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<th>CLASSIFICATION CHANGES</th>
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DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310

AGDA-A (M) (12 Mar 71) FOR OT UT 703263

22 March 1971

SUBJECT: Operational Report - Lessons Learned, Headquarters, 3d Squadron, 17th Air Cavalry, Period Ending 31 July 1970 (U)

SEE DISTRIBUTION

1. The attached report is forwarded for review and evaluation in accordance with para 4b, AR 525-15.

2. The information contained in this report is provided to insure that lessons learned during current operations are used to the benefit of future operations and may be adapted for use in developing training material.

3. Information of actions initiated as a result of your evaluation should be forwarded to the Assistant Chief of Staff for Force Development, ATTN: FOR OT UT within 90 days of receipt of this letter.

BY ORDER OF THE SECRETARY OF THE ARMY:

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

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3D SQUADRON, 17TH CAVALRY
HEADQUARTERS
27 JULY 1970

SUBJECT: Operational Report-Lessons Learned of 3rd Squadron, 17th Air Cavalry for Period Ending 31 July 1970. RGS CSFOR-63 (82) (U)

DISTRIBUTION

PARAGRAPH 1
Significant Activities

1. (U) MISSION: The squadron's mission has been that of providing reconnaissance, surveillance, security and economy of force support to units operating in Military Region III and in Cambodia.

2. (FOOU) PERSONNEL:

   a. Personnel Changes: Following is the command group and principal staff as of 31 July 1970 with the changes during the period:

      LAC GORDON L. CAREY (212-30-9434)  CO  No Change.

      MAJ ROBERT G. PEDICO (405-40-5223)  XO  Replaced MAJ RICHARD L. SCHUM (434-50-0226) on 24 Jun 70.

      MAJ CHARLES J. BANKS (363-34-0683)  XO  Replaced MAJ ROBERT G. PEDICO (405-40-5223) on 23 Jul 70.

      CPT JERRY L. GUTHRIE (450-72-8151)  S3  Replaced MAJ JEFFREY D. COLLANTON (106-28-7673) on 25 May 70.

      MAJ CHARLES J. BANKS (363-34-0683)  S3  Replaced CPT JERRY L. GUTHRIE (450-72-8151) on 1 Jun 70.

      CPT JERRY L. GUTHRIE (450-72-8151)  S3  Replaced MAJ CHARLES J. BANKS (363-34-0683) on 23 Jul 70.

FOR OT UT
703263
Inclosure

GROUP 4
DECLASSIFIED AT 5-YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
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9 August 1970

SUBJECT: Operational Report—Lessons Learned of 36 Squadron, 17th Air Cavalry for Period Ending 31 July 1970. RC 060-65 (R2)(U)

CPT STANLEY L. NEED (570-58-6625)  S1  No Change.

CPT JAMES C. SELLIN (318-40-7723)  S2  Replaced 1LT PATRICK J. MURPHY (516-48-6110) on 1 Jun 70.

CPT BOYD N. LOCKEY JR. (249-78-0532)  S4  No Change.

CPT GILBERT E. HILL (408-60-5254)  Sqn Maint  Replaced CPT PERRY F. STANLEY (448-42-1970) on 1 May 70.

CPT GEORGE J. SWIFT JR. (190-34-5338)  RHT CO  No Change.

MLJ JAMES R. RAPPERTY (093-26-6586)  A TRP CO  Replaced MAJ ARTHUR S. DERRICKS III (263-48-6592) on 17 Jun 70.

MLJ OSCAR C. MACK (248-64-1645)  B TRP CO  Replaced MAJ JAMES F. THOMSON (377-34-9542) on 19 May 70.

MLJ JAMES D. DANIELSON (477-36-4311)  C TRP CO  No Change.

CPT RONALD R. MC KIMEN (105-40-7316)  D TRP CO  Replaced CPT RALPH S. RYTHM (180-26-4338) on 4 Jul 70.

CPT ROBB G. MARKLE (302-36-2691)  575TH TO CO  Replaced 1LT MICHAEL A. CAROTHERS (456-72-8864) on 8 May 70.

