-18" per month) and ground fog, resulting in poor visibility and low ceilings. The poor weather and increased enemy activity in the area of operations accounted for this increase in aircraft hits.

d. S3 Operations

(1) During this reporting period the 14th Combat Aviation Battalion provided continuous support for the Americal Division. This period's operational highlights involving two or more assault helicopter companies are shown below:

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<u>DATE OF CA</u>	<u>UNIT MOVED</u>	<u>NO. OF TANK MOVED</u>	<u>14TH CAB MOVEMENT ORDER NO.</u>
1 Aug 68	4/3	235	68-16
3 Aug 68	5/46	110	68-17
7 Aug 68	3/1	209	68-18
14 Aug 68	1/20	245	68-19
21 Aug 68	5th ARVN Regt	1150	68-20
22 Aug 68	1/20	309	68-21
30 Aug 68	D/4/21	116	68-22
30 Aug 68	D/4/31	125	68-23
2 Sep 68	A&B/4/3	206	68-24
4 Sep 68	A&B/3/1	420	68-25
4 Sep 68	4/3	416	68-26
10 Sep 68	1&4 Bn/6th ARVN Regt	1130	68-27
10 Sep 68	3/1	300	68-28
10 Sep 68	4/3	406	68-29
12 Sep 68	4/3	397	68-30
14 Sep 68	1/6 ARVN Regt	432	68-31
14 Sep 68	A&C/1/52	230	68-32
19 Sep 68	4th ARVN Regt	1369	68-33
20 Sep 68	3/1	795	68-34
20 Sep 68	1/20	289	68-35
28 Sep 68	1/46	353	68-36
29 Sep 68	4/31	262	68-37
2 Oct 68	4/21	235	68-38
7 Oct 68	1/20	226	68-39
10 Oct 68	4/21	244	68-40
11 Oct 68	4/21	247	68-41
13 Oct 68	5/46	324	68-42
13 Oct 68	4/21	239	68-43
14 Oct 68	C/2/1	150	68-44
16 Oct 68	5/46	442	68-45
18 Oct 68	3/1	249	68-46
24 Oct 68	4/3 & 3/1	745	68-47
29 Oct 68	3/1 & 4/3	675	68-48
30 Oct 68	4/3 & 6/11	346	68-49

(2) Units other than the Americal Division were supported as follows:

<u>DATE</u>	<u>OTHER UNITS</u>	<u>AIRCRAFT COMMITTED</u>
1 Aug - 31 Oct	5th Special Forces	2 UH-1H
1 Aug - 31 Oct	III MAF (FOB 1 & 4)	2 UH-1C & 1 UH-1H
30 Sep - 7 Oct	MACTHAI	1GH-47 (see Incl 4)

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In addition to the operations listed above the 14th Combat Aviation Battalion supported the Americal Division with from 27 to 35 UH-1H and from 4 to 12 CH-47B aircraft daily. Normally, the 14th CAB provides one UH-1H command and control and one UH-1H utility aircraft for each infantry battalion each day.

(3) The following operations in the Americal Division Area of Operations were supported by the 14th Combat Aviation Battalion during this reporting period.

<u>OPERATION</u>	<u>SUPPORTED UNIT</u>	<u>DATES</u>
Wheeler/Mallowa	198th LIB and 1/1 Cav	Began 11 Nov 67, continuing
Burlington Trail	198th LIB and 1/1 Cav	8 Apr 68, continuing
Norfolk Victory II	11th LIB	Terminated
Dale Common	11th LIB	Began 10 Oct 68. terminated 19 Oct 68
Champaign Grove	11th LIB	Began 4 Sep 68, terminated 23 Sep 68
Logan Field	11th LIB	Began 7 Oct, terminated 12 Oct 68
Vernon Lake	11th LIB	Began 15 Oct, continuing
Pocahontas Forest	196th LIB	Began 6 Jul, terminated 4 Aug 68
Dukes Glade	196th LIB	Began 2 Oct, terminated 9 Oct 68

(4) This period's operational results are reflected in inclosure 3.

(5) The 14th Combat Aviation Battalion aircraft status is reflected in inclosure 2.

(6) The 14th Combat Aviation Battalion sustained a total of 5 rocket and/or mortar attacks during this reporting period.

