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GDS per DoD 5200.1-r; Adjutant General’s Office [Army] ltr dtd 29 Apr 1980

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

SUBJECT: Operational Report - Lessons Learned. 4th Quarter - 17th Aviation Group, Maintained in Thailand, July 1969

1. Subject report is forwarded for review and evaluation in accordance with paragraph 4b, AR 525-15. Evaluations and corrective actions should be reported to ACSFOR OT UT, Operational Reports Branch, within 90 days of receipt of covering letter.

2. Information contained in this report is provided to insure appropriate benefits in the future from lessons learned during current operations and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

Kenneth G. Wickham
Major General, USA
The Adjutant General

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  17th Aviation Group
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SUBJECT: Operational Report of Headquarters, 17th Aviation Group (Combat) for Period Ending 31 July 1969, MCS CSFOR-65 (HL) (U)

See Distribution

1. Section 1, Operations: Significant Activities.

   a. (U) General. This report covers the period 1 May 1969 through 31 July 1969, and is submitted in accordance with AD 525-15 and USAF Regulation 525-15. The report includes Headquarters Company, 17th Aviation Group (Combat); 201st Aviation Company (Corps); 56th Aviation Detachment (Support); and the 25th Medical Detachment (O.).

   b. (C) Personnel.

      (1) Infusion: The Group has continued an infusion program directed towards the reduction of rotational humps between like units within a battalion/squadron and between battalions. Even with this program, there still exists a slight rotational hump during the months of October and November.

      (2) Replacements:

         (a) In general, replacements during the last quarter have increased and have been arriving steadily before the rotation of the individuals they were to replace. This has been true in all MOS groups except for the 11, 35, 45, 63, 67, 71, 72, and 76 series MOS's, in which the Group is short. The Group received a total of 419 replacements during the month of May, 571 in June, and 797 in July. This has brought the strength of the Group upward so that as of 31 July 1969 there were 1600 assigned aviation personnel, (566 officer and 1044 warrant officer) compared to an authorized (70.) of 1582 (660 officer and 922 warrant officer) and an established manning level of 1425 (595 officer and 830 warrant officers). Unlisted strengths were raised to an assigned strength of 6376, compared to an authorized 6405. The Group is 102% overall filled with a breakdown as follows: 94% officers, 126% warrant officers, and 99% enlisted men.
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SUBJECT: Operational report of Headquarters, 17th Aviation Group (Combat) for Period ending 31 July 1969, O.S. GOMBA-65 (U)

(b) A large number of UH-1 qualified warrant officers aviator have continued to arrive throughout the quarter. This has kept the warrant officer number level over fifty (50) in each assault helicopter company and over forty (40) in the air cavalry troops. This has caused each battalion/squadron except the 223d Aviation Battalion (Combat) to be overstrength in aviator warrant officers.

(3) Changes of Command: The following changes of command were made during this reporting period:


(4) The following changes were made within the Group Staff:

(a) On 20 May 1969, Major Fred L. Pierce, Jr., 554-44-9336, became the Group S3, vice Major Leigh G. Ogden, 440-44-9770.

(b) On 6 June 1969, Major Edward C. Gwyn, Jr., 260-20-5407, became the II Corps Liaison Officer, vice Major Robert H. Schub, 396-24-9614.

(c) On 6 June 1969, Captain Thomas C. Strother, 349-62-1422, became the assistant S3, vice Captain Frederick L. Chisholm, 419-44-5995.

(d) On 9 June 1969, Captain Michael L. Godshall, 224-54-3092, became the Base Development Officer, vice Captain Larry A. Lawler, 357-36-5014.

(e) On 16 June 1969, Captain George A. Harrison, 435-56-8809, became the Flight Standardization Officer.


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10 August 1949

(b) On 14 July 1949, Major J. H. Stevens, 530-32-1002, became the 326th Liaison Officer, VCS-AG Charles A. Foss, 437-40-6610.

(i) On 14 July 1949, O. D. C., K., 

(j) On 19 July 1949, C. T. C., W., 517-24-7376, became the Group Chaplain, Major Calvin Horne, 503-16-0676, became the Group Chaplain, Major Calvin Horne, 503-16-0676.

(k) On 28 July 1949, Major Roger J. Kendall, 503-16-0676, became the Group Chaplain, Major Calvin Horne, 503-16-0676.

(5) The following changes were made within the 401st Aviation Company (Corps):

(a) On 10 July 1949, Captain H. L. Hopkins, 465-64-7506, became the maintenance officer and service platoon commander, Major Lorne S. Patterson, 465-64-7506.

(6) A statement of authorized and assigned strength as of the last day of the quarter is attached as enclosure 1.

(c) (2) Intelligence.

(i) General: During this reporting period there were no major changes in the enemy order of battle holdings in the II Corps. Significant changes were the removal of the 67th artillery battalion and the 67th infantry battalion in the probable category. A reflection of portions of three regiments from Denmark and Italian provinces to the Tri-Border area was apparent from mid June to early July. As June closed, enemy initiated activity declined on all fronts and remained so throughout July.