CPT JOHN C. BURKOFF (529-50-9597)  576TH TO CO  No Change.

CPT JOSPEH F. DE VITO (157-34-1896)  369TH TO CO  No Change.

1LT MARION C. DE VAKE (420-60-7874)  812 Sqn CO  No Change.

1LT DON F. TUMAN (447-44-0795)  813 SIG CO  Replaced CW3 JAMES C. KINNEIDER (515-26-6506) on 26 Jul 70.

CW2 STANLEY B PARR (527-52-1181)  816 Sqn CO  Replaced CW2 PAUL H. LEE (551-30-4304) on 17 Jul 70.

b. Unit Strengths as of 31 July 1970: The squadron is authorized 85 officers, 105 warrant officers, and 846 enlisted men. Assigned strength as

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The end of the reporting period saw 90 officers, 84 warrant officers and 779 enlisted men. (See Enclosure #5).

e. Infusion report for period 1 May 1970 thru 31 July 1970:

<table>
<thead>
<tr>
<th>Category</th>
<th>Quantity</th>
</tr>
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<tbody>
<tr>
<td>OFFICER</td>
<td>077 - 2</td>
</tr>
<tr>
<td>WO</td>
<td>05 - 5</td>
</tr>
<tr>
<td>EM</td>
<td>64 - 42</td>
</tr>
</tbody>
</table>

d. Awards and Decorations: Eight hundred and fifty-six (856) awards were recommended during the reporting period. One thousand and sixty-three (1063) were approved and two hundred and ninety-nine (299) are still pending. (See Enclosure #5).

e. Friendly Losses: Friendly losses for the period were seven (7) AKIA and twenty-six (26) WIA. There were no personnel KIA. (See Enclosure #6).

3. (C) INTELLIGENCE:

   a. General: The squadron conducted extensive combat surveillance and reconnaissance missions, thus providing valuable and timely information concerning the enemy’s disposition. The squadron’s efforts were concentrated in Tay Ninh, Long Kinh, Minh Trung Provinces in RVN and 50 kilometers into Cambodia from the Parrot’s Beak north to the Dog’s Nose and east to the Fishhook; less concentrated efforts were conducted throughout the rest of MR III. The information gathered provided the basis for ground, chemical and psychological missions, as well as for tactical air, strategic air, and artillery strikes.

   b. Terrain: The relief in the squadron’s area of operation ranged from flat delta in Long An and Ben Howa Provinces to rugged foothills in Minh Trung Provinces. Demimago is provided by the Saigon, Ham No, Dong Nai, Van Go Toy and Hanung Rivers and their tributaries. Vegetation consists of extensive rice crops in the south, rubber plantations throughout the west and southerm portions, and extensive broadleaf and evergreen forests elsewhere.

   (1) Observation and Fields of Fire: Observation and fields of fire ranged from extremely limited in the forested areas of the east, north, and northwest to excellent in the west and south.

   (2) Obstacles: Neither natural nor artificial obstacles in the PACI had any effect on squadron operations.
AVMAC-GC
9 August 1970

SUBJECT: Operational Report-Joanne Ledward of 54 Squadron, 17th Air Cavalry
for Period Ending 31 July 1970. ROE CEFR 65 (RS)(V)

(3) Cover and Concealment: The enemy has limited natural cover; however,
he is an expert at building tunnel and bunker complexes which provide him con-
coealment protection against direct and indirect fire as well as against air
strikes. The enemy has excellent concealment in jungle and plantation areas,
as well as in the rocky crevasses of the hills. He also makes maximum use of
darkness and camouflage to conceal his movement or presence in an area.

(4) Key Terrain: Highways 1, 2, 4, 13, 14, 15, 20, and 22 and the Dong
Nei, Saigon, Tan Ch To, Van Nr To, and Nang Long Rivers together with their
major tributaries are considered key terrain. The highways are selected be-
cause of their importance as lines of communications - not only for military
traffic but for civilian traffic as well. The major rivers also serve as im-
portant lines of communication and enable allied forces to ship large quan-
tities of materials. For the same reason, these rivers form important lines of
communications for the enemy.

