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AGDA (M) (27 Oct 70) FOR OT UT 702060 3 November 1970

SUBJECT: Operational Report - Lessons Learned, Headquarters, 145th Aviation Battalion, Period Ending 30 April 1970 (U)

SEE DISTRIBUTION

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:

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

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   US Army Logistics, Doctrine Systems & Readiness Agency
   US Army Mobility Equipment Research & Development Center
13 May 1970

SUBJECT: Operational Report - Lessons Learned, 145TH Aviation Battalion (Combat), Period Ending 30 April 1970

SEE DISTRIBUTION

1. Operations: Significant Activities:
   a. Mission: The overall mission of this Battalion did not change during the reporting period. This mission is to augment the capabilities of II Field Forces Vietnam and the Republic of Vietnam forces which operate in the III Corps Tactical Zone.

   b. Organization:

   (1) The following organizational changes took place during this reporting period: 19 March 1970 the 3913T M DET was assigned to HH-1, 145TH Avn Bn (Cbt). It was further attached to the MACV Advisor Team for rations, quarters, administration, and jurisdiction under the Uniform Code of Military Justice.

   (2) As of 30 April 1970, the Battalion was organized as shown by Inclosure 1.

   c. Personnel:

   (1) Command and staff changes and present status:

   (a) Commanding Officer, 145TH Aviation Battalion (Combat)

      LTC Jack Seliskar  470-26-3170 IN

   (b) Battalion Executive Officer

      MAJ Thomas R Wolf  378-74-6725 IN

   (c) Battalion Adjutant

      CPT Michael J Scanlon  238-62-8011 AR

   (d) Battalion S-2

      CPT Thomas A Shogren  506-52-4374 AR

      FOR OT UT 702060

      Inclosure
Operational Report - Lessons Learned, 145th Aviation Battalion (Combat), Period Ending 30 April 1970

SUBJECT:

(e) Battalion S-3 (21 Mar 70)

Outgoing: MAJ Douglas R. Terrell 573-50-1181 AR
Incoming: MAJ Robert H. Smith 257-52-1769 IN

(f) Battalion S-4 (2 Apr 70)

Outgoing: CPT Roderick J. Honlerson 508-54-5821 GM
Incoming: CPT Billy G. Murphy 274-36-3903 IN

(g) Commanding Officer HHC

CPT Jerry D. McGlothlin 313-38-9799 IN

(h) Commanding Officer 68th Avn Co (Aslt Hel)

MAJ Luther L. French 436-54-3170 IN

(i) Commanding Officer 118th Avn Co (Aslt Hel)

MAJ Michael P. Heffernan 419-40-1443 IN

(j) Commanding Officer 190th Avn Co (Aslt Hel)

MAJ Dale W. Pierce 261-44-4425 IN

(k) Commanding Officer 334th Avn Co (Atk Hel) (21 Apr 70)

Outgoing: MAJ Charles F. Dunford Jr. 453-46-6377 IN
Incoming: MAJ John R. McQuestion 264-52-3902 IN

(l) Commanding Officer 324th ASG (13 Apr 70)

Outgoing: MAJ James H. Hogan 417-40-2127 IN
Incoming: MAJ Jack A. King 446-22-0279 IN

2. Unit Strength: On 30 April 1970, the Battalion was at 90% total strength. Individual unit strengths are shown by Inclosure 2.

1. Aircraft Status: At the end of this reporting period the Battalion had on hand 83% of the total aircraft authorized. Aircraft status as of 30 April 1970, classified by unit and type of aircraft, is shown by Inclosure 3.
SUBJECT: Operational Report - Lessons Learned, 145th Aviation Battalion (Combat), Period Ending 30 April 1970 RCS CPFOR-65 (R2)

a. Chronology of Significant Events:

(1) On 5 Mar 70, II FFV ended an Air Cav/Air Mobile evaluation test period which that headquarters initiated on 15 Dec 69. During this evaluation period, the 118th Avn Co (Aslt Hel) was placed in direct support of the 3/9th and was brought to full TOE strength in both equipment and personnel. For the purpose of the test there were to be no restrictions on flight hours, station time, or assault package size. During the initial 30 day period, no general support aircraft were to be supplied to other II FFV missions. It was the intent of this evaluation to use all mission ready aircraft in support of the ground units. The main objective of the test was to determine the maximum amount of support an assault helicopter company at full TOE strength was capable of providing a ground unit.