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<u>DATE</u>	<u>UNIT</u>	<u>RESULTS</u>
23 Aug 68	178th ASHC	5 CH-47B Light damage 2 CH-47B Moderate damage
24 Aug 68	174th AHC	1 UH-1D Moderate damage 3 UH-1H Moderate damage 3 UH-1H Light damage
22 Sep 68	174th AHC	1 UH-1C Moderate damage
22 Sep 68	176th AHC	No aircraft damage Minor damage to one building and bunker Two men injured
26 Oct 68	174th AHC	1 UH-1H Moderate damage 3 Vehicles Light damage

e. Training

It is always difficult for units operating in a combat environment to adhere to rigid training schedules. Therefore, the majority of the 14th CAB is OJT or skill type training. It is also recognized, however, that a certain amount of classroom or non-skill type training is necessary to make each unit completely combat effective. During this reporting period revisions were made to the 14th CAB training program in order to re-emphasize this classroom training and specifically to provide for periodic review of the annual training requirements. Training schedules are submitted on a monthly basis, affording the units flexibility necessary to conduct this type of training. As reported in previous ORLL's the battalion has a program by which newly arriving enlisted personnel receive an in-country orientation and training course from the Americal Division. This course has recently been shortened from one week to two days for combat support troops. As all our personnel are classified as combat support troops our man hour loss from this training has been significantly reduced. However, there has been no reduction in the effectiveness of the course since all yearly training requirements are covered. This program has proved to be quite beneficial to the 14th CAB training program.

Aircrew proficiency training is conducted as OJT during all operations. Most flight training subjects are integrated into the everyday missions. Emphasis has been placed on instrument subjects with the beginning of the monsoon season. The 14th CAB's continued practice of assigning the most experienced aircraft commanders with the newly arrived aviators has been quite effective. During this reporting period, a program has been instituted whereby each company is assigned one aircraft per day as a training aircraft, when required. This enables each company to keep its flight training current.

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f. 04 Logistics and Maintenance

(1) Class I - A critical shortage of rations developed at the 174th AHC which is stationed at Duc Pho. Substitute items were not issued when the required food items were not in stock. Condiments, flour, milk, fresh fruit and fresh vegetables were extremely limited. The primary cause of the problem was lack of transportation from Da Nang and Dalat. The ration problem exists in all units that are stationed at Duc Pho. The situation is improving slowly.

(2) Class II and IV - Issue of NOMEX flight suits has been completed to the three assault helicopter companies assigned to the 14th CAB. NOMEX flight suits are still not available for crewmembers assigned to the two assault support helicopter companies. NOMEX flight gloves have not been issued to this battalion. A critical shortage of leather flying gloves exists in all units at the present time. All efforts to obtain flying gloves have been unsuccessful. Critical shortages still exist in firefighting equipment and ballistic helmets.

(3) Class III - Ten (10) Forward Area Refueling Equipment (FARE) kits have been issued to the battalion. However, due to a shortage of collapsible fuel containers, organic refueling facilities would be inadequate to service all companies if the 14th CAB was required to displace to a forward location. Collapsible fuel containers have been on requisition since February 1966. Current availability of refueling equipment is adequate to meet mission commitments in a fixed base operation.

(4) Class V - No significant events.

(5) Base Development - The 176th AHC is currently located in the danger zone of a recently completed ASP. The unit has been directed to move to a new location which is approximately 500 meters north of its present area. The aircraft parking and troop containment areas are currently in the planning stages at the Base Development Office of the Americal Division.

(6) Maintenance

(a) Aircraft availability during the reporting period is as follows:

	<u>UH-1D/H</u>	<u>UH-1C</u>	<u>CH-47B</u>
AUGUST	71%	77%	63%
SEPTEMBER	70%	61%	57%
OCTOBER	72%	84%	63%

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SUBJECT: Operational Report of 14th Combat Aviation Battalion for Period Ending 31 October 1966, RCS CSFOR-65 (R1) (U)

(b) Aircraft mission ready availability during the reporting period is as follows:

	<u>UH-1D/H</u>	<u>UH-1C</u>	<u>CH-47B</u>
AUGUST	66%	69%	52%
SEPTEMBER	64%	51%	50%
OCTOBER	67%	71%	62%

(c) Repair parts for CH-47's remained critical during this period. The rebuild facility of the FAMF ship provided outstanding support and spare parts to complete the majority of 3rd PE's on the assigned CH-47B helicopters by accomplishing the vertical hinge pin and bearing rotation inspection on the fore and aft heads. Cracked formers in three CH-47 helicopters of the 178th ASHC and one in the 132nd ASHC were finally repaired by a factory modification. Sheetmetal assistance for the repair and installation of the formers was provided by LSI contract personnel on duty with the 335th Transportation Company (ADS).