(5) Avenues of Approach: The following VC/NVA avenues of approach into
the squadron's area of operations are considered significant:

(a) Parrot's Beak (XS 5137) and Van Co To River.
(b) Parrot's Beak, Ba To Canal, Pineapple Plantation (XS 5890), Saigon.
(c) Be Thu (XT 2709), My Tho Dong (XT 4402), Tan Hoi (XS 7093), Saigon.
(d) Ngoc Son (XT 5137), An Binh (XT 4015), Ben Nghe Swamp, Saigon.
(e) Ngoc Son/Be Thu, Van Co To River, Pineapple Plantation, Saigon.
(f) Phuva (XT 5890), Richelin Plantation, Be Lai Woods, Saigon River,
    Binh My (XT 5318), Saigon.
(g) Phuoc Long "Saddle" (TC 0936) to War Zone "7".

b. Weather: During the reporting period the squadron's area of operations
was affected by the NE Monsoon until 28 May when the SW Monsoon became the
dominant influence. May was characterised by fine weather with winds from the
SE at 5-10 knots and occasionally from the East or South. The mornings had
relatively low stratus which lifted during the day. Throughout May there
were 4 hot days in May with thunder showers. The mean rainfall was 8 inches
which is 7% below normal. June and July were influenced by the SW or wet
monsoon. Winds during the day generally were from the SW at 5-10 knots,
shifting occasionally to W or NW. Early morning was characterised by calms
and variable winds. A typical weather pattern for June and July follows:

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AVANIC-0C

SUBJECT: Operational Report-Lessons Learned of 3d Squadron, 17th Air Cavalry
for Period Ending 31 July 1970. RG8 078-69 (32)(v)

0001 to 0500 hours: high ceiling and good visibility.

0500 to 0900 hours: ceilings drop to 1000-15000 feet with ground fog
and 1-3 miles visibility.

0900 to 1000 hours: fog dissipates, ceiling lifts to 2500 feet.

1000 to 1500 hours: clouds continue to rise to 2500-3000 feet scattered
and broken.

1500 to 2400 hours: isolated and scattered thunder showers and rain storms.

Throughout Jun III in June there were 17 days with thunder showers. The
mean rainfall was 14 inches or 25% below normal. July had 8 days of thunder
showers and a mean of 5 inches of rain which is 50% below normal. The
average June and July temperatures were 91 degrees F. for a high and 75 degrees
F. for a low. The average high density altitude was 5000 feet. The humidity
ranged from 65% to 100%.

4. (C) OPERATIONS: The 3/17 Air Cavalry areas of operation were located
primarily in the north central, eastern, and western portion of Military Region
III and in the Dog's Face and Flesby areas of Cambodia. The squadron with
its troops in direct support of three brigade size units and one major com-
mand (Capital Military District) and OCPOM to II FFORGW, conducted reconnois-
sance, security, surveillance, and economy of force operations throughout the
major portions of Military Region III and designated areas of Cambodia. Dur-
ing the Cambodian campaign, the squadron was OCPOM to the 25th US
Infantry Division and was assigned missions on a squadron basis. The effectiveness
of this type employment, which allows the commander a high degree of flexibility,
can be emphasized by examining the operational results during the month of
May 1970. During that period the squadron accounted for 349 enemy eliminated
while not losing a single man killed. During the reporting period "A" Troop
supported the 25th US Infantry Division, the 199th Light Infantry Brigade, the
Capital Military District, the 3d Brigade, 9th Infantry Division, and the 5th
AIR Division. "B" Troop supported the 25th US Infantry Division, the 199th
Light Infantry Brigade, the Capital Military District, and the 3d Brigade, 9th
Infantry Division. "C" Troop gave support to the 25th US Infantry Division,
the 199th Light Infantry Brigade, the Capital Military District, and the
3d Brigade, 9th Infantry Division. "D" Troop was OCPOM to the 1st Air Cavalry
Division and to the 25th US Infantry Division during the reporting period.