(2) Artillery Surveillance and Reconnaissance: With the continued decrease in enemy activity, our reliance was placed on the visual and electronic surveillance capabilities of 17th Aviation Group assets. Several days of intensive reconnaissance were undertaken with significant positive sightings. On 1 July a recollection of O-1 aircraft was affected. The previous practice of allocating aircraft to II Corps by task number was discontinued. Aircraft are now provided on a guaranteed daily basis minimizing the need for land line coordination on aircraft status between the support and supported unit. Impact of this reallocation has been considered very favorable.
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AVIACG-SC

10 August 1969

SUBJECT: Operational Report of Headquarters, 17th Aviation Group (Combat) for Period Ending 31 July 1969, ROCS GROSH-69 (01)

(1) Air Activity: While flying in support of 11 GTO during the last quarter 17th Aviation Group aircraft were reported hit by hostile ground fire 239 times, (213 May, June 89, July 43), for an average of 30 hits per month, as compared to 81 per month the previous quarter. The sharp decline in number of hits received during July may be attributed in part to the large number of weather days prohibiting aircraft launches and denying aircraft entry into some AO's.

(2) Physical Security: Enemy standoff attacks against 17th Aviation Group installations continued throughout May and June at a moderately slow rate with associated ground probes decreasing significantly. During July, standoff attacks further decreased. Totals for the period were: May-12, June-10, and July-0. The most significant loss due to enemy attack was during the early morning hours of 11 May when the enemy targeted a hanger at Kontum AAF destroying the building and six aircraft. Casualties were light, with no KIA's. Installations most frequently hit were at Ban Me Thuot, Pleiku, and Kontum. All subordinate units of the 17th Aviation Group have been active in upgrading perimeter and internal security measures. Counterintelligence efforts throughout the period indicated emphasis was to be placed on avoiding major confrontations with allied forces thereby releasing NV and VC units to concentrate on resupply, recruiting and training of political cadre and special infiltration teams.

(3) Security Clearances: Eighty security clearances were processed through the S2 office during this quarter.

(4) Operational:

(1) Effects of Weather: Normal weather conditions hampered operations throughout the Corps area during the last month of the reporting period. Rain and fog in the Central Highlands, associated with the Southeast monsoon season, caused numerous delays and cancellations of combat support missions. High winds and associated moderate to severe turbulence along the coast forced numerous mission delays and cancellations. During the month of May there were forty-three (43) hours of delay for one thousand (1000) missions flown, as a result of monsoonal weather conditions. This ratio increased to one hundred twenty-three (123) hours of delay per one thousand missions during the month of June. A further increase to two hundred thirty-eight (238) hours of delay per one thousand missions flown was noted during the month of July.

(2) Unit Movement:

a. B Troop 7/17th Air Cavalry Squadron was released from operational control of Task Force South effective 3 July 1969 and re-
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AVCON-6C
10 August 1969

SUBJECT: Operational report of Headquarters, 17th Aviation Group (Combat) for period ending 31 July 1969, HCS Camp 65 (K1)

(a) The 17th Aviation Group continued to be formally under command of the USA Troop, 7/18th Air Cavalry Squadron. However, 20 August 1969, the aviation group was turned to Squadron control. Movement from Phan Thiet began on 26 June 1969 and rear elements closed Camp Buin on 9 July 1969. A Troop was operationally ready on 7 July 1969 and commenced direct support of the 6th Infantry Division.

(b) The 61st Aviation Company (Assault Helicopter) and the 193d Aerial Medical Detachment were relocated from I Corps to Lam Son 719 Base. Movement began on 2 July 1969 and terminated on 14 July 1969. The 61st AC (Assault Helicopter) will continue to support the 173rd Airborne Brigade from its new location.

(c) A Troop 7/17th Air Cavalry Squadron was deployed from Camp Enari to Camp Audcliff, an Khe for the duration of the Southwest Monsoon season. Deployment began on 24 July 1969 and was completed on 27 July 1969. Troop will support 4th Infantry Division operations in the an Khe area and provide general support of the II Corps coastal area as required.

(d) The 119th Aviation Company (Assault Helicopter) was deployed from Camp Holloway to Camp Audcliff for the duration of the Southwest Monsoon season. Movement commenced on 25 July 1969 and terminated on 29 July 1969. The 119th AC (Assault Helicopter) became operationally ready at an Khe on 27 July and will provide general support to units in the an Khe area and coastal regions as required.

(e) The 119th Aerial Medical Detachment was relocated from Lam Son 719 Base to Camp Enari on 31 July 1969. It will provide medical support for the 238th Aviation Company (Assault), the 119th Aviation Company (Assault Helicopter) and a Troop, 7/17th Air Cavalry Squadron.

(f) Operations supported by 17th Aviation Group assets during reporting period are listed in Inclosure 2.

(g) Operational results are attached as Inclosure 3.

(h) There has been no change in the mission of units covered by this report.

