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DEPARTMENT OF THE ARMY
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WASHINGTON, D.C. 20310

IN Reply REFER TO
AGDA (M) (16 June 70) FOR OT UT 701058 26 June 1970


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1. Subject report is forwarded for review and evaluation in accordance with paragraph 4b, AR 525-15. Information of actions initiated as a result of subject report should be forwarded to ACSFOR OT UT within 90 days of receipt of covering letter.

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

BY ORDER OF THE SECRETARY OF THE ARMY:

KENNETH G. WICKHAM
Major General, USA
The Adjutant General

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US Army Aviation Test Activity
US Army Mobility Equipment Research & Development Center
17th Aviation Group
SUBJECT: Operational Report—Lessons Learned of Headquarters, 17th Aviation Group (Combat) for Period Ending 31 January 1970, MCS CHP-65 (H) (U)

SEC DISTRIBUTION

1. Section 1, Operations: Significant Activities.

   a. (U) General. This report covers the period 1 Nov 1969 through 31 Jan 1970, and is submitted in accordance with AR 525-15 and USARV Regulation 525-15. The report includes Headquarters & Headquarters Company, 17th Aviation Group (Combat); 201st Aviation Company (Corps); 58th Aviation Detachment (Support); and the 25th Medical Detachment (GI) and contains certain information not reported by other subordinate units of the 17th Arm Group.

   b. (C) Personnel.

      (1) Infusion: The Group has continued an infusion program directed towards the reduction of rotational humps. With the large input of 'O' Aviators in Jan 70 there is now a slight rotational hump for 60 in the month of Jan 71.

      (2) Replacements: The Group received 1874 replacements in this reporting period compared to a total of 1779 for the last quarter. Replacements have not been arriving prior to the DADA of the departing individuals. The monthly replacement flow was: 408 in November, 704 in December and 762 in January.

      (3) Strength: The Group personal strength increased during the reporting period. The strength figures for the reported units and the entire Group are attached as Inclosure 1. There is a critical shortage of certain maintenance personnel, particularly Rotary Wing Technical Inspectors and senior supervisory maintenance personnel. Inclosure 2 lists those shortages of skilled personnel that have the most effect on the aircraft maintenance rates.

      (4) Changes of Command: The following changes of command were
Subject: Operational Report - Lessons Learned of Headquarters, 17th Aviation Group (Combat) for Period Indin, 31 January 1970, CSFOK-65 (d) (v)

made during this reporting period:

(a) On 3 January 1970, COL William H. Newell, assumed command of the 17th Aviation Group (Combat), vice COL Billy R. Bright,  

(b) On 17 November 1969, LTC Samuel L. Intellas, assumed command of the 15th Aviation Battalion (Combat), vice LTC Dave L. Stanley,  

(c) On 21 January 1970, LTC Charles D. Utzmann, assumed command of the 52nd Aviation Battalion (Combat), vice LTC Patrick J. O'Grady,  

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

(a) On 27 December 1969, LTC William R. Jenkins, Jr., became the Group XO, vice LTC William E. Crouch Jr.,  

(b) On 27 December 1969, CPT Donald H. Brierley, became the Group Communications and Electronics Equipment Maintenance and Repair Officer, vice CPT Alex L. Chuma,  

(c) On 2 December 1969, 2LT Lawrence T. Hult, Jr., became the Administrative Officer to the Flight Surgeon, vice CPT James L. Culbertson,  

(d) On 9 December 1969, 2LT James J. Hopper, became the HHC, XO, vice 1LT John H. Tawney,  

(e) On 21 December 1969, MAJ Oscar L. Shuler, Jr., became the Group S2, vice MAJ Willis L. Metoyer,  

(f) On 31 December 1969, MAJ Edward L. Harris, assumed the duties of assistant C3.  

(g) On 1 January 1970, MAJ Richard M. Al, became the Group Signal Officer, vice MAJ William D. Johnston,  

(h) On 3 January 1970, MAJ Howard J. Swede, became the Group Maintenance Officer, vice MAJ William J. Shields,  

(i) On 3 January 1970, MAJ Joseph A. Tobin, became the LNO to II Corp Hqs, vice MAJ Thomas L. Martin,  

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13 February 1970

SUBJECT: Operational Report - Lessons Learned of Headquarters, 17th Aviation Group (Combat) for Period Ending 31 January 1970, NSA ESFCOM-65 (AD) (U)

(j) On 7 January 1970, Maj. Donald L. Buck, assumed the duties of the assistant to II Corp HQ.

(k) On 7 January 1970, Maj. James W. Talbert, became the LO to 52, IVV - vice Maj James H. Langston, 17th A Group HQ.


(m) On 17 January 1970, Capt. Lawson C. Ray, became the Group Adjutant, vice Capt. L. Sims, 17th A Group HQ.


c. Intelligence.