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AVNACM-CC

9 August 1970

SUBJECT: Operational Report—Lessons Learned of 3d Squadron, 17th Air Cavalry for Period Ending 31 July 1970. RGS-30/2-G-65 (R2)(U)

During the Cambodian campaign, air cav troops were rotated on a three day basis providing two troops to support the 25th US Infantry Division and one troop in support of the 199th Light Infantry Brigade and Capitol Military District.

a. Significant Operations:

(1) The missions of "A" Troop have included extensive armed combat surveillance and reconnaissance operations and close in fire support for ground troops in contact. The aero-rifle platoon was used frequently for limited ground reconnaissance missions and to secure downed aircraft.

(a) During the month of May, "A" Troop accounted for 34 structures destroyed, 11 sampans destroyed, 10 weapons captured, and 118 enemy killed. Twenty-five minutes after "A" Troop crossed the border into Cambodia they made contact with the enemy and inserted the aero-rifle platoon. Results were 2 enemy KIA and a sizable weapons cache captured.

(b) In June, "A" Troop supported the 25th US Infantry Division and the 199th Light Infantry Brigade resulting in 9 enemy KIA, 44 structures destroyed, 5 sampans destroyed, and 3 vehicles destroyed. The troop was also involved in screening the withdrawal of US forces from the Phnom Penh region of Cambodia.

(c) During the month of July, "A" Troop eliminated 10 enemy while destroying 21 structures and 3 sampans.

(2) The mission of "B" Troop has been that of armed combat surveillance and reconnaissance and support of ground troops in contact. The aero-rifle platoon was used at the discretion of the troop commander for limited ground reconnaissance missions, as security for downed aircraft, and to develop any situation found by the combat surveillance teams.

(a) During the month of May, which was the high point of the Cambodian campaign, "B" Troop killed 55 enemy while destroying 59 structures.

(b) In June, "B" Troop supported the 25th US Infantry Division, the 199th Light Infantry Brigade, and the Capitol Military District resulting in 27 enemy killed, 122 structures destroyed, and 30 sampans destroyed.

(c) During the month of July, "B" Troop killed 6 enemy personnel and
destroyed 40 structures. On 25 July "B" Troop was given the mission of
screening the border from the Dog's Face south to the Van O Lung River and
west of QL 22 in conjunction with ARVN forces assuming control of the areas
west and northwest of Tay Ninh.

(3) During the reporting period "C" Troop performed combat surveillance
and armed reconnaissance missions in support of the 25th US Infantry Division,
the 199th Light Infantry Brigade, and the Capitol Military District. The sener-
rifle platoon was used frequently for limited ground reconnaissance and to se-
cure downed aircraft.

(a) During the month of May, "C" Troop killed 174 enemy personnel and
destroyed 60 structures while supporting the 25th US Infantry Division and
the 199th Light Infantry Brigade. On 22 May a gunship expended on a company
size enemy force while supporting a ground contact resulting in 32 enemy KIA
and a mortar position destroyed.

(b) In June, "C" Troop accounted for 26 enemy killed while destroying 77
structures and 10 sampans.

(c) During the month of July, "C" Troop killed 7 enemy and destroyed 31
structures. On 22 July "C" Troop began a stand down in preparation for their
move to Military Region I to support the 1st Brigade, 5th Mechanised Infantry.

(4) During the quarter "D" Troop provided support to units with ground re-
connaissance security and day and night ambushes. The troop was OPCOM to the
25th US Infantry Division and to the 1st Air Cavalry Division during the re-
porting period.

(a) During May, "D" Troop supported the 2d Battalion, 47th Infantry
(Mechanised) in the Phu Tho District with the mission of route security
and night ambushes. On 5 May the troop was placed OPCOM to the 1st Air Cavalry
Division and was given the mission to provide daylight reconnaissance and to
secure and clear Highway 1A between Dong Xoai and Song Be.

(b) In June "D" Troop continued its mission for the 1st Air Cavalry Di-
vision and during this period located and destroyed 35 anti-tank mines while
not losing a single man or vehicle.