(i) (U) Training:

(1) HUKT-V Aviator Transition Training: Transition Training for Republic of Korea (ROK) aviators in the UH-1 H continued during the quarter. This program was initiated on 7 April 1969 and is scheduled for completion on 26 November 1969. The first 30 day period of each training cycle, Phase I and II of the program, is devoted to 14 hours of formal ground instruction and a minimum of 25 hours of transition
flight instruction. Significant difficulties were encountered during the reporting period, with aviators entering the initial phase of instruction. Three classes of four aviators began instruction at one-month intervals. Of the four aviators entering instruction in June, one was released for medical reasons and the remaining three were released because their level of proficiency was below acceptable standards. Of the four beginning instruction during July, one was released midway through the transition phase because of lack of proficiency. Inability to understand English to the degree required to receive flight instructions and to carry out instructions received from air traffic controllers was the next pronounced problem encountered and it in turn contributed to the low level of proficiency.

Phase III of the program, a 60 day period, is devoted to operational flying with an assault helicopter company. A total of 54 OK aviators successfully completed Phase III during the reporting period and have been released to their units for operational flying. The program will continue with input of four aviators during each of the next three months.

(2) Army Aviation Aircrew Training School: A total of 164 AH-1F quotas were received during the reporting period. Courses completed by members of this School include: UH-1H/LH-4 Aircrews, AH-1H/HH-60 Aircrews, CH-54 Aircrews, T53 Engine Maintenance, 755 Engine Maintenance, 163 Engine Maintenance, enlisted and Officer Armament, Tech Supply, and Tech Inspector.

(3) Special Operations School: A total of thirty-eight (38) quotas were received for out-of-country 250-H courses. All quotas were filled and all individuals successfully completed the training. A team from the PACAF Life Support school visited our subordinate unit to conduct in-country survival training for air crew; arrangements have been made for return of the team during the next reporting period to complete training of 250-H air crew personnel.

(4) Headquarters Company Training: Headquarters Company engaged in twelve (12) days training. Subjects covered: General Information, psychological warfare, civil affairs, weapons firing, navigation, military justice, intelligence training, communication security, code of conduct, survival, escape and evasion, safeguarding defense information, C/S, riot control, security duties, and physical security.

(5) U2R Transition Training: The 751st Aviation Company (Corps) completed transition of four (4) aviators in the U2R during the reporting period. Two (2) additional aviators are undergoing transi-

Operation with expected completion during August.

6. Replacement training: Replacement training was conducted for all individuals processing through this headquarters. Subjects covered are as required by U.S.A.F. Regulation 350-1. A total of 714 individuals received training to generally familiarize them with their new role in combat support operations and to enable them to adapt to their new environment.

7. (U) Logistics

1. Group C.I.D. Team: a Group C.I.D. Team was initiated in April of this year to assist units in all phases of maintenance and supply. This team has produced a significant improvement in the overall logistic profile of many of the Group units. Since initiation of this team, no unit which was assisted has failed to pass a brigade or U.S.A.F. C.I.D.

2. New Equipment: Units within the 17th Aviation Group (G.O.B.) received their first issue and instructions on use of the antiscillation Sighting System XE-76. The XE-76 is a motion-compensating stabilized binocular which provides an aerial observer with a clear steady view of the observed area and reduces vertigo and nausea.

3. Prescribed Local Listings: all aviation units within the 17th Aviation Group (G.O.B.) have converted their local supply from authorized Stockage Listings to Prescribed Local Listings. This was accomplished with no adverse effect on the unit stock supply system and indications are that by using a P.L.L., the units will realize less Non Operational Ready Supply (NORS) time than in the past. More conclusive data will be available within the next 4 months.

4. Aircraft Status is attached as Enclosure 4.

5. (U) Organization

1. Organization of all units covered by this report remained unchanged.

2. H.O.E. Action: The 304th Aviation Group (G.O.B.) is preparing a modified Table of Organization and Equipment (T.O.E.) to incorporate a direct support maintenance capability.

3. Unit Assignment: the 503rd Aviation Support Detachment was released from assignment to the 17th Aviation Group and was reassigned to the 173rd Airborne Brigade effective 1 June 1969.
SUBJECT: Operational Report of Headquarters, 17th Aviation Group (Combat) for Period Ending, 31 July 1969, RCS GORR-65 (R1) (U)

(4) The Organizational Chart appears as Inclosure 5.

(5) The Station listing of subordinate units is attached as Inclosure 6.

h. (U) Chaplain.

(1) Civic Actions: The 17th AG (C) Protestant Chaplain Fund designated 3 offerings during this quarter for the Vietnamese Evangelical Bible Institute in Mha Trung. A total of $78.90 was contributed. The Group Chaplain delivered 21 boxes of medicine during this quarter to the Chan-Y-Vien Tir-Lanh in Mha Trung. This medicine is sent from the St. John's Lutheran Church in Philadelphia, Pennsylvania.