(d) The transition from UH-1D to UH-1H helicopters was completed in October with the turn-in for retrograde of the last two UH-1D helicopters. On hand at the close of this reporting period are fifty-seven UH-1H helicopters and twenty-one UH-1C helicopters.

(e) The availability of repair parts for UH-1 aircraft has increased. Special efforts have been made to deliver T-53-L-11 and L-13 engines within five days. With few exceptions this deadline has been met. However, other items, such as Main Rotor Hubs, Tail Rotor Hubs and Tail Booms for UH-1C and UH-1H helicopters, are causing lengthy NORS time loss.

(f) Vehicle spare parts supply remained at a low level during August and September. Command emphasis both on the 538th Maintenance Company and on the Unit Motor Pools to properly requisition parts resulted in an increase of spare parts during the month of October. Other than excess vehicles which have been authorized, all excess vehicles have been turned in or transferred out of the battalion. The overall vehicle availability for the battalion is now more realistic with approximately 65% availability. The majority of vehicles deadlined are in Direct Support Maintenance.

(g) Personnel problems concerning maintenance qualified personnel remained stable in all areas except for aircraft armament repairmen, MOS 45J20. This battalion is authorized 13 repairmen. At the close of this period we are short 6. Of the remaining 7 repairmen, two DEROS in November, two DEROS in December and one departs in April 1969. In addition to submitting an emergency requisition for these personnel, we have requested additional quotas for the in-country armament subsystem repair course. This should provide temporary relief of this shortage of personnel.

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g. Other: (To include Civil Affairs, Commo, and Chaplain's Comments)

(1) Chaplain's Comments

Religious coverage for personnel in the 14th CAB is provided in three ways: Voluntary worship services, counselling-pastoral contacts, and character guidance.

(a) Worship Services. Each Sunday the battalion chaplain, CPT Thomas M. Warne conducts five Protestant Worship Services. Four of these are morning services held at the battalion chapel, 132nd ASMC area, 71st AFG flight line, and the Americal Combat Training Center Chapel. Masses are conducted at the battalion chapel every Sunday morning and on Holy days of Obligation by the Americal Division Chaplain. Jewish personnel are encouraged to attend the Jewish service at the Americal Chapel every Friday evening. One Roman Catholic and one Protestant service are conducted every Sunday at the 174th AHC at Duc Pho by chaplains of the 11th Brigade, Americal Division.

(b) The Battalion Chaplain is consulted for counselling and makes frequent pastoral visits to all the company work areas, mess halls and clubs.

(c) The 14th CAB has adopted the Americal Division's Character Guidance Program by distributing the Division's monthly topic summary hand-out to all companies. Two companies supplement the hand-out with brief amplifications by commander or chaplain.

(2) The 14th Combat Aviation Battalion Civil Affairs Program, under the direction of the Battalion Chaplain (Warne, Thomas M., CPT, 02 392 781, CHC) and Flight Surgeon (Wargler, James N., CPT, 05 718 398, MC) continues to provide the bulk of financial and guidance support for the eighty five children at the Tabitha Protestant Orphanage at An-Tan. Each month, voluntary contributions from 14th CAB personnel are received, converted to piasters, and then presented to the orphanage supervisors. Combined with occasional financial support from congregations in the US and regular support from the 12th MAG chaplain's office, the 14th CAB contributes from 60,000 to 95,000 piasters to the orphanage each month. Other contributions, such as medical care, clothing, sewing machines, building materials, and eating utensils are coordinated through the 14th CAB chaplain. The company not supporting this orphanage is the 174th AHC which supports another orphanage at Duc Tho.

(3) Battalion Communications

(a) During the period 1 August to 31 October 1968, the battalion communications center, supervised by 1LT Garbow, Christopher, SIG C, 05 329 163, has installed a radio-teletype in the communications center. In addition, the communications center has continued to operate landline teletype, high frequency radio, and the backup radio-teletype, mounted in a 1/2 ton truck (AN/VSC-2).

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(b) At the present time 90% of the battalion aircraft have been retrofitted to accept the TSEC/KY-28. The battalion communications section will receive 100 KY-28's within the next 2 weeks and begin installing them in aircraft. Before installation is complete, the aircraft wiring must be modified to return volume control to the AN/ARC-54 control head. This modification is presently being made to all battalion aircraft.

2. (C) Section 2. Lessons Learned: Commanders Observations, Evaluations and Recommendations.

a. Personnel:

(1) Mal-assignment of experienced aviators

(a) Observation: This unit continues to lose experienced CH-47 aviators to assignments not in accord with their capabilities.