(c) In July "D" Troop was again placed OPCOM to the 25th US Infantry
Division and resumed their support of the 2d Battalion, 47th Infantry (Mechanised) in the Mon Track District with the mission of route security and night ambushes.

b. Summary: While flying 30220 sorties the squadron lifted 29550 troops, 12 tons of cargo, and was credited with 454 enemy killed, 491 structures destroyed and 74 sampans destroyed. (See Inclosure 7).

5. (C) ORGANIZATION: The squadron is organised under FOR/FOR 17-955 dated June 1965 and USARPAC General Order 401 dated August 1966. In addition H/10 teams are attached (two per air cav troop) by the 12th Combat Aviation Group General Order 60 dated August 1966. The 317th Aviation Detachment is attached to the squadron for administrative and logistical support. On 31 July 1970 "C" Troop, 3/17 Air Cav was attached to the 212th Combat Aviation Battalion in Military Region I and will be working in support of the 1st Brigade, 5th Mechanised Infantry Division. "C" Troop began moving to Quang Tri on 27 July 1970.

6. (C) TRAINING: During this reporting period, the squadron had maximum participation in all allocated school courses. New in-country replacements received training at Blackhorse Academy on Di An Post operated by the 11th Armored Cavalry Regiment.

a. All training within the squadron was conducted with no reduction in the operational status of the unit.

b. Training Days - 0.

c. Tactical Moves: During the reporting period, one tactical move took place. The following is an operational report of the movement of "C" Troop, 3/17 Air Cavalry from Di An to Quang Tri:

(1) On 24 July 1970, an advance party from "C" Troop, 3/17 Air Cavalry departed Di An airfield by C-130 aircraft. The advance party consisted of 20 men. Additionally the following equipment was transported:

<table>
<thead>
<tr>
<th>Item</th>
<th>No</th>
<th>Weight</th>
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</thead>
<tbody>
<tr>
<td>Truck, Cargo 3/4 Ton</td>
<td>1</td>
<td>5650</td>
</tr>
<tr>
<td>Trailer, Cargo 3/4 Ton</td>
<td>1</td>
<td>1350</td>
</tr>
<tr>
<td>Personal Baggage &amp; other equipment</td>
<td>1</td>
<td>500</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td>8600</td>
</tr>
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</table>

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9 August 1970

SUBJECT: Operational Report—Lessons Learned of 3d Squadron, 17th Air Cavalry
for Period Ending 7 July 1970. RCS COPD-65 (22)(U)

(2) On 27 July, essential equipment and aircraft maintenance equipment was
transported to Quang Tri from Bien Hoa Air Base by C-130 aircraft. The
equipment was transported from M Is to Bien Hoa Air Base by 11x5 ton 6x6
trucks from the 48th Transportation Group. A total of 13 sorties of C-130 aircraft
were utilized in this portion of the area. In addition to equipment, 19 per-
sonnel from "C" Troop were transported by C-130. The following is a list of
equipment transported:

<table>
<thead>
<tr>
<th>Item</th>
<th>No</th>
<th>Weight</th>
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</thead>
<tbody>
<tr>
<td>Type II Comex</td>
<td>2</td>
<td>86,000</td>
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<tr>
<td>Mobilizer</td>
<td>20</td>
<td>20,000</td>
</tr>
<tr>
<td>Truck Van Shop, 2x Ton</td>
<td>1</td>
<td>5,100</td>
</tr>
<tr>
<td>Electronics Shop Van</td>
<td>4</td>
<td>20,000</td>
</tr>
<tr>
<td>Generator Set, Trailer Haunted</td>
<td></td>
<td>4,600</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>142,700</td>
</tr>
</tbody>
</table>

(3) On 20 July, 22 were personnel departed Bien Hoa Air Base for Quang Tri.

(4) Organic aircraft along with all crew members were flown from M Is to
Quang Tri over the period of 27 July to 30 July. By 30 July all aircraft, crew
members, and essential maintenance equipment and personnel had arrived in Quang
Tri.