(i) General: During this reporting period significant changes in the enemy order of battle holdings were as follows:

(a) Major elements of the 49th NV, Artillery Regiment, the 66th NV, Infantry Regiment, and the 21st NV, Infantry Regiment, were relocated from the I-1 Border area to Bu Q. and Dac Lap. During the month of November these units shelled and attempted to overrun Bu Q. and Dac Lap GVN Camps. During December the units withdrew into Cambodian areas and began to relocate back to the I-1 Border area. The change in NV units for this quarter is attached as Exclusion 3.

(b) Activity was moderate during November and January. Little significant activity occurred during December. Primary activity during November took place in Quang-Duc Province with attacks against Bu Q. and Bu Q. January was characterized by movement of the 22nd NV Regiment from I CTZ into Binh Dinh Province. Isolated rocket/sapper attacks occurred throughout Binh Dinh Province. Total enemy strength in II Corps increased by approximately 4,246.

(2) Air Activity: while flying in support of II CTZ during the last quarter, 17th Aviation Group aircraft were reported hit by hostile ground fire 219 times (Nov 96, Dec 39 and Jan 84), for an average of 73 hits per month as compared to 68 per month the previous quarter. The 17th Aviation Group reported aircraft being shot at but not hit 156 times (Nov 80, Dec 32, Jan 44). The increase in hits reflects the increase in activity for November and January.

(3) Physical Security: There were 36 installation attacks (Nov 19, Dec 7, Jan 10) reported during this quarter compared to 11 attacks the previous quarter. Installations most frequently hit were Ban Me Thuot,
SUBJECT: Operational Report - Lessons Learned of Headquarters, 17th
Aviation Group (Combat) for Period Ending 31 January 1970,
DEC GROD-65 (nl) (u)

Doug in Thin and an Chu. The 17th Aviation Group Headquarters has
responsibility for coordinating the defense of US units in Vital Sub
Sector III (5th Special Forces, US Air Force and the 6th Field Hospital),
Jana Trang Installation Defens. Command. Two attacks occurred during
this quarter in adjacent sectors but no attacks were initiated against
Sub Sector III.

(4) Security Clearances: During the reporting period 61 clear-
ances have been validated, 25 unit, 12 checks issued, 11 D.C checks initiated
and 3 background investigations initiated.

(5) Conferences: 17th Aviation Group S2 Conference was held on
8-9 December at Han Trang.

b. (U) Operations.

(1) Flight Operations: Total flying hours and performance figures
for the units are listed in Inclosure 4.

(2) Unit Movements: 17th Aviation Group Headquarters (Hq) and
261st Avn Co relocated from the Long Tan area of Jana Trang to
the south side of the airfield, coordinates C10325139; move initiated
on 18 Dec 69 and completed 28 Dec 69.

(3) Unit Missions: There have been no changes in the units
missions.


c. (U) Training.

(1) Army Aviation Inresher Training School: A total of 169
and 55 quotas were allocated to the Group and all were reallocated to
the battalions.

(2) Survival Courses: A total of 11 quotas were received for sur-

vival courses, 9 for the Escape and Evasion Course at Clark AFB,
Phillipines and 2 for the Pacific Life Support School at Okinawa AFB,
Okinawa.

(3) 20th Aviation Company, 58th Aviation Detachment and Head-
quarters Company Training: A total of 56 days were spent in mandatory
training in subjects as prescribed by USAF Reg 350-1.

(4) Aviator Standardization: During the period 1 Nov 69 thru 31
Jan 70 the 17th Aviation Group Flight Standardization Sections, in

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addition to paying assistance visits to each of the units within the
17th Group, performed the following:

(a) Conducted an Instructor Pilot Course (including ground school
and Hill) for aviators assigned to the 173rd Airborne Brigade.

(b) Conducted an Instrument IF course each month for units within
the Group. This course provides Tactical Instrument IF's to those
helicopter units which ordinarily have a need for remaining Tactical
Instructor Tickets.

(c) assisted the following units outside the 17th Group with standard-
ization IF, Instructor Pilot and 90 day proficiency check rides:
11th Engineers Brigade, 1/2/1st . . . ered . . . v Squadron and the 173rd
Airborne Brigade.

f. (U) Logistics.

(1) Boots Combat Leather: 2800 pair of boots comb. bunt, leather,
black, were received and distributed through the 17th . . . . 6p. This
alliviated a shortage plus brought all units up to their authorized
stockage level. The leather boots are required to be worn by aviators/
aircrwm as additional protection against the possibility of a post-
crash fire.

(2) Chrome Chromium M-16: On 2 January 1970, units of the 17th
Aviation Group (Combat) began exchanging non-chrom chromium M-16's
for chrome chromed -16's. The exchange was completed on 29 Jan 70
and a total of 2695 chrome chromed M-16's were received.