(b) Evaluation: This unit continues to lose experienced CH-47 aviators to duties not involving the CH-47. Replacements are arriving at a slow rate and are, for the most part, right out of flight training. This required an extensive training program before they become operationally qualified.

(c) Recommendation: That experienced CH-47 aviators not be reassigned to duties not connected with CH-47 operations.

(2) MOS Shortage

(a) Observation: There is a critical shortage of personnel within the battalion school trained in the 71B and 71P MOS's.

(b) Evaluation: This shortage of qualified personnel imposes a hardship on the battalion. It requires extensive training and working personnel outside their MOS.

(c) Recommendation: That all units in USARV be screened for excess personnel in these MOS's and if available, that they be reassigned to fill shortages existing in other units.

b. Operations:

(1) Lost Time in Pick-up Zone

(a) Observation: On occasion, during assault operations, there are a few disoriented troops in the pick-up zone who are unable to locate an available seat in one of the lift aircraft.

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(b) Evaluation: We have found that time is sometimes lost unnecessarily in the PZ due to the last few infantry personnel searching from aircraft to aircraft for a space. To alleviate the problem we have a ship, not loaded to the ACL, turn on its rotating beacon. The ground troops are briefed as to the meaning of the light prior to the operation. This system has worked quite effectively and reduced PZ times considerably.

(c) Recommendation: That other units adopt this technique as part of their PZ SOP. That ground units continue to place emphasis on correct troop count, and distribution of troops into planned ACL's.

(2) Multiple Landing Zones

(a) Observation: Ground commanders, when planning operations with multiple landing zones, do not always provide sufficient separation for effective pre-strikes and suppressive fires on all landing zones.

(b) Evaluation: When ground commanders select multiple landing zones with inadequate separation between the landing zones, they restrict the supporting aviation unit on the use of suppressive fires without providing landing zone security. On several occasions, combat assaults have been made into an insecure landing zone without suppressive fire. This was necessitated by the close proximity of friendly troops in a previous landing zone.

(c) Recommendation: That ground commanders be encouraged to select landing zones with adequate separation to allow suppressive fires.

(3) Dropped Loads and Sling Load Techniques

(a) Observation: The battalion has experienced an excessive number of dropped loads due to faulty rigging equipment and improperly rigged loads.

(b) Evaluation: The use of damaged or old rigging equipment and faulty rigging techniques is becoming a major problem to this battalion. Loads dropped during the quarter numbered 14. Ten were caused by rigging equipment failure. One was dropped due to improper rigging, two were dropped intentionally by aircraft receiving hits from heavy enemy fire, and one was dropped intentionally when an aircraft inadvertently entered IFR conditions at slow airspeed. The primary problem appears to be the lack of adherence to sling time use restrictions and/or lack of replacement equipment when straps and nets become old and unserviceable. In some instances, the lack of training in proper rigging procedures and hook up procedures was readily apparent and were corrected prior to hook up. Time does not permit the aircraft crew to land and inspect all loads prior to picking them up, however. This battalion has formed a mobile training team for the purpose of instructing the proper rigging and hook up techniques. The team also instructs on the maintenance, service life and replacement of rigging equipment. At the present

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time, the mobile training team is in the process of instructing all the supported units within the Americal Division. In addition, the Americal Division Combat Center is presenting a class on rigging techniques to all replacements coming into the division.

(c) Recommendation: That all supported units be required to adhere to the service life of all rigging equipment and that requisitions for rigging equipment be filled on a priority basis.

(4) Frequency Coordination Problems

(a) Observation: Units in the field are continually using alternate radio frequencies without notifying the aviation units.

(b) Evaluation: There have been many instances where the pilots would attempt to contact a unit on their assigned frequency with no results. In most cases, the supported unit had changed to an alternate frequency which was not listed in the pilot's SOI. As a result, many flying hours are wasted when the pilot has to call the next higher headquarters to obtain correct frequencies.

(c) Recommendation: All units should notify the Division Aviation Officer immediately upon implementation of alternate call signs or frequencies. The DAO should, in turn, notify this battalion of the change to facilitate resupply operations.

(5) Air Mission Commanders

(a) Observation: Some ground units have had difficulty in controlling their aviation assets and thus increase their reaction time to changes in the tactical situation.

(b) Evaluation: With the increased number of spontaneous operations by the Americal Division during this reporting period, the Brigade Aviation Officers have experienced difficulty in locating, organizing and controlling their aviation assets. To alleviate this problem, the 14th Combat Aviation Battalion assigns an Air Mission Commander (AMC) to each of the supported brigades each day. The AMC identifies himself to the Brigade Aviation Officer each morning and is available to take charge of the planning and organization of any quick-notice missions.