(5) The remaining vehicles and equipment of "C" Troop, 3/17 Air Cavalry
were transported from 21 Is to Newport by 38x5 ton 6x6 trucks and one low bed
truck on 28 and 29 July. The vehicles and trailers were conveyed to Newport
by "C" Troop personnel. This equipment was then shipped from Newport to Tan My
by LST. Thirty-five (35) "C" Troop personnel accompanied the equipment acting
as vehicle drivers and guards. The 212th Aviation Battalion (Combat) has the
responsibility for arranging transportation for the equipment from Tan My to
Quang Tri. A list of all equipment shipped by LST follows:

<table>
<thead>
<tr>
<th>Item</th>
<th>No</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type II Comex</td>
<td>59</td>
<td>252,600</td>
</tr>
<tr>
<td>Type I Comex</td>
<td>20</td>
<td>42,000</td>
</tr>
<tr>
<td>Tik Forklift 6000 lb</td>
<td>1</td>
<td>23,000</td>
</tr>
<tr>
<td>Tik Tractor 6x6 5 Ton</td>
<td>1</td>
<td>32,700</td>
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<tr>
<td>Truck towbar 2 1/2 Ton</td>
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<td>29,900</td>
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<td>Truck Utility 2 Ton</td>
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<td>15,800</td>
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<td>25,200</td>
</tr>
<tr>
<td>Truck Cargo 2 1/2 Ton</td>
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<td>52,500</td>
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CONFIDENTIAL
Subject: Operational Report—Lessons Learned of 3d Squadron, 17th Air Cavalry
for Period Ending 31 July 1970. ECH GEM–65 (R2)(0)

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<tr>
<th>Item</th>
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<tr>
<td>Trailer Cargo 3/4 Ton</td>
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<td>1,400</td>
</tr>
<tr>
<td>Trailer Cargo 1/2 Ton</td>
<td>3</td>
<td>7,000</td>
</tr>
<tr>
<td>Generator 100 KV</td>
<td>1</td>
<td>12,000</td>
</tr>
<tr>
<td>Misc other equipment</td>
<td></td>
<td>25,000</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td><strong>577,100</strong></td>
</tr>
</tbody>
</table>

(6) Due to space limitations aboard the LST, a small amount of equipment could not be loaded and must be shipped later by LST. The remaining equipment will be shipped by LST from Newport to Da Nang on 5 August. Surface transportation from Dr. Nong to Quang Tri will be the responsibility of the 212th Aviation Battalion (Aircraft). A list of equipment to be shipped on 5 August follows:

<table>
<thead>
<tr>
<th>Item</th>
<th>No</th>
<th>Weight</th>
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<tbody>
<tr>
<td>Mobilizer</td>
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<td>6,600</td>
</tr>
<tr>
<td>Trailer Cargo 1/2 Ton</td>
<td>1</td>
<td>600</td>
</tr>
<tr>
<td>Trailer Cargo 3/4 Ton</td>
<td>1</td>
<td>2,600</td>
</tr>
<tr>
<td>Trailer Cargo 1/2 Ton</td>
<td>2</td>
<td>2,700</td>
</tr>
<tr>
<td>Trailer Tank Water</td>
<td>3</td>
<td>8,500</td>
</tr>
<tr>
<td>Gen Set Trailer Mounted</td>
<td>1</td>
<td>4,600</td>
</tr>
<tr>
<td>Misc Equipment</td>
<td></td>
<td>7,000</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td><strong>32,600</strong></td>
</tr>
</tbody>
</table>

(7) The total amount of equipment transported from Di An to Quang Tri is 698,900 lbs and the total number of personnel is 90. This total does not include those transported by organic aircraft.

d. Operational Days – 92.

c. School Quotas filled by squadron during the period:

- UH-1P
- LH-10 Pilot Transition
- OH-58 Pilot Transition
- LH-10 IP/HP
- OH-6C Pilot Transition
- OH-6C IP/HP
- Tech Supply (PLL)

10
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AVMAGA-OC

SUBJECT: Operational Report—Lessons Learned of 3d Squadron, 17th Air Cavalry for Period Ending 31 July 1970. RCS CSFOR-65 (R2)(U)