(3) X176 Antiscillation Sighting Device: As of 23 Jan 70 the
17th Avtation Group (Combat) received 64 of 79 authorized X176 sighting
devises. The 15 remaining sighting devises are to be forced issued with-
in the next quarters.

(4) Holster .38 ..;d 1095-973-0521: On 11 Jan 70, a total of
793 .38 Cal holsters were received and distributed to all units of the
17th .A.(C). These holsters were not the same type holsters mentioned
in the last OUL, however, they are an acceptable substitute.

(5) Command Controlled Lumber: The supply of critical sized
lumber (lx, 2x and 4x) and plywood has slowly improved during the
last quarter. The first releases since these items were placed on the
command controlled list were made in November - a total of 46,800 bf,
of which 30,000 bf, were lx12. In early January a special allocation
was received to support relocation of several units. During January,
also, a total of 34,000 bf of mixed lx and 2x material was released,
along with 350 sheets of plywood.
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13 February 1970

SUBJECT: Operational report - Lessons learned of Headquarters, 17th Aviation Group (Combat) for Period Ending 31 January 1970, HC3 C-_owa-65 (U)

(6) Aircraft Status is attached as Inclosure 6.

(g) Organization:

(1) Unit organization: No change since last report. See Inclosure 7.

(2) Station List: See Inclosure 8.

(3) NTOL action: There have been no NTOL actions during the reporting period.

h. (U) Chaplain.

(1) No personal changes were made in the Group Chaplain's Section.

(2) The Group Chaplain's office was moved on 18 Dec to the 17th Trang Air Base Chapel. On 28 Dec all Air Force Chaplains departed the Air Base Chapel and the Group Chaplain was requested by the Air Force to be the Installation Chaplain as he was the Senior Chaplain on the base. No problems have been experienced in this area and a satisfactory program has been established.

(3) The Group Chaplain attended the Brigade Chaplain's Conference at Long Binh 13-14 Jan 70.

(4) Civic Action:

(a) Medicine was delivered to the Chan-Y-Vien Tin-Lanh Mission in Trang.

(b) The Chaplain attended the first meeting of the combined Civic Action Council and Community Relations Council of the Province at the Trang on 22 Jan.

1. (U) Aviation Safety. The accident rate for the 17th .GC increased 4% during this quarter. Engine failures accounted for 25% of these accidents, 15% were due to weather, 10% due to other aerial failures and 50% due to operational error. The accident rate for the quarter is 23.9 per 100,000 flying hours. The accident experience for this quarter is attached as Inclosure 9.

J. (U) Signal.

(1) The Signal Section, HC3, 17th .GC continued to provide radio, teletype and telephone communications for Headquarters, 17th .GC.

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Guidance and assistance were provided to Signal Sections of subordinate units to insure that the 17th .G(C) Communication System was responsive to the unit's needs. A Communications and Electronics Newsletter is presently being put in final form for publication this month. The newsletter contains information pertaining to Ground, Avionics and General Communications and Electronic Operations. Delineation of the Organization Maintenance Record (Dm Form 2408-3) has been accomplished as pertains to Signal Equipment within the 17th .G(C) Gull for Period Ending 31 January 1970. GCSE65 (all) (u)

(1) A Communications and Electronics Newsletter is presently being put in final form for publication this month. The newsletter contains information pertaining to Ground, Avionics and General Communications and Electronic Operations. Delineation of the Organization Maintenance Record (Dm Form 2408-3) has been accomplished as pertains to Signal Equipment within the 17th .G(C) Gull for Period Ending 31 January 1970.

(2) Units of the 17th Gp have made little progress with aircraft/2YS modifications due to the shortages of mounts, control heads and personnel to perform the modification. At present, new aircraft being delivered to the 17th Gp have not had this modification completed prior to delivery.

(3) During the month of Dec the Signal Section of the 17th Gp relocated from the Long Van area of the airbase to the Nha Trang Airbase area. All systems teletypewriter, telephone, radio to include all capabilities and normal administrative procedures have been completed and are functioning normally.

(4) Critical shortage of aviation medical officers occurred during the reporting period. During the past few weeks replacements have arrived with one medical officer position remaining unfilled as the 103rd .Ww medical detachment (UH Don). Medical detachments are now capable of and are providing adequate aeromedical services. No significant changes in Group Medical operations occurred during the reporting period.

(2) The 193rd Medical Detachment moved from PH and closed at Phu Hiep on 10 December 1969.

2. Section 2, Lessons Learned, Commander Observations, Evaluations, and Recommendations.

a. (u) Personal: None

b. (u) Intelligence: None
NOT RECEIVED
AT HQ DA
SUBJECT: Operational Report - Lessons Learned of Headquarters, 17th Aviation Group (Combat) for Period Ending 31 January 1970, 9CS COPO-65 (KIC) (U)

(c) Command Action: 17th Gp Ltr to II Corps has participated in preparing a schedule of classes for AVN units on the subject of Ex-ternal Load Rigging for all types of loads.