During the first 30 day period, it appeared that a company brought to full TOE strength and put in direct support of ground unit was capable of considerably more support than the pre-test average (See Incl 5). All operational statistics (except cargo hauled) increased significantly. However, upon closer examination it was seen that the increase was achieved at the expense of violating several aviation safety regulations. This situation was corrected, and for the rest of the evaluation period the capability of the 118th Avn Co (Aslt Hel) at full TOE strength decreased toward what it had been before the test. This would seem to indicate that aviation support being rendered by the unit prior to the test was already very near the optimum for continual support over an extended period of time.

(2) Bien Hoa Air Base was subjected to only five rocket attacks during this reporting period. The 145th Avn Bn (Cbt) area was not hit by any rounds during these attacks.

(3) The following is a list of the number of awards submitted and received by individuals in this battalion.

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INCL 3

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AVBAC-BC
SUBJECT: Operational Report - Lessons Learned, 145th Aviation Battalion (Combat), Period Ending 30 April 1970 RGS CSFOR-65 (R2)

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

   a. Personnel: None

   b. Intelligence: None

   c. Operations:

   Medevac standby for the 430th/520th Medical Detachment

   (1) OBSERVATION: During the past three months, the 145th Dispensary has received a number of patients that required medevacs urgently. The problem of getting crew-memners and ships coordinated with dispensary procedures was quickly realized when a number of patients were waiting 30 to 45 minutes for medevacs to the hospitals.

   (2) EVALUATION: A specific ship and crew could be put on alert to be medevac for the night. The ship could be preflighted and be assigned a designated medevac role.

   (3) RECOMMENDATION: A crew and ship should be put on standby for medevac activities throughout the night. The ship and crew should be flight worthy within ten to fifteen minutes of call.

   (4) COMMAND ACTION: An aircraft and crew are assigned each night for 15 minutes medevac standby. The aircraft is stationed in the movement closest to the medevac pad so that medical personnel can load patients without requiring the aircraft to reposition.

   d. Organization: None

   e. Training:

   Instrument Training for Helicopter Pilots.

   (1) OBSERVATION: With the rainy season approaching there will be numerous days of low ceilings, fog, haze, low cloud layers, and heavy rains in the III Corps area.

   (2) EVALUATION: Past experience during the rainy season has shown that even with the best of flight planning, instrument meteorological conditions (IMC) will be encountered. Since experience is the best teacher, a proper instrument training program must be set up to insure aviator readiness to deal with IMC.

CONFIDENTIAL
SUBJECT: Operational Report - Lessons Learned, 145th Aviation Battalion
(Combat), Period Ending 30 April 1970

RCS CSFDH-65 (H2)

(1) RECOMMENDATION: Instrument training in addition to that required by Supp 1-65-1, 1st Avn Bde should be emphasized in all aviation units. This should include classes on proper flying techniques in various weather conditions, instrument flight rules and procedures, and instrument approach facilities and NAVAIDS available in the area of operation for the unit. Instrument drills should be provided in each aircraft and emphasis should be placed on their use during normal missions.

(2) COMMAND ACTION: A policy letter has been sent to each subordinate unit directing that the above recommendations be implemented.

f. Logistics: None

j. Communication: Protection of aircraft radio equipment during the monsoon season.

(1) OBSERVATION: Judging from past experience, the rainy season will bring many incidents of loss of communication with aircraft radio after heavy rain showers.

(2) EVALUATION: The radios in a UH-1 aircraft will often become inoperative if allowed to get wet. Contact points must be kept clean and dry for proper operation of the radios. Since most aircraft are flown with the doors off, a means must be found for protecting the radio console while an aircraft is on the ground during a rain storm.

(3) RECOMMENDATION: Ponchos or plastic covers should be carried in all aircraft and should be placed over the radio console when the aircraft is on the ground during a rain storm. Doors should be kept on aircraft except when the aircraft is on a mission.

(4) COMMAND ACTION: It is now standard policy in this unit to carry at least one poncho in each aircraft. Also, aircraft doors are reinstalled during postflight after each mission and removed only during preflight when an aircraft is assigned a mission.

h. Material:

Personal Survival equipment for Helicopter crew members.