(2) Religious Activities: The Group Chaplain's Conference continues. A total of 3 conferences were held with all 6 Chaplains attending each conference. On the 27th of May 1969, the 1st Aviation Brigade Chaplains' conference was held in Vinh Long. All 6 Chaplains of this Group and 1 Chaplain Assistant attended the conference. The Group Chaplain continues the Sunday evening General Protestant Services. During the period, 13 evening services were held with a total attendance of 344 men. The nightly devotional classes continue with a total of 14 sessions and a total attendance of 50 men.

i. (U) Aviation Safety. The accident rate for the 17th AG (C) has decreased this quarter. Primary cause of this decrease is command emphasis in safety and standardization. The cumulative accident rate per 100,000 flying hours has decreased from 21.0 to 19.9. The accident experience for this quarter is attached as Inclosure 7.

j. (U) Signal. The Signal Section, HHC, 17th AG (C) continued to provide radio, teletype, and telephone communications for Headquarters, 17th AG (C). Guidance was provided to Signal Sections of subordinate units to insure that the Group's communications system was responsive to the Unit's needs. Avionics assistance visits were made to 9 Avionics Repair sections during the quarter. Organic Battalion and Group Signal Officers attended 1st Aviation Bde Signal Officers Conference on June 5. During July, HF radio sets were redistributed throughout the Group to provide command-oriented communications to units in remote geographical locations. Avionics Officers of the 17th AG (C) attended the USAV Avionics Conference on 13 July at Saigon. Implementation of AR 105-31 and utilization of the new DD Form 173 was accomplished by all units during July.
Continued progress was made in the installation and use of 505TH equipment through the 17th Av Group.

2. Section 2, Lessons Learned: Controllers Observations, Evaluations, and Recommendations:

a. (U) Personnel:

(1) Personnel Management: Programming of Authorized Absences (201st AVN Co)

(a) Observation: Several aviators with D206C within the same month extended for six (6) months. When these aviators departed on their thirty (30) day extension leave, the mission available aviator strength was greatly reduced.

(b) Evaluation: The need for a closely monitored schedule of planned extension leaves, as well as prospective extensions is of utmost importance. The personnel strength indicates sufficient aviators to perform all missions and fly all assigned aircraft. This, however, may not be the case if several aviators are on special leave at the same time. Other factors to be considered include sick, 7 day leave out of country, and the possibility of emergency leave.

(c) Recommendations: That assignment of several personnel with close proximity of D206C be monitored closely. That extension leaves, sick, and ordinary leaves be closely monitored to ensure an overlap of personnel.

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10 August 1969

SUBJECT: Operational support to Headquarters Aviation Group

(Case) for Exercise "35" July 69. 65 G800-66 (q) (u)

(1) Current Action: This unit has established a program of aviation
support measures to prevent recurrence of above problem. A
limited number of extensions were required to any particular
personnel.

(2) Shortage of Avionics Repair Personnel:

(a) Observations: Units of the 17th AV (C), which are authorized
avionics repair personnel, continue to operate below the authorized
personnel level due to lack of avionics personnel.

(b) Evaluation: The 17th AV (C) is authorized 271 avionics
personnel and, through the quarter, has operated at a level of
165 to 175 personnel. A breakdown of shortage as by MOS is attached
as Enclosure 6. Avionics Units have been unable to accomplish their
mission by consolidation of personnel assets or extending efforts
of the personnel available. Due to the similarity of the 35 series,
MOS's 35A, 2, K, and R have been utilized to perform 35 series functions,
regardless of the specific suffix, to accomplish the mission. Vehicles of 35F
supervisors and 760 avionics Parts Specialists have been very difficult to
fill from available assets.

(c) Recommendation: The technique used to assign personnel with avionics MOS's to avionics positions and
that efforts be made to obtain personnel in sufficient numbers to
fill the existing shortage.

(1) Operational Situation Report (EITHER)

(a) Observations: Commanders must have current knowledge of
completed operations, unit effectiveness, and present operations.

(b) Evaluation: Units of this headquarters are so widely dispersed that constant personal contact between commanders is often
impossible. Other reports in existence (HCOP, C report, after
action report, CPG-5, SHG-90) presents required information which
is in most cases historical when received. It was therefore deemed
necessary to initiate one report which provided certain general

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(Combat) for Period Ending 31 July 1969, HHC CSFPO-65

specific information which is timely and of value to the commander.
SITREP reporting periods are from 0001H to 2400H daily. Information
is current at battalion and corps level electrically or with an
immediate phone call for arrival at this headquarters not later
than 0500 daily. Operational plans summaries are presented
in company/brigade sequence. Significant activities are detailed
and normal support is listed by productivity. The
plan summary lists all combat units, LEP insertions, attack
missions and other significant activities planned.

(c) Recommendations: All commanders with units at distant
locations should investigate the value of a daily written SITREP.
Information required by other reports presently in existence could
be included in the SITREP. It is realized that initially the
administrative burden is increased but will later be offset by
simplification of obsolete reports.

(3) Command Action: This headquarters initiated a daily
SITREP in place of form existing on 30 Jun 1969. The quality
of the report continues to improve.