(3) Air Traffic Control: Battle of Bu Prang and Duc Lap:

(a) Observation: Air traffic control at Whon Co became a real problem prior to the establishment of an air traffic control team on 27 Nov. The volume of helicopter traffic and Air Force cargo aircraft that can be expected in the vicinity of a major forward airfield makes the establishment of an air traffic control team of prime importance.

(b) Evaluation: The Air Force normally uses a "Tailpipe" Team during major operations with airlift aircraft. These teams are not prepared to stay over a long period of time, nor do they control all traffic (only Air Force cargo and transport aircraft as they arrive and depart).

(c) Recommendation: The early establishment of an air traffic control team at each major airfield in the battle area from which joint operations are being conducted will eliminate confusion and provide the necessary control for safe and orderly traffic.

(d) Command Action: A Tactical Air Control Team was obtained from 165th Group and installed at Whon Co. In anticipation of future operations in the Kontum area, this team has been attached to the 52nd Avn Bn and is available to establish control at a designated forward operations base.

(4) 500 gallon fuel bladders, rigging straps, cargo nets, and fuel pumps. Battle of Bu Prang and Duc Lap:

(a) Observation: On occasion, delays were caused by additional or replacement bladders, straps, nets or pumps not being available on short notice as stocks became depleted, breakdowns occurred, or because back hauls and/or repair teams were delayed by weather.

(b) Evaluation: Support command (LSA) stocks were depleted due to rapid expansion of the operation. Aviation assets were not used to the maximum for back hauls of bladders and equipment.

(c) Recommendations: Reserve 500 gallon fuel bladders, rigging straps, cargo nets and pumps (100 gpm and 350 gpm) should be positionned at a control (LSA) and all users advised of their location and availability, so that as little delay as possible occurs when these assets are needed.
13 February 1970

SUBJECT: Operational Report - Lessons Learned of Headquarters, 17th Aviation Group (Combat) for Period Ending 31 January 1970, NS SFOR-65 (61) (U)

(d) Command Action: Future operations will require a greater degree of coordination with LA units on the management of available equipment. Aviation battalions have been instructed to ensure proper management of aviation assets for maximum back haul of empty bladders and other equipment.

(6) Dust-off Aircraft: Battle of Bu Prang and Due Lap.

(a) Observation: Initially an insufficient number of dustoff aircraft were located in the operations area (toward Ben Ho Thuet). C&C aircraft and resupply aircraft, necessarily were diverted from missions pressed into service for medical evacuation during the early phase. The number of dustoff aircraft was increased to five on 16 Nov, with standby aircraft at Ben Ho and Ben Ho Thuet. Throughout the operation however, resupply slicks to forward areas continued to evacuate bodies and injured on back hauls.

(b) Evaluation: Medical evacuation requests exceeded dustoff capability due to rapid increase in combat operations.

(c) Recommendation: Additional dustoff aircraft should be requested early in the operation. All should be equipped with jungle penetrators. Provision should be made for replacements for these aircraft, to include areas where they may only standy during the day.

(d) Command Action: Contingency plans include provisions for dustoff replacements.

d. Communications:

(1) Shortages of Signal personnel in 17th Aviation Group (Combat).

(a) Observation: The 17th .G(U) continues to experience a shortage of most Signal MOS's.

(b) Evaluation: Some gains in signal MOS's have been made during this quarter. The most critical shortage occurs in the 05B and 050 series MOS which restricts the use of audio Teletype in this unit.

(c) Recommendation: That Signal shortages in this Group be filled as adequate replacements become available.

(d) Command Action: Signal MOS's are closely monitored to insure a fair distribution of Signal personnel throughout the Group.

Unit Commanders are continuously urged to assign Signal personnel to Signal slots. In some cases "on the job training" is being conducted to relieve shortages.

(2) Radio Equipment:

(a) Observation: Many units of the 17th G(C) are equipped with the AN/ARC-95 or AN/ARC-119 radio in lieu of the AN/VRC-2.

(b) Evaluation: The AN/ARC-95 and AN/ARC-119 radios are difficult to maintain due to a shortage of repair parts causing excessive down time. There is also a heat problem during operation. Many units do not have access to air-conditioning units to solve this problem. Operating the radio out of its case helps the heat problem but allows the entrance of dirt and dust. In addition, removal of the cover exposes the operator to the possibility of electrical shock. In most cases OSCO radio operators have not been school trained in the operation or maintenance of this radio. This places an extra burden on the units.

(c) Recommendations: That AN/ARC-95 and AN/ARC-119 be replaced with the authorized AN/VSC-2.

(d) Command Action: In some cases, pooling of the AN/ARC-19 and 119 has been accomplished to help prevent excessive down time. Fans are being used where air-conditioners are not available to help dissipate heat. Units are encouraged to apply for quotas to the in-country Radio Operators Course to improve operations and further train operators.