(1) OBSERVATION: The personal survival kits available to Army aviators are not practical for helicopter crew members. To be available when needed, the kit must be physically attached to the person at all times while flying. Most aviators have found the personal survival kit awkward to wear while flying and they, therefore, store it on the aircraft rather than wear it.
This means the survival kit may not be available when needed. Also, the kit is not capable of containing a strobe light, or emergency radio transmitter-receiver. These are probably the most important survival items that can be carried.

(2) EVALUATION: Since most helicopter crew members have found the present personal survival kit too awkward to wear while flying a helicopter, and since the two most important survival items must be carried separately, another more practical arrangement is needed. A number of aviators have obtained the Air Force survival vest and equipped it with locally attainable survival items. This vest has proven to be comfortable, light weight, and capable of containing all necessary items of survival gear, i.e., all items presently contained in the Army survival kit plus a strobe light, emergency radio transmitter-receiver, and individual silencer.

(3) RECOMMENDATION: The Air Force survival vest should be issued as standard equipment to all Army aviators required to fly in hazardous terrain. No additional equipment need be issued since survival items presently available are sufficient to equip the vest.

(4) COMMAND ACTION: The above recommendation will be forwarded through appropriate channels.

1. Other:

Relocation of the KY-28 Secure Radio.

(1) OBSERVATION: The KY-28 secure radio as presently installed in the left forward chin bubble of the UH-1 aircraft is difficult and dangerous to key with aircraft running. The radio can also become a definite flight hazard if it breaks loose from its mounts during flight.

(2) EVALUATION: Full left pedal must be applied to make room to insert the keying gun for keying the KY-28. Even with full left pedal, the keying operation is difficult at best. When the operation is attempted with the aircraft running, it creates an extremely hazardous situation. Another dangerous situation resulted when a KY-28 broke loose from its mounting brackets and blocked the movements of the pedals.

(3) RECOMMENDATION: The KY-28 should be relocated in either the nose compartment or avionics compartment, where it can not interfere with directional control of the aircraft and can be keyed easily and safely while the aircraft is running.

(4) COMMAND ACTION: A letter is being drafted and sent through channels suggesting a modification in the location of the KY-28 in UH-1 aircraft.
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AVBACA-BC

13 May 1970

SUBJECT: Operational Report - Lessons Learned, 145th Aviation Battalion (Combat), Period Ending 30 April 1970

ECS CSFOR-65 (R2)

5 Incl

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3 - (X) 12th Avn Gp (Cbt), ATTN: AVBACA-SC, APO 96264

7

CONFIDENTIAL
S UBJET: Operational Report - lessons learned of the 145th Aviation
Battalion (Combat) for period ending 30 April 1970, HQ -
C/JFOR-65 (HI) (U)

DA, HEADQUARTERS, 12TH AVIATION GROUP (COMBAT), AIO 9/26. 27 May 1970

TC: Commanding General, II Field Force Vietnam, AIO 9/26

In compliance with USARV REP 525-15, the Operational Report - Lessons
learned of the 145th Aviation Battalion (Combat) for the period ending
30 April 1970, is forwarded.

FOR THE COMMANDER:

MICHAEL E. JOHIN
CITY, EN
Acting Adjutant
CONFIDENTIAL

AVP-306 II (13 May 70) 2d Ind

Dd., Mq, M YNCSLY, APO San Francisco 96266 5 JUN 1970

THRU: Commanding General, 1st Aviation Brigade, A.F.A.: A.A.A.C., A.P. 95307
Commander-In-Chief, US Army Pacific, A.F.A.: G.0.P. (C), A.P. 94358

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

1. (C) This headquarters has reviewed and concurred with the Operational Report - Lessons Learned for the quarterly period ending 30 April 1970 from Headquarters, 145th Aviation Battalion (Combat).

2. (C) Reference item concerning "Relocation of the 25-28 Battery Radio", page 6, paragraph 21(1): concur in evaluation and recommendation; non-concur in command action. Reporting unit is being advised to submit a TIR (Equipment Improvement Recommendation) under the provisions of paragraph 3-7.4, MM 30-750.