(2) Herbicide Operations.

(a) Observation: Helicopters were being occasionally
utilized for a variety of herbicide operations by 65 and other FWHF's
in the II Corps Tactical Zone. Crop damage due to improper and
indiscriminate dispersing of herbicides could result.

(b) Evaluation: Aerial defoliation is normally considered an
Air Force mission. Aircraft of the 17th Group will support
defoliation missions only when Air Force, ground spray or cutting
is not practical. Areas normally covered must be small, inaccessible
to larger Air Force aircraft, or defensive perimeter areas.
Requests for herbicide operations must be approved In. MACV Dir
525-1 to prohibit indiscriminate defoliation.

(c) Recommendation: That all commanders anticipating employment
of herbicides request helicopter support only as a last resort.
Operations must be planned and approved before Army Aviation units
are permitted to accept or support the mission.

(d) Command Action: Allegations of this command have been in-
structed to support defoliation operations only when mission is
validated by I Field Force, Vietnam. This control will prevent
indiscriminate aerial spraying, and should preclude costly, inadver-
tant damage to crops.
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SUBJECT: Operational Report of Headquarters, 17th Aviation Group (Combat) for Period ending 31 July 1969, HCS CSFOR-69 (R1) (U)

(3) Tactical (Forward) Combat Tests:

(a) Observation: Recent operations in an isolated area of the II Corps Tactical Zone clearly demonstrated the need for establishment of a TAC-GF whenever two or more aviation units are providing support for large operations.

(b) Evaluation: In the absence of a forward controlling and coordinating element during major operations, confusion prevails and such effort is wasted. Proper planning for all major operations includes making provisions for a TAC-GF. The TAC-GF should be composed of representatives from operations, intelligence and logistics. Equipment must be adequate to ensure effective control, to arrange for necessary logistical support, and to provide constant communications with all aircraft operating in the area of operations.

(c) Recommendations: That all aviation battalions/squadrons develop a contingency plan for establishment of a TAC-GF simultaneously with, or prior to, commencement of any major operation involving two or more aviation units. Personnel must be pre-designated, properly trained and thoroughly briefed.

(d) General Action: This manual has instructed all subordinate units to develop the capability of deploying a TAC-GF whenever the situation dictates.

(A) U-21 Ground Operations:

(a) Observation: The policy of the co-pilot leaving the cockpit to open the door of the U-21A while it is taxiing into hard stand areas, ramps or base operations creates a potential safety hazard.

(b) Evaluation: A U-21A was taxiing from the parking ramp to the VIP pick-up area at Dak To airfield on 29 June 1969. The co-pilot was in the rear of the aircraft to open the air stair door to enable the general officers to load the aircraft. The pilot taxied to the right side of the taxiing to avoid taxing under the turning rotor of a helicopter. The right propeller hit a stake on the side of the taxiway. The pilot did not observe the stake because it was on the right side of the aircraft, hidden by the nose section, and the stake was the same color as the ground.

(c) Recommendation: That the co-pilot remain in the cockpit during all taxi operations to insure positive visual observation on both sides of the aircraft. The exception would be when confined areas...
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SUBJECT: Operational Report of Headquarters, 17th Aviation Group
(Combat) for Period Ending 31 July 1969, nCS CSFOA-65 (U)

or on rough runways in which it is necessary for the co-pilot to
disembark the aircraft and serve as a ground guide.

(d) General Action: Aviators in this unit have been instruct-
ted to remain in the cockpit of the U21 during all taxi operations to
prevent occurrences of similar incidents.

c. (b) Training:

(1) Tactical Instrument Instructor Training Program.

(a) Observation: That most aviators do not possess the de-
sired proficiency level in instrument flying.

(b) Evaluation: Due to the lack of experienced aviator per-
sonnel, especially in UH-1 units, instrument proficiency has
consequently suffered. It was found that in most assault Helicop-
ter Companies, only one or two aviators possess a Standard Instru-
ment Rating and in the majority of these units even these ratings
have expired. The remainder of the aviators in these units possess
only a Tactical Instrument Rating.

(c) Recommendations: That all aviation units set up and main-
tain an Instrument Training Program that this training program
covers basic instrument maneuvers to include ground school, work,
tutoring with either an ADF approach or a GCA approach whenever
available, and in conjunction with normal missions.

(d) General Action: The 17th Aviation Group (Combat) Standardi-
zation Section has set up a Tactical Instrument Instructor Training
Program to aid individual units in establishing their own program.
A four day school is conducted by the Group for the purpose of
qualifying unit IPs to instruct basic instrument maneuvers. The
ground school brings the IPs up-to-date on the latest changes in
NAV Procedures, FLIP and FMLPs. In the air the IPs learn LOI,
to include a "talkdown GCA". They also learn proper M
direction on all instrument maneuvers, including unusual attitude
recovery and autorotations under the hood. With this training, the
IPs are able to return to their respective units and instruct
Tactical Instrument Procedures as well as check for minimum instru-
ment proficiency during 90 day Standardization rides.