(3) Navigational Equipment (201st AVN Co.):

(a) Observation: The U-2L aircraft assigned to the 201st AVN Co (C) are not equipped with the AN/NS-52 T.C.A/V/DIE Navigation System.

(b) Evaluation: The AN/NS-52 Navigation System will significantly increase the operational capability of the 201st Aviation Company. In current Flight Information Publications, there are 18 T.C.A/V Stations presently operational in NVN, of which 10 are located within the II Corps Tactical Zone, the primary operational area of the 201st Aviation Company. In remote areas of operation, the T.C.A/V provides radial and mileage information necessary for accurate location of position for INR Operations or in an emergency situation.

(c) Recommendation: That the navigation equipment configuration of the U-2L aircraft assigned to the 201st AVN Co (C) be modified to include installation of the AN/NS-52 T.C.A/V.

(d) Command Action: Coordination was affected with the 17th Gp
AVBAG-55


for the procurement of 5 Adi-52 Systems to equip all U-21 aircraft with this navigational system. Five Adi-52 Systems are currently on requisition.

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CO, 201ST AC

WILLIAM R. HODGKIN
Colonel, Armor
Commanding
SUBJECT: Operational Report-Lessons Learned, Headquarters, 17th Aviation Group (Combat) for Period Ending 31 January 1970, RC3, CSFOR-65 (R2) (U)  

DA, Headquarters, I Field Force Vietnam, APO 96350  

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

This headquarters has reviewed and evaluated subject Operational Report-Lessons Learned and concurs.  

FOR THE COMMANDER:  

[Signature]  

For the Commander  

[Name]  

2 - AGSFOR, DA  

1 - CO, 17th AVN GP (CPT)
SUBJECT: Operational Report—Lessons Learned, Headquarters, 17th Aviation Group (Combat) for Period Ending 31 January 1970, RCS, CSFOR-65 (R2) (U)

DA, HEADQUARTERS, 1ST AVIATION BRIGADE, APO 96384

THRU: Commanding General, United States Army Vietnam, ATTN: AVICG-IXT, 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

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

2. The following comments are considered pertinent:

   a. Paragraph 2d(2), page 11, evaluation describes difficulty of maintaining AN/MRC-95 and AN/ARC-119 equipment. This radio equipment is extremely reliable when properly maintained. Concur with the recommendation and command action. Replacement AN/VSC-2 equipment is not readily available and priority goes to airmobile divisions. An acceptable alternative, the AN/GRC-142, is expected to be available in limited quantities as assets from the 9th Division's redeployment are refurbished.

   b. Paragraph 2d(3), page 11, addresses the need for TACAN navigational equipment in U-21 aircraft. TACAN systems have been ordered for all U-21 aircraft in Vietnam. There is no expected date of delivery available at this time.

   c. Paragraph 1b(3), page 1, addresses the problem of shortage of Technical Inspectors and senior supervisory maintenance personnel. During the reporting period the 1st Aviation Brigade received very few senior supervisory maintenance personnel from the replacement flow. On 24 February 1970, the USARV fill of Technical Inspectors was 62.0%. The 17th Group fill was 62.1%. This headquarters is placing continuing emphasis on upgrading critical aviation skills by maximum utilization of in-country Army Aviation Refresher Training School courses and OJT programs.

   d. Paragraph 2d(1), page 10, addresses the problem of Signal MOS shortages. Gains in signal MOS's have been made in the past few months. The 17th Group's posture, as of 24 February 1970, compared to Brigade was as follows:
AVBAGC-0
SUBJECT: Operational Report-Lessons Learned, Headquarters, 17th Aviation Group (Combat) for Period Ending 31 January 1970, RG5, CLFOR-65 (R2) (U)


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Command action practiced by 17th Group is similar throughout the 1st Aviation Brigade.

FOR THE COMMANDER:

[Signature]

ARTHUR W. LITTLE
CP, AG
Ass. AG.
CONFIDENTIAL

AVHEC-DST (13 Feb 70) 3D Ind

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

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

1. (U) This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 January 1970 from Headquarters, 17th Aviation Group (Combat) and concurs with the comments of indorsing headquarters.

2. (C) Comments follow:

   a. (C) Reference item concerning "Shortage of Personnel", page 1, paragraph 1b(3) and paragraph 2c, 2d Indorsement: concur. A critical shortage of rotary wing technical inspectors does exist in USARV; as of 3 April 1970, 454 were assigned versus 730 authorized. Commanders are aware of the shortage of both technical inspectors and supervisory personnel, and are emphasizing that OJT programs be established. It is recommended that this matter be addressed by higher headquarters.

   b. (U) Reference item concerning "Air Traffic Control", page 9, paragraph 2c(3): concur with the recommendation and the command action taken. However, exception is taken to the statement in the evaluation that USAF combat control teams do not control all air traffic. There are no restrictions placed upon these teams; they may be requested to provide air traffic control service to all users of a particular airfield.

   c. (C) Reference item concerning "Navigational Equipment", page 11, paragraph 2d(3), and paragraph 2b, 2d Indorsement: concur. The AN/ARN-52 TACAN is authorized for the U-21 aircraft assigned to the 201st Aviation Company. Because of a shortage of these sets within USARV, not all U-21 aircraft are so equipped. On 1 February 1970 USARV Aviation dispatched a message to 35ARPAC requesting assistance in obtaining these sets. An interim response indicates that no projected delivery date is available.