(c) Recommendation: Other units with a similar support mission should consider a specific program to insure qualified personnel are always available as Air Mission Commanders.

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c. Training

Helicopter Mechanic Training Deficiency

(a) Observation: That newly assigned CH-47 aircraft mechanics are not properly trained before assignment to Vietnam.

(b) Evaluation: Personnel with MOS's of 67U20 (Helicopter Mechanic) and 67A10 (Helicopter Mechanic's Helper) coming directly from Maintenance School (CONUS) were found to be, on the whole, lacking in the desired skill level required of a technician performing maintenance on a complex aircraft such as the CH-47D helicopter. It has been found that the average new mechanic has received a "broad brush" introduction to maintenance which has done little more than familiarise him with his tool box. In order to overcome this deficiency, this battalion has established a program designed to provide the replacement with on-the-job training and maximum supervision by qualified NCO's. With this program, it takes approximately 3 months in country to qualify an individual to perform the duties of the MOS awarded him in CONUS.

(c) Recommendation: That in the aircraft mechanics school more emphasis be placed in the following areas:

1. Major component removal
2. Use of TM 55-1520-209-20P and TM 55-1520-209-35P
3. TM 38-750

d. Intelligence: None

e. Logistics:

(1) ENSURE Items of Equipment

(a) Observation: ENSURE items of equipment are issued without proper documentation.

(b) Evaluation: Recent issues of ENSURE equipment without proper documentation have caused an additional workload at the unit level. In most cases, authorization for issue of the items cannot be found. In one case, the equipment arrived in October 1968. After a thorough search of files, the message authorizing the equipment was found. The message was dated in May 1967. Complete entries in the property book cannot be made until all information is available.

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**SUBJECT: Operational Report of 14th Combat Aviation Battalion for Period
Ending 31 October 1968, RCS CSFOR-65 (R1) (U)**

(c) **Recommendation:** All issues of ENSURE equipment should be accompanied by documentation giving the letter or message which authorizes the item and the quantity authorized to be on hand during the evaluation period.

(2) Replacement Parts for Flight Helmets

(a) **Observation:** A shortage of replacement flight helmets and repair parts exists in this unit.

(b) **Evaluation:** Repair parts have been ordered to repair old helmets to extend their life. Repair parts do not seem to be available in country. Requisitions have been passed to major depots but to date have not been filled. Clear visors have been placed on routine and priority requisitions. These have also not been filled.

(c) **Recommendation:** That continued attention be given to filling requisitions of items involving aviation safety.

(3) Excess Equipment Turn-in

(a) **Observation:** The procedures for turn-in of serviceable, excess repair parts creates a backlog and a storage problem.

(b) **Evaluation:** Under the present turn-in system, the time span is too great between the listing of the parts and the final disposition instructions.

(c) **Recommendation:** Excess serviceable aircraft parts should be turned in on a specific day to the local Direct Support unit without having to await disposition instructions from AMC.

f. **Organization:** None

g. **Other:** None

**3. (U) Section III: Headquarters, Department of the Army Survey
Information**

Escape, Evasion and Survival

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SUBJECT: Operational Report of 14th Combat Aviation Battalion for Period
Ending 31 October 1968, RCS CSFOR-65 (R1) (U)

The 14th Combat Aviation Battalion has not had any experience in the areas of escape, evasion and survival during this reporting period. However, training in these areas is being conducted with emphasis on the use of the URC/10 survival radio and other survival equipment.


CHARLES A. KLOPP
LTC, Infantry
Commanding

4 Incl
as

DISTRIBUTION:

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1 copy to: 16th Cbt Avn Gp
10 copies to: Americal Division

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AVGM-SC (19 Nov 68) 1st Ind

SUBJECT: Transmittal of Operational Report Lessons Learned (ORLL)

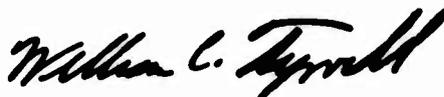
DA, Headquarters, 16th Combat Aviation Group, APO 96337

TO: Commanding General, 1st Aviation Brigade, ATTN: AVBA-C, APO 96384

1. (U) Transmitted herewith is one (1) copy of 14th Combat Aviation Battalion letter, Subject: Operational Report for Quarterly Period Ending 31 October 1968 (Report Control Symbol CSFOR - 65).

2. (C) This headquarters has reviewed and concurs with the basic report with the following exception.