(2) U21 Transitions.

(a) Observation: The assignment of non-U-21A rated aviators
on a six months extension reduces the capability of the unit to per-
form its mission. The airport time required to transition these aviators is not justified by the limited amount of operational use obtained from them later.

(b) Evaluation: This unit has recently gained six (6) fixed wing aviators under the six (6) month extension program. None were rated in the U-21A, although all were multi-engine rated. The operational commitment necessitated the use of all available aviators and aircraft continuously and precluded the conduct of pilot training on a scheduled basis. Consequently, the period required to transition an aviator into the U-21A has been running from 1 to 2 months. In addition, 1st Aviation Brigade Regulations require 250 hours multi-engine time in Vietnam before a pilot is eligible for aircraft commander. With the absence from the company for an authorized MCR and 7 day leave, plus a possible two (2) month transition period, these pilots are productive for only 4 months of their six month extension period and will most likely not attain aircraft commander status.

(c) Recommendation: Fixed wing aviators not rated in the U-21A should not be transferred to this unit unless they have at least nine (9) months of service available.

(d) General Action: This unit has been responding disapproving all requests for extension to receive a U-21 Transition. Specific exceptions are made in individual cases, especially if the aviator is an experienced, high-line multi-engine qualified pilot.

d. (U) Intelligence. None

c. (U) Logistics.

(1) Forward Area Refueling.

(a) Observation: 350 GPH pumps have proven to be superior to 100 GPH pumps for refueling large flights of helicopters in forward areas.

(b) Evaluation: In a combat environment, refueling at forward areas must be accomplished in the most expeditious manner possible. Use of the 100 GPH pump limits the unit to only 2 refueling points per pump which must include a fuel tanker or fuel bladder for each pump. The 10th Aviation Battalion (Combat) is utilizing a test 12 point refueling system which was issued by 1st Aviation Brigade. This system, mounted on a 2½ ton truck, is used when the staging area is accessible by road. Evaluation of this system has revealed
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SUBJECT: Operational Report of Headquarters, 17th Aviation Group
(Combat) for Period Ending 31 July 1969, RGS 63/GN-5
(R1) (V)

that twelve (12) aircraft each taking on an average of 700 lbs of
JP 4, can refuel in five (5) minutes. With the previous 100 GPH
pump system, execution of the same operation would take 45 minutes
to 1 hour. The time saved has greatly improved the efficiency of
the operations.

(c) Recommendation: That each Aviation Company (Assault Helicopter)
be authorized one (1) twelve (12) point refueling system and
350 GPH pump for refueling large flights of helicopters.

(d) Command Action: This Headquarters is presently submitting
an HTOE change to include the 12 Point Refueling System and 350
GPH pump.

(2) Rotor Blade Retrofit

(a) Observation: The CH-47A rotor blade retrofit program was
unknowingly complicated due to a lack of blades available for direct
exchange.

(b) Evaluation: Commencing 30 June 1969, the 17th Aviation
Group (Combat) was directed to begin a turn-in of all CH-47 forward
rotor blades and approximately 60% of the aft rotor blades for in-
spection and retrofit. Initially each CH-47 unit was to receive 12
aft rotor blades from their Direct Support unit. This would allow
the units to turn-in aft blades without grounding aircraft. However,
distribution was slow and the units did not receive the blades until
the retrofit program was approximately 50% completed. No forward
blades were available for issue to the units. The retrofit activity
at Phu Loi did not have sufficient forward blades for direct exchange
with the units. When a unit delivered forward blades to the re-
profit activity and did not receive exchange blades, the aircraft
remained grounded until the next exchange was made.

(c) Recommendations: That each unit be provided with 6 forward
blades and 6 aft blades prior to the start of a retrofit program.
This will prevent the grounding of flyable aircraft and permit
scheduling maintenance.

(d) Command Action: This Headquarters has informed 34th General
Support Group of this recommendation.


(a) Observation: Crew chiefs on CH-47 aircraft cannot adequately
AVRAMC-SC

10 August 1969

SUBJECT: Operational Report of Headquarters, 17th Aviation Group

(CCBT) for Period Ending 31 July 1969, ROC COPOR-65 (RL)

(a) To safeguard their individual weapon while performing their duties.

(b) Evaluation: Crew chiefs on CH-47 aircraft are authorized and issued the M1 rifle. All crew members are required to either wear or secure their designated weapon in a manner which would preclude it from being lost. It is impractical for a CH-47 crew chief to wear his M1 rifle while performing his in-flight duties. For this reason the crew chiefs store their weapons in racks which have been installed in each of the CH-47 aircraft. These racks are not locked so that the weapons will be readily available in the event of a tactical emergency. It has been noted that weapons not being worn at the time of a tactical emergency are normally abandoned, lost or destroyed. It has also been noted that weapons placed in these racks can be lost or stolen during troop movement flights.

(c) Recommendation: To authorize and issue a sidearm to all CH-47 crew members that can be worn and properly safeguarded at all times.