FOR THE COMMANDER:

L. D. MURRAY
CPT, AGC
Assistant Adjutant General

Cy form
1st Avn Bde
17th Avn Op

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DOD DR 5200.10
GPOP-DT (13 Feb 70) 4th Ind (U)
SUBJECT: Operational Report of HQ, 17th Aviation Group (Combat) for
Period Ending 31 January 1970, RCS CSPOR-65 (R1) (U)

HQ, US Army, Pacific, APO San Francisco 96558 5 MAY /U

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

1. This headquarters concurs in subject report as indorsed.

2. Reference paragraph 1b(3), page 1, and paragraph 2a, 3d Indorsement. The shortage of rotary wing technical inspectors is a continuing problem which has been critical for the past three to four years. Recommend action be taken at Department of the Army level to resolve this problem.

3. Reference paragraph 2c, 3d Indorsement. The message referred to in subject paragraph, USARV message AVHAV-LOG, DTG 010431E Mar 70, subject: TACAN Navigational Set AN/ARN-52, as reads 1 February 1970 should read 1 March 1970. Subject message stated an urgent requirement for the scheduled but undelivered TACAN Navigational Set AN/ARN-52 to complete the USARV basis of issue. On 5 March 1970 this headquarters in message GPOP-AV, DTG 052045E Mar 70, requested that Department of the Army furnish the approximate date when the USARV requirement for subject Navigational Sets could be filled. As of 4 May 1970, a reply had not been received.

FOR THE COMMANDER IN CHIEF:

D.D. OLINE
2LT, AGC
Asst AG

CF:
CG USARV
CONFIDENTIAL

UNIT STRENGTH as of 31 Jan 70

1. Military:

<table>
<thead>
<tr>
<th>UNIT</th>
<th>CO</th>
<th>WO</th>
<th>EM</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>17th .G(C)</td>
<td>26</td>
<td>1</td>
<td>8</td>
<td>35</td>
</tr>
<tr>
<td>201st .vn Co</td>
<td>8</td>
<td>13</td>
<td>13</td>
<td>115</td>
</tr>
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<td>58th .vn Dot</td>
<td>3</td>
<td>1</td>
<td>2</td>
<td>33</td>
</tr>
<tr>
<td>25th Med Dot</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>8</td>
</tr>
<tr>
<td>TOTAL</td>
<td>38</td>
<td>28</td>
<td>23</td>
<td>197</td>
</tr>
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</table>

2. Civilian

<table>
<thead>
<tr>
<th>UNIT</th>
<th>D&amp;C</th>
<th>VN</th>
<th>3rd inst</th>
<th>Contract</th>
</tr>
</thead>
<tbody>
<tr>
<td>17th .G(C)</td>
<td>0</td>
<td>29</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>201st .vn Co</td>
<td>0</td>
<td>6</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>58th .vn Dot</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>25th Med Dot</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>TOTAL</td>
<td>0</td>
<td>37</td>
<td>0</td>
<td>0</td>
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</tbody>
</table>


<table>
<thead>
<tr>
<th>Rated Visitors</th>
<th>TOL</th>
<th>Manning Level</th>
<th>Assigned</th>
</tr>
</thead>
<tbody>
<tr>
<td>Officer</td>
<td>660</td>
<td>618</td>
<td>512</td>
</tr>
<tr>
<td>Warrant Officer</td>
<td>922</td>
<td>864</td>
<td>819</td>
</tr>
</tbody>
</table>

| TOTAL          | 1582| 1482          | 1411     |
| Enlisted Strength | 6405| -- | 6006 |

Percentages are:
- Overall Strength 95%
- Officers 95% - Based on 92% fill level
- Warrant Officers 95% - Based on 92% fill level
- Enlisted Men 94% - Based on 100% TOL authorization

Inclosure 1

CONFIDENTIAL
<table>
<thead>
<tr>
<th>I.D.S</th>
<th>Title</th>
<th>Auth</th>
<th>ISG</th>
<th>Short</th>
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</thead>
<tbody>
<tr>
<td>67430</td>
<td>Tech Inspector</td>
<td>48</td>
<td>7</td>
<td>41</td>
</tr>
<tr>
<td>67430</td>
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<td>67440</td>
<td>Maint Supervisor</td>
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<td>2</td>
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<td>67430</td>
<td>Tech Inspector</td>
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</tr>
<tr>
<td>67440</td>
<td>Maint Supervisor</td>
<td>9</td>
<td>1</td>
<td>8</td>
</tr>
</tbody>
</table>
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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>Flying Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>17th AG(C), HHC</td>
<td>622</td>
<td>497</td>
<td>9</td>
<td>539</td>
</tr>
<tr>
<td>201st Avn Co</td>
<td>4,664</td>
<td>13,206</td>
<td>51</td>
<td>2,713</td>
</tr>
<tr>
<td>* (58th Avn Det)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>17th AG(C) Totals</td>
<td>5,286</td>
<td>13,703</td>
<td>60</td>
<td>3,312</td>
</tr>
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</table>

2. (U) Losses.