Page 12 para 2(a) Personnel: Mal-assignment of CH-47 aviators appears to be an internal problem within the 14th CAB. There has been only one case of a CH-47 aviator, during the period of this report, being transferred out of this unit. This aviator is now the 16th Cbt Avn Gp Standardization Officer and as such, is still involved in the operation of CH-47 helicopters.



WILLIAM C. TYRRELL
COLONEL, CE
Commanding

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AVBA-C (15 Nov 68) 2d Ind

SUBJECT: Operational Report of 14th Combat Aviation Battalion for Period Ending 31 October 1968, MOS CSFO-65 (R1) (U)

DA, HEADQUARTERS, 1ST AVIATION BRIGADE, APO 96384

11 DEC 1968

THRU: Commanding General, United States Army Vietnam, ATTN: AVMCC-DST, APO 96375
Commander-in-Chief, United States Army Pacific, ATTN: CPT-CT, APO 96558

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

1. (C) This headquarters has reviewed this report, considers it to be adequate, and concurs with the contents as indicated, except for the following:

a. Paragraph 2a(2), page 12. Nonconcur. The battalion reflects an overage of 28 enlisted personnel in paragraph 1b(2) of this report and reveals that the Hd and In staff exceeds its enlisted authorized strength by 25 personnel. This headquarters distributes personnel to group level, where further assignments are made to battalions within the group. As of 31 October 1968, the 16th CAG reported the following status on MOS listed:

<u>MOS</u>	<u>AUTH</u>	<u>ASG</u>	<u>CV&R</u>
71B	77	80	3
71H	39	65	26
71P	51	54	3

Corrective action can and should be taken by the 16th CAG to resolve this problem. 16th CAG will be requested to take appropriate action by this headquarters.

b. Paragraph 2b(1), page 12. Nonconcur with this technique being adopted as SOP. The practice of indicating spaces on a lift helicopter by displaying the rotating beacon indicates a lack of adequate planning and organization in the PZ by the lifted unit and lack of coordination between the lift and lifted units. Men who must search for a helicopter with space on it will in most cases be separated from their squads or platoons destroying the tactical integrity of the lifted unit. In cases where helicopter loads are not established in advance, it is not known if all personnel are accounted for when the lift departs the PZ. The time

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11 DEC 68

AVBA-C

SUBJECT: Operational Report of 14th Combat Aviation Battalion for Period Ending 31 October 1968, ACS CSFOR-65 (H1) (U)

delays caused by men being required to run possibly the length of the PZ are unacceptable in a secure area and during an extraction could result in the entire flight being placed in jeopardy. The PZ should be organized so that the helicopters spend the minimum time on the ground.

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

a. Paragraph 1f(1), page 9. Findings have been relayed to CPT J C Cather, Director of Food, 1st Log Command, on problem areas from the 174th AHC at Duc Pho. Further the Food Advisor from the 16th CAG was instructed to devote particular attention to the problem area. Brigade Food Service Supervisor will personally visit Da Nang Support Command, to determine why items are not available for issue and corrective action taken by the Support Command.

b. Paragraph 1f(2), page 9. Shortage of Nomex Flight Gloves and ballistic helmets exists Vietnam wide. All combat aviation groups have been notified to requisition required quantities. The current status of these items are as follows:

(1) Nomex flight gloves have been requisitioned by USAICGV and should start arriving in mid December 1968.

(2) Ballistic helmets, both small and medium helmets have been requested by USAICGV and are programmed to arrive in RVN sometime in Jan 69. All Brigade units have been notified to requisition APH-5 helmets to meet requirements until ballistic helmets become available.

(3) Nomex flight uniform. Requisitions for Nomex flight uniforms were submitted by the Groups by sizes to Brigade Headquarters. Issues were made to the Groups in accordance with requisitions submitted. There are sufficient quantities of Nomex flight uniforms in all sizes currently in country. Units have been instructed to submit requisitions, by sizes, in a timely manner through normal supply channels.

c. Paragraph 1f(3), page 9. Units sent to a forward area for operations would be issued fuel in 500 gallon collapsible drums which is compatible with the forward area refueling equipment (FAE).

d. Paragraph 1f(6)(e), page 10. Lack of parts in question is due to lack of production capability in CONUS.

e. Paragraph 2e(1), page 15. At present there is only one ENSURE item in the 1st Aviation Brigade, the Clark Ranger Forklift. 1st Aviation Brigade letter, AVBA-D, Subject: Commercial Forklifts, dated 2 March 1968 provided authorization. *AC*

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AVBA-C

1 570 5

SUBJECT: Operational Report of 14th Combat Aviation Battalion for period ending 31 October 1968, AOS CSAR-65 (M) (U)

f. Paragraph 2e(2), page 10. The lack of replacement parts for flight helmets is largely due to lack of actual demand on the supply depots. This command has emphasized proper maintenance of HIL's.

g. Paragraph 2e(3), page 16. AIC Supply and Services advises this headquarters that it is their policy to allow turn in of excess repair parts at any time units can make delivery.