(d) Corrected Action: At present this Headquarters is awaiting new MTOE L-2950 F3 Aviation Company (Support Helicopter) for possible authorization of sidearm to crew chiefs.

(e) (U) Observation: None

(f) (U) Signal:

(1) Incomplete ZYS modification of new aircraft (UH-1H) received from CONUS:

(a) Observation: Throughout the quarter the 17th AG (C) has received 23 UH-1Hs from CONUS which have not had a complete ZYS (Secure Voice modification).

(b) Evaluation: Replacement aircraft received by this unit have incomplete ZYS, or have not had the ZYS modification. The ZYS modification team within II Corps does not have the modification kits necessary to complete the installation. The percentage of ZYS modification complete in this unit on 1 July 69 was 94%. Due to the reprocurement of modified ships which are replaced with unmodified ships, this percentage was dropped to 38% as of 31 July 69. Compounding the problem is the fact that some ships are received with partially modified and there is no visible indication of what portion of the modification has been accomplished.

(c) Recommendation: That all aircraft requiring ZYS be com
10 August 1969

SUBJECT: Operational Report of Headquarters, 17th Aviation Group
(CoBt) for Period Ending 31 July 1969, RCS CSPOR-65
(R1) (U)

Completely modified before shipment to RVIT and that an indication of
the modification be made in the ship's records.

(d) Command Action: Notification of this problem was made to
34th Group at Avionics conference, 13 July 1969. This was a topic
of interest in 17th AG (C) ORLL for the quarter ending 31 January
1969.

Nelson A. Mahone Jr.

8 Incl

Incls 1, 2, 5 - 8 wd HQ, DA

Command

DISTRIBUTION:
2 CINCUS.RPC, ATTN: GPOQ-DE, APO 96558
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4 CG, 1ST SE CEBV, ATTN: AVFA-GC-CT, APO 96350

CP:
CO, 10th AB (C)
CO, 52d AB (C)
CO, 223rd AB (C)
CO, 268th AB (C)
CO, 7/17th CS
CO, 201st AC
AVFA-CC-HIST (10 Aug 69) 1st Ind
SUBJECT: Operational Report of Headquarters, 17th Aviation Group
(Combat) for Period Ending 13 July 1969, RCS CSFOR-65 (R1)

DA, Headquarters, I Field Force Vietnam, ATO 96350

TO: Commanding General, 1st Aviation Brigade, ATO 96384

(U) This headquarters has evaluated subject report and concurs.

FOR THE COMMANDER:

\[Signature\]

FREDERICK E. HOLLAND

CF:

2 - AGSFOR, DA
1 - Hqs, 17th CAG
AVSCOC-0 (10 Aug 69) 2d lnd
SUBJECT: Operational Report of Headquarters, 17th Aviation Group (Combat)
for Period Ending 31 July 1969, HCS CSFOR-65 (M1) (U)

DA, HEADQUARTERS, 1st AVIATION BRIGADE, APO, 96384
3 OCT 1969

THRU: Commanding General, United States Army Vietnam, ATTN: AVSCOC-DST,
APO 96375
Commanding General, United States Army Pacific, ATTN: GROP-O'T,
APO 96598

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

1. This headquarters has reviewed subject report and concurs with the
contents as endorsed except as noted below.

2. The following additional comments are considered pertinent:

   a. Paragraph 11, page 8, discusses a decrease in the accident rate.
      Records, this headquarters, indicate an accident rate of 16.5 per 100,000
      flying hours rather than 19.9.

   b. Paragraph 2(a)(c), page 10, addresses a shortage of avionics repair-
      men. The enlisted AM's discussed in this paragraph and shown at enclosure
      6 are in short supply throughout USAFR and 1st Aviation Brigade. As Avm's
      become available, they are distributed on an equitable basis to all elements
      of the 1st Aviation Brigade.

   c. Paragraph 2(c)(2), page 13, discusses the feasibility of six months
      extensions for the purpose of U-21 transition. Requests for extension to
      transition into U-21's are being carefully screened to assure that only
      aviators with extensive fixed wing and multi-engine experience are being
      accepted. Aviators with little or no experience and background in multi-
      engine aircraft will not be extended if their requests for extension is
      predicated on U-21 transition.

   d. Paragraph 2(c)(1), page 14, discusses forward area aircraft refueling.
      Nonconcur with the recommendation that each Aviation Company (Assault
      Helicopter) be authorized one (1) twelve (12) point refueling system and
      350 GPM pump for refueling large flights of helicopters. The refueling
      system is normally found at a fixed installation and does not lend itself
      to frequent moves due to size, weight and personnel required to install
      and operate. The five (5) 10,000 gallon bladders or one (1) 50,000 gallon
      bladder which are organic to the system require a tractor with 5SP trailer
      as prime mover. Having a refueling system limited to use in staging
areas accessible by road only would in itself be contrary to the mission of an Aviation Company (Assault Helicopter). This refueling system is excess to the needs of an Aviation Company (Assault Helicopter) and would greatly reduce its mobility.

c. Paragraph 2c(3), page 15, discusses enlisted aircraft crew member weapon security. Nonconcur with the recommendation to authorize and issue a sidearm to all CH-47 crew members that can be worn and properly safeguarded at all times. This headquarters recognizes the administrative problems of weapon security during troop movement flights. However, in areas such as the security of base camps, as well as for purposes of escape and evasion, it is essential for the crew members to be armed with their TOE weapon. The M-16 rifle delivers greater fire power and offers more protection for the individual than the .45 caliber or .38 caliber pistol.