Aircraft Lost

<table>
<thead>
<tr>
<th>Type</th>
<th>Nr</th>
</tr>
</thead>
<tbody>
<tr>
<td>201st Avn Co (C)</td>
<td>U-21a</td>
</tr>
</tbody>
</table>

17th AG(C) Total 1

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

Inclosure 4

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1. Significant Operations: The 17th Aviation Group (Combat) provided aviation support to the following II Corps operations during Nov 69-Jan 1970.

   a. US Operations:

   Hartle Green        14 Oct - 25 Nov
   Kramer White        16 Oct - 5 Jan
   Greene Boar         16 Oct - 30 Jan
   Wayne Brankor       18 Oct - 1 Jan
   Greene Bullet       20 Oct - 20 Nov
   Hodges Black        21 Oct - 20 Nov
   Putnam Wildcat      31 Oct - 18 Jan
   Sprajina White      11 Nov - 30 Dec
   Valdron Blue        25 Nov - 30 Jan
   Hughes Black        1 Jan - 5 Jan
   Wayne Thrust        4 Jan - 30 Jan
   Putnam Power        21 Jan - 30 Jan
   Wayne Stab          30 Jan -
   Putnam Shark        30 Jan -
   Greene Deuce        30 Jan -
   Washington Greene   15 Apr -

   b. Republic of Korea Operations:

   Yak Jin 8           31 Oct - 2 Nov
   Joo Koo 25          3 Nov - 7 Nov
   Bok Joo 2-11        8 Nov - 22 Nov
   Dong Bo 2-21        16 Nov - 18 Nov
   Do Kae Boo 15       19 Nov - 4 Dec
   Wha Kang 9          17 Nov - 3 Dec
   Dong Bo 1-15        21 Nov - 26 Nov
   Jun Jin 26          28 Nov - 6 Dec
   Dong Bo 3-14        3 Dec - 12 Dec
   Bok Joo 22          5 Dec - 20 Dec
   Kwan Koo 6          11 Dec - 15 Dec
   Yul Poong 4         15 Dec - 17 Dec
   Joo Kal 9           16 Dec - 20 Dec
   Do Kae Boo 16       17 Dec - 31 Dec
   Kwan Koo 7          26 Dec - 28 Dec
   Joo Kal 10          26 Dec - 28 Dec
   Jun Jin 27          27 Dec - 30 Dec
   Search and Ambush   27 Dec - 28 Dec
   Bok Joo 1-14        28 Dec - 4 Jan
   Bun Koo 70-1        6 Jan - 9 Jan
   Jang Boo II         8 Jan - 12 Jan
   Hon Cat San (Cbt)   9 Jan - 16 Jan
   Jae Kal I           11 Jan - 13 Jan
   Dong Bo 10          12 Jan - 28 Jan
   Do Kae Boo 1-1      14 Jan - 18 Jan
   Do Kae Boo 2-1      14 Jan - 16 Jan

Inclosure 5
Do Kao Buc 3-1 14 Jan - 18 Jan
Do Kao Buc 2-2 20 Jan - 23 Jan
Bun Kao 1 24 Jan -
Bun Kao 23 25 Jan -
Jang Buc 2 27 Jan -
Do Kao Buc 17 28 Jan -

c. Republic of Vietnam Operations:

Dan Thang 69 40-42 Hstg (Pacification) 1 Nov - 31 Dec 69
Dan Phu Sorigs 47 Hstg (Pacification) Nov 69 - Jan 70
Quang Duc Opns 45 Hstg, 5 MSF, 2nd MW GP Nov 69 - Jan 70

2. Significant Large Scale Operations:

Battle of Bu Prang and Duc Lap - 31 Oct 69 to 16 Dec 1969.

a. Major elements of the 40th MVA Artillery Regiment, the 66th MVA
   Infantry Regiment, and the 26th MVA Infantry Regiment conducted artillery
   and ground attacks to overrun the Special Forces Camp at Bu Prang.

b. The 17th Aviation Group provided aviation support to elements of the
   23rd MVA Division, 4th Inf Division and to 5th/22 Artillery. Approximately
   5000 rotary wing and fixed wing sorties were flown in support of the
   operation. 17th CAG aircraft participated in 109 combat aviation
   engagements firing over 275,000 rounds of ammunition.