FOR THE COMMANDER

W. C. Bartel
CPT, AGC
Army

CG, 12th Avn Bn (Obt)
CG, 145th Avn Bn (Obt)
AVL-30-0 (1) Juy 70) 3d Inf

SUBJ: Operational Report-Lessons Learned, 145th Aviation Battalion (Combat), Period Ending 30 April 70, C Date 35 (2) (1)

RA, 22 JUN 70, 1ST A.V.A. BATTALION, APO 96594 22 JUN 70

C: Commanding General, United States Army Vietnam, APO 96575
Commander-in-Chief, United States Army Pacific, APO 96575

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

1. This headquarters has reviewed the Operational Report-Lessons Learned from the 145th Aviation Battalion (Combat) and concurs with the report.

2. The following comments are included:

a. Paragraph 2b(l), page 5: The Air Force type survival vest was initially authorized for fixed wing personnel only. The objective is to include all aviator personnel; approximately 2000 vests have been issued to date, in the 1st Aviation Brigade. Additional shipments are due in country on or about 1 September 70.

b. Paragraph 2c, page 5: This headquarters agrees with the evaluation and recommendations made by the 145th Aviation Battalion (Combat). However, further action recommended is to allow rifles a longer warm-up period prior to operation. The heat generated by the rifles will aid in drying out the dampness. This procedure will be brought to the attention of all Brigade units.

c. Paragraph 2b, page 6: This headquarters concurs with the evaluation and recommendations made by the 145th Aviation Battalion (Combat). Until the field action recommended in the indictment from II Field Force is approved, the inspection and safety procedures outlined in IAV OCP 1-70, SUBJ: Inspection of M-23 Armis and 1st Aviation Brigade, para 300, 352, 20070; SUBJ: Inclusion of M-23 in Preflight Inspection, will be followed.

All the above R1

[Signature]

WARREN A. PETERSON
CIT, AGC
ASST AG

10
AVHOC-DST (13 May 70) 4th Ind

SUBJECT: Operational Report-Lessons Learned, 145th Aviation Battalion (Combat), Period Ending 30 April 1970 RCS CFPK 45 (R2)

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 30 April 1970 from Headquarters, 145th Aviation Battalion (Combat) and concurs with comments of endorsing headquarters.

2. (C) Comments follow:

   a. Reference item concerning "Personal Survival Equipment for Helicopter Crewmembers," page 5, paragraph 2h, and paragraph 2a, 3d Indorsement; concur. The USAF survival vest, the SRU-21P, has been procured by Department of the Army and is being distributed to major subordinate units within USARV. As of 30 June 1970, 3,000 kits of 1977B ordered for USARV, have been distributed. No action by USARPAC or DA is recommended.

   b. Reference item concerning "Relocation of the KY-28 Secure Radio," page 6, paragraph 21; paragraph 2; 2d Indorsement; and paragraph 2c, 3d Indorsement; concur, provided relocation can be accomplished without extensive rewiring and engineering changes. A new key gun is being developed which will solve the problem cited in the evaluation. Action by USARPAC or DA is recommended.

FOR THE COMMANDER:

Cy furn:
1st Avn Bde
145th Avn Bn

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GPOP-DT (13 May 70) 5th Ind (C)
SUBJECT: Operational Report of HQ, 145th Aviation Battalion (Cbt) for Period Ending 30 April 1970, RCS CSFOR-65 (R2) (U)

HQ, US Army, Pacific, APO San Francisco 96558 21 AUG 70

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

1. (U) This headquarters concurs in subject report as indorsed with the following comment.

2. (C) Reference paragraph 21, page 6; paragraph 2, 2d Indorsement; paragraph 2c, 3d Indorsement; and paragraph 2b, 4th Indorsement: Concur. However, as indicated in the basic ORLL, the current location of the KY-28 is a definite safety hazard, difficult to install and difficult to recover when the aircraft is forced down in a hostile area. Even though the EIR is proper action, its submission should be backed up by definite command action and support in order to effect early relocation of the system.