FOR THE COMMANDER:

Arthur W. Little
CPT AG
Asst AG.

Co of 2d Ind Furn;
Co, 17th Avn Gp (Cbt)
AVHGC-DST (10 Aug 69) 3d Ind
SUBJECT: Operational Report of Headquarters, 17th Aviation Group (Combat) for Period Ending 31 July 1969, RCS CSPOR-65 (R1)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375 17 OCT 1969

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

1. This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 July 1969 from Headquarters, 17th Aviation Group (Combat).

2. Comments follow:

   a. Reference item concerning "Tactical Instrument Instructor Training Program", section II, page 13, paragraph 2c(1); concur. USARV Reg 95-25 requires unit commanders to implement an instrument training program for all aviators under their command. Instrument training programs should make maximum use of Army GCA facilities for pilot training and the improvement of the GCA operators' proficiency.

   b. Reference item concerning "U-21 Transition", section II, page 13, paragraph 2c(2); concur. Applications for transition should be carefully screened and considered on an individual basis. A multi-engine qualified, fixed wing aviator requires a minimum of 15 hours to transition into the U-21. The unit should be able to give the newly assigned extendee this instruction without undue burden.

   c. Reference item concerning "Incomplete ZYS modification of new aircraft (UH-1H) received from CONUS", section II, page 16, paragraph 2g(1); concur. The ZYS modification program within RVN is being managed by this headquarters and the 34th General Support Group. Sufficient installation kits to provision all UH-1, CH-47 and O-1 aircraft are scheduled for delivery NLT December 1969. All UH-1H aircraft manufactured subsequent to tail number 68-15325 are being factory provisioned for secure voice, TSEC/KY-28.

FOR THE COMMANDER:

[Signature]
C. D. Wilson
MAG-11
Assistant Adjutant General

Cy furn:
17th Avn Gp (Cbt)
1st Avn Bde
CONFIDENTIAL

GPOP-DT (10 Aug 69) 4th Ind
SUBJECT: Operational Report of HQ, 17th Aviation Group
(Combat) for Period Ending 31 July 1969, RCS
CSFOR-65 (R1)

HQ, US Army, Pacific, APO San Francisco 96558 30 OCT 69

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:

[Signature]

C. L. SHORTT
CPT, AGC
Asst AG

CONFIDENTIAL
# Operational Results

## 1. (C) Results

<table>
<thead>
<tr>
<th>UNIT</th>
<th>Sorties Flown</th>
<th>Troops Lifted</th>
<th>Cargo Lifted (tons)</th>
<th>Enemy KIA</th>
<th>Structures Dam Dest</th>
<th>Sampans Dam Dest</th>
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<tbody>
<tr>
<td>17th AG(C) HHG</td>
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<td>1633</td>
<td>72</td>
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<td></td>
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<td>201st Avn Co</td>
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<td>14654</td>
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<tr>
<td><em>(58th Avn Det)</em></td>
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</table>

| 17th AG(C)         | 6738          | 16287         | 173                 | 0         | 0                   | 0                |

## 2. (C) Losses

<table>
<thead>
<tr>
<th>UNIT</th>
<th>Aircraft Lost Type</th>
<th>Nr</th>
<th>Aircraft Damaged Type</th>
<th>Nr</th>
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<td>0</td>
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<tr>
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</table>

| 17th AG(C)         | --                 | 0  | --                    | 0  |

*Operational results are reported as combined totals by the 201st Avn Co. and the 58th Avn Det.*

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Incl 3

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The text is marked as CONFIDENTIAL.
# Aircraft Status as of 31 July 1969

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<tr>
<th>Unit</th>
<th>OH6A</th>
<th>UH1D/H</th>
<th>U6A</th>
<th>U8F</th>
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<td>58th Avn Det</td>
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<td>2 2</td>
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<td></td>
</tr>
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</table>

**17th AG(C) Totals:** 7 1 9 9 3 2 1 0 2 6

Incl 4
**Operational Report - Lessons Learned, HQ, 17th Aviation Group**

Experiences of unit engaged in counterinsurgency operations, 1 May 69 to 31 July 69.

**CO, 17th Aviation Group**

- Report Date: 10 August 1969
- Number of Pages: 27
- Number of Reps: N/A
- Contract/Grant No.: 693157
- Other Report Nos.: N/A
- Distribution Statement: N/A

**Supplementary Notes:** N/A

**Sponsoring Military Activity:** OACSFOR, DA, Washington, D.C. 20310

**Abstract:**

"N/A"