c. 17th Aviation Group (Combat) support provided to the 423rd MVA
   Division:

       UH-1H (slicks) - 17
       UH-1B,C, AH-1G (guns) - 10
       CH-47 (hooks) - 5

   (2) Total Hours flown in support of 23rd MVA Division - 5,279 hours.

d. 17th Aviation Group (Combat) support provided to the 4th Infantry
   Division:

       UH-1H (slicks) - 5
       UH-1B,C, AH-1G (guns) - 2
       CH-47 (hooks) - 2

   (2) Additional aircraft were provided on a mission basis. Total
       hours flown in support of 4th Inf Division - 13,184 hours.

   (3) Supported Task Force Fighter with 1 Air Cav Troop (B/7/17 MS).
(4) Two UH-1H aircraft and two CH-47 aircraft were provided daily from 31 Oct to 17 Dec 69 in support of 5/22 artillery.

e. 17th Aviation Group (Combat) support provided to other users in the area:

<table>
<thead>
<tr>
<th>CCS</th>
<th>SLICKS</th>
<th>UH-1C</th>
</tr>
</thead>
<tbody>
<tr>
<td>From 31 Oct - 15 Nov</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>From 16 Nov - 5 Dec</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>From 6 Dec - 8 Dec</td>
<td>4</td>
<td>0</td>
</tr>
<tr>
<td>From 9 Dec - 11 Dec</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>From 12 Dec - 14 Dec</td>
<td>4</td>
<td>0</td>
</tr>
<tr>
<td>From 15 Dec - 18 Dec</td>
<td>6</td>
<td>0</td>
</tr>
</tbody>
</table>

(2) Darlac and Quang Duc Provinces: Averaged one UH-1H each with an occasional CH-47 for resupply and an occasional four UH-1H and two UH-1G for non-operational.

(3) 155th AHC: Averaged one CH-47 every 5 days for maintaining the desired stocking level of the refueled point at Duc Long. CH-47 sorties were flown for this purpose more often by utilizing other CH-47s in the area after they were released by the primary user.

(4) TF Fighter: Averaged two CH-47 aircraft from 21 Oct - 11 Nov.

f. Aircraft Combat Losses:

(1) 301149H Oct, 1 UH-1C, 48 AHC, shot down, YU 568538, 4 kIA.

(2) 021450H Nov, 1 UH-1G, 2 LOH, 7/17th Cav, shot down, YU 801635, 1 rescued 2 Nov, 2 released by HH-43 9 Dec and 2 UH-1C.


(4) TOTAL 1 UH-1G
2 UH-1C
2 LOH
**Aircraft Status as of 31 January 1970**

<table>
<thead>
<tr>
<th>UNIT</th>
<th>TYPE</th>
<th>TCE/NTCE</th>
<th>Buil./US</th>
<th>Fill/Coal</th>
<th>On Hold</th>
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<td>OH-6</td>
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<tr>
<td></td>
<td>UH-1H</td>
<td>0</td>
<td>3</td>
<td>3</td>
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<td></td>
<td>U-6</td>
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<td>1</td>
<td>1</td>
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<tr>
<td>201st Aviation Company (Corps)</td>
<td>OH-6</td>
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</tr>
<tr>
<td></td>
<td>UH-1H</td>
<td>7</td>
<td>7</td>
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</tr>
<tr>
<td></td>
<td>U-8F</td>
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</tr>
<tr>
<td></td>
<td>U-21</td>
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<td>4</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>58th Aviation Detachment</td>
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<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td></td>
<td>U-21</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>UH-1H</td>
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<td>2</td>
<td>2</td>
<td></td>
</tr>
</tbody>
</table>

Inclosure 6
<table>
<thead>
<tr>
<th>BATTALION</th>
<th>ACCIDENTS</th>
<th>HOURS FLOW</th>
<th>RATE</th>
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<tbody>
<tr>
<td>10</td>
<td>11</td>
<td>37,056</td>
<td>29.6</td>
</tr>
<tr>
<td>52</td>
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<td>35,895</td>
<td>25.0</td>
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<td>223</td>
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<td>25,460</td>
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<tr>
<td>268</td>
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<td>30,461</td>
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</tr>
<tr>
<td>7/17</td>
<td>6</td>
<td>14,024</td>
<td>40.7</td>
</tr>
<tr>
<td>201 CnC</td>
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<td>36.2</td>
</tr>
<tr>
<td>HH: 17 .G(G)</td>
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<td>472</td>
<td>0.0</td>
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<tr>
<td>17 .G(G)</td>
<td>35</td>
<td>146,123</td>
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Inclosure 9
Operational Report - Lessons Learned, HQ, 17th Aviation Group

Experiences of unit engaged in counterinsurgency operations, 1 Nov 69 to 31 Jan 70.