3. (U) 1 Inclosure as shown on the 1st Indorsement is incorrect and should be 4 inclosures.

10. THE COMMANDER:



LEE S. PETERSON
1LT, AGC
ASST ADJ GEN

AVHGC-DST (15 Nov 68) 3d Ind
SUBJECT: Operational Report of the 14th Combat Aviation Battalion for
Period Ending 31 October 1968, RC: CEFOR-65 (R1) (U)

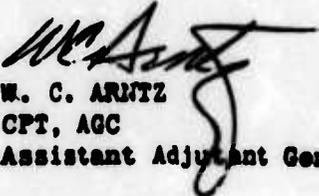
HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375 86 DEC 1968

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

1. This headquarters has reviewed the Operational Report-Lessons Learned for the ~~quarterly period ending 31~~ October 1968 from Headquarters, 14th Combat Aviation Battalion.

2. Reference item concerning helicopter mechanic training deficiency, page 15, paragraph 2c. Concur. The 1st Aviation Brigade has forwarded a letter to the USAAVNS and USMCSCH advising the need for additional training of personnel in the 67U20 courses. No further action by higher headquarters is recommended.

FOR THE COMMANDER:


W. C. ARUTZ
CPT, AGC
Assistant Adjutant General

CPOP-DT (15 Nov 68) 4th Ind (U)

SUBJECT: Operational Report of HQ, 14th Cbt Avn Bn for Period Ending
31 October 1968, RCS CSFOR-65 (R1)

HQ, US Army, Pacific, APO San Francisco 96258

9 JAN 1969

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

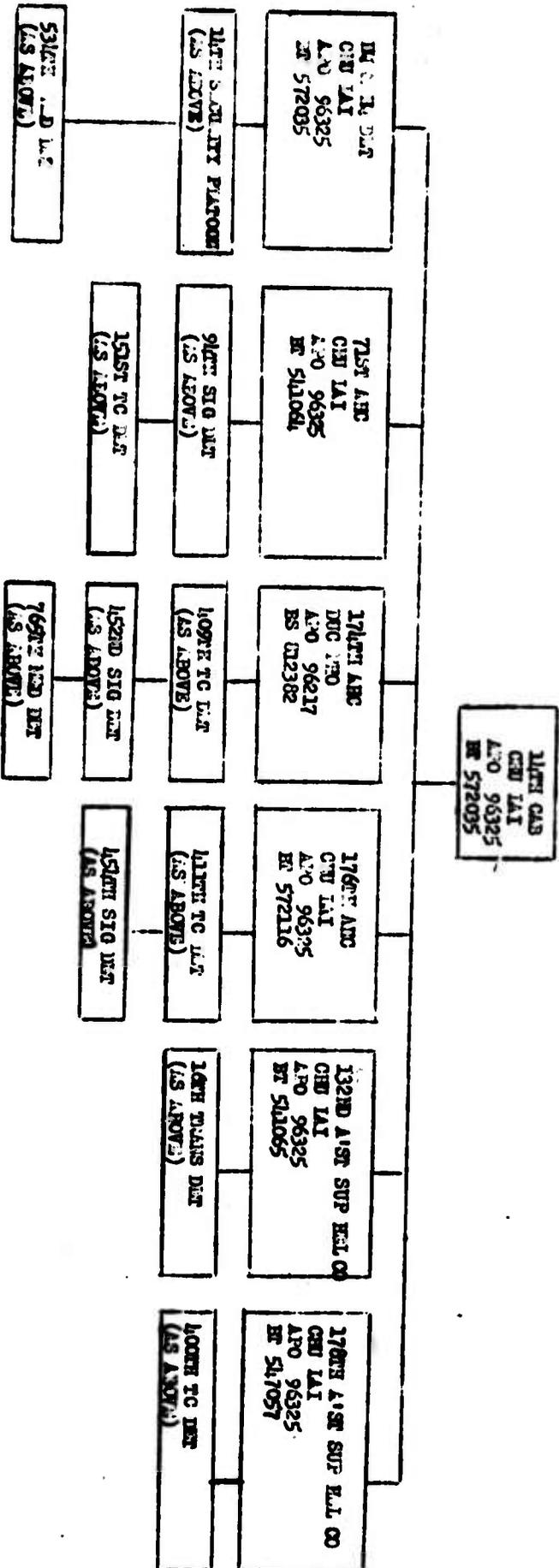
This headquarters has evaluated subject report and forwarding indorse-
ments and concurs in the report as indorsed.