FOR THE COMMANDER IN CHIEF:

[Signature]

C’y furn:
CG USARV

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30 APRIL 1970
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<td>3</td>
<td>1</td>
<td></td>
<td>21</td>
<td>19</td>
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<tr>
<td>BATTALION TOTALS</td>
<td>0</td>
<td>5</td>
<td></td>
<td>24</td>
<td>13</td>
<td></td>
<td>0</td>
<td>17</td>
<td></td>
<td>73</td>
<td>50</td>
<td></td>
<td>21</td>
<td>19</td>
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</tbody>
</table>
### 145th Aviation Battalion (Combat)
1 February - 30 April 1970
Operational Statistics

<table>
<thead>
<tr>
<th>Subordinate Unit</th>
<th>Hours Flown</th>
<th>Sorties Flown</th>
<th>Pax</th>
<th>Cargo Tons</th>
<th>Enemy (KBA)</th>
<th>Structures Damaged/Destroyed</th>
<th>Sampan Damaged/Destroyed</th>
<th>Aircraft Damaged/Destroyed</th>
</tr>
</thead>
<tbody>
<tr>
<td>68th AVN Co. (VST Heli)</td>
<td>8014</td>
<td>23,128</td>
<td>42,257</td>
<td>433</td>
<td>15</td>
<td>1</td>
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<tr>
<td>118th AVN Co. (VST Heli)</td>
<td>8275</td>
<td>30,056</td>
<td>68,506</td>
<td>192</td>
<td>56</td>
<td>94</td>
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<tr>
<td>190th AVN Co. (VST Heli)</td>
<td>7842</td>
<td>21,662</td>
<td>43,502</td>
<td>323</td>
<td>27</td>
<td>6</td>
<td>2</td>
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<tr>
<td>334th AVN Co. (ATV Heli)</td>
<td>4409</td>
<td>8,939</td>
<td>1,815</td>
<td>15</td>
<td>126</td>
<td>69</td>
<td>85</td>
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<tr>
<td>HHC, 145th AVN BN (CBT)</td>
<td>2913</td>
<td>845</td>
<td>286</td>
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<tr>
<td>Battalion Totals</td>
<td>29,253</td>
<td>84,630</td>
<td>155,916</td>
<td>966</td>
<td>224</td>
<td>170</td>
<td>240</td>
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### Pre-Test Results

**(Monthly Average)**

<table>
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<tr>
<th>Period Covered</th>
<th>PAX</th>
<th>TONS</th>
<th>Sortips</th>
<th>Total Hrs Flown</th>
<th>Aircraft Loss/Dam</th>
<th>VCKRA</th>
<th>Struct Dam/Def</th>
<th>Camtans Dam/Def</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Aug</td>
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<tr>
<td>31 Oct</td>
<td>17,301</td>
<td>90</td>
<td>8,755</td>
<td>2,755</td>
<td>.33</td>
<td>1.3</td>
<td>4.33</td>
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</tbody>
</table>

### Test Results

**(Monthly Totals)**

<table>
<thead>
<tr>
<th>Period Covered</th>
<th>PAX</th>
<th>TONS</th>
<th>Sortips</th>
<th>Total Hrs Flown</th>
<th>Aircraft Loss/Dam</th>
<th>VCKRA</th>
<th>Struct Dam/Def</th>
<th>Camtans Dam/Def</th>
</tr>
</thead>
<tbody>
<tr>
<td>15 Dec 14 Jan</td>
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<tr>
<td>14 Jan</td>
<td>27,778</td>
<td>46</td>
<td>12,198</td>
<td>3,640</td>
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<td>10</td>
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<tr>
<td>15 Jan</td>
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<td>54</td>
<td>12,091</td>
<td>2,952</td>
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<td>2</td>
<td>19</td>
<td>15</td>
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<tr>
<td>14 Feb</td>
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<td></td>
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<td></td>
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<td></td>
<td></td>
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<tr>
<td>15 Feb 4th 5th Mar</td>
<td>15,999</td>
<td>21</td>
<td>7,020</td>
<td>1,795</td>
<td>0</td>
<td>0</td>
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<td>17</td>
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</tbody>
</table>

*Note: This is only a 20 day period.*
Operational Report - Lessons Learned, HQ, 145th Aviation Battalion

Experiences of unit engaged in countering insurgency operations, 13 May 1970, to 30 Apr 70.

Capt., 145th Aviation Battalion

HQ, OACSFOR, DA, Washington, D.C. 20310