FOR THE COMMANDER IN CHIEF:



C. L. SHORTT
CPT, AGC
Asst AG

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Inlosure 1, Organizational Chart, to Operational Report of 14th ²⁴ Combat Aviation Battalion for Period Ending 31 October 1966, RGS CSR02-55 (R1) (C) **CONFIDENTIAL**

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**14TH COMBAT AVIATION BATTALION
AIRCRAFT STATUS (AUTHORIZED - O/H)
AS OF 31 OCTOBER 1968**

SUBORDINATE UNIT	UH-1C		UH-1D/H		OH-47		U-6		OH-6A		REMARKS	
	AUNY - O/H	AUTH - O/H										
HEAD	0	0	2*	1	0	0	0	0	1**	0	0	*VOCG, 1ST AVI BDC **100 DAY LOAN
77ST AHC	8	7	23	18	0	0	0	0	0	0	0	
174TH AHC	8	6	23	19	0	0	0	0	0	0	0	
176TH AHC	8	6	23	19	0	0	0	0	0	0	0	
132ND ASHC	0	0	0	0	16	16	0	0	0	2	0	
178TH ASHC	0	0	0	0	16	16	0	0	0	2	0	
14TH C.B	24	21	69	57	32	32	0	0	0	4	0	

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Inclosure 2, Aircraft Status, Operational Report of 14th Combat Aviation Battalion for Period Ending 31 October 1968, RCS CSACR-35 (21) (U)

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14TH COMBAT AVIATION BATTALION
OPERATIONAL STATISTICS
1 AUGUST 68 / 31 OCTOBER 68

SUBORDINATE UNIT	SERIES	SQUADS TOTAL	THINGS LIT/D	FOUR CARDS LIT/D	13D JMAC C/VENTS	A/C RE- C/VENTS	INSTR STA	SUBS DNE/AST	STRUCTURE DNE/AST	ACTD 7.69M	ACTD 1000	A/C LOST	A/C DML
1701	200	178	97	3	0	0	0	0	0	12000	0	1	0
1701 A1E	7757	46249	43831	2260	78	0	98	28	176	1168200	12935	1	34
1701H A1E	8248	35106	51005	1629	35	0	243	25	34	653420	12559	1	66
1701H A1C	7792	33301	57533	2090	104	0	71	19	311	1120550	1734	0	46
1321H A1E1E	2824	9338	33894	15621	0	12	0	0	0	655	0	0	18
1701H A1E1E	2728	10092	29716	16021	0	23	0	0	0	8916	0	0	23
1401H CAB	29637	134544	219106	35221	217	35	412	72	521	3263711	27228	3	187

SUBORDINATE UNIT	UH-1C LOSS/DML	UH-1D/E LOSS/DML	CH-17E LOSS/DML	U-6 LOSS/KM
1701 A1E	0 / 5	1 / 29	0	0
1701H A1E	0 / 15	1 / 51	0	0
1701H A1E	0 / 15	0 / 31	0	0
1321H A1E1E	0 / 0	0 / 0	0 / 18	0
1701H A1E1E	0 / 0	0 / 0	0 / 23	0
HHD	0 / 0	1 / 0	0	0 / 0
1401H CAB	0 / 35	3 / 111	0 / 41	0 / 0

Inclosures 3, Operational Statistics, to Operational Report of 1401 Combat Aviation Battalion for Period Ending 31 October 1968, RGS OSRON-65 (R-1) (U)

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13. ABSTRACT			

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The following items are recommended for inclusion in the Lessons Learned Index:

ITEM 1

* SUBJECT TITLE _____

** FOR OT UT # _____

***PAGE # _____

ITEM 2

SUBJECT TITLE _____

FOR OT UT # _____

PAGE # _____

ITEM 3

SUBJECT TITLE _____

FOR OT UT # _____

PAGE # _____

ITEM 4

SUBJECT TITLE _____

FOR OT UT # _____

PAGE # _____

ITEM 5

SUBJECT TITLE _____

FOR OT UT # _____

PAGE # _____

* Subject Title: A short (one sentence or phrase) description of the item of interest.

** FOR OT UT # : Appears in the Reply Reference line of the Letter of Transmittal. This number must be accurately stated.

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