Lrncount Cns #2, Officer (AH-1G) 3
Lrmount Cns #2, RN (AH-1G) 4
Teach Supply 3
Audio Visual Projectionist Course 1
Tech Inspector 1
In-country Training 68

7. (c) LOGISTICS:

a. The following ammunition was expended by the squadron during the reporting period:

<table>
<thead>
<tr>
<th>NOUN</th>
<th>AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ctg 5.56mm Tracer</td>
<td>45,865</td>
</tr>
<tr>
<td>Ctg 5.56mm Ball</td>
<td>152,352</td>
</tr>
<tr>
<td>Ctg 7.62mm Lkd 4-1</td>
<td>187,151</td>
</tr>
<tr>
<td>Ctg 7.62mm Lkd 4-1 Minigun</td>
<td>365,747</td>
</tr>
<tr>
<td>Ctg Cal .50 Special</td>
<td>27,000</td>
</tr>
<tr>
<td>Ctg Cal .45 Ball</td>
<td>1,150</td>
</tr>
<tr>
<td>Ctg Cal .50 Ball &amp; Tracer U &amp; c</td>
<td>4,700</td>
</tr>
<tr>
<td>Ctg 20mm</td>
<td>6,206</td>
</tr>
<tr>
<td>Ctg 40mm HE</td>
<td>1,093</td>
</tr>
<tr>
<td>Ctg 40mm .50 Per</td>
<td>374</td>
</tr>
<tr>
<td>Ctg 40mm CS 2/251E1</td>
<td>24</td>
</tr>
<tr>
<td>Ctg 40mm HE H/06</td>
<td>18,206</td>
</tr>
<tr>
<td>Ctg 40mm X/33444</td>
<td>32,745</td>
</tr>
<tr>
<td>Ctg 81mm Illun</td>
<td>102</td>
</tr>
<tr>
<td>Ctg 61mm HE</td>
<td>851</td>
</tr>
<tr>
<td>Ctg 81mm Selk WP</td>
<td>195</td>
</tr>
<tr>
<td>Ctg 106mm BB LT</td>
<td>.66</td>
</tr>
<tr>
<td>Ctg 106mm BB HP-T</td>
<td>21</td>
</tr>
<tr>
<td>Ctg 106mm BB .L/8RS</td>
<td>192</td>
</tr>
<tr>
<td>Gron Hand Frag ID3</td>
<td>1045</td>
</tr>
<tr>
<td>Gron Hand Frag M15L2</td>
<td>1675</td>
</tr>
<tr>
<td>Gron Hand Selk White AC</td>
<td>225</td>
</tr>
<tr>
<td>Gron Hand Inc</td>
<td>54</td>
</tr>
<tr>
<td>Gron Hand Rifle Selk WP</td>
<td>105</td>
</tr>
<tr>
<td>Gron Hand Selk Green</td>
<td>227</td>
</tr>
<tr>
<td>Gron Hand Selk Yellow</td>
<td>316</td>
</tr>
</tbody>
</table>
CONFIDENTIAL

9 August 1970

SUBJECT: Operational Report—Lessons Learned of 3rd Squadron, 17th Air Cavalry
for Period Ending 31 July 1970. ROG 35FO 65 (RZ)(U)

<table>
<thead>
<tr>
<th>COLOR</th>
<th>HOOF</th>
<th>AIRCRAFT</th>
</tr>
</thead>
<tbody>
<tr>
<td>0950</td>
<td>Gran Marth Red</td>
<td>15</td>
</tr>
<tr>
<td>0955</td>
<td>Gran Marth Blk Violet</td>
<td>156</td>
</tr>
<tr>
<td>H666</td>
<td>Mt 2.75in 1711b VT</td>
<td>45</td>
</tr>
<tr>
<td>H489</td>
<td>Mt 2.75in 1011b VT</td>
<td>12</td>
</tr>
<tr>
<td>1230</td>
<td>Mt 2.75in 1011b NE</td>
<td>60</td>
</tr>
<tr>
<td>H514</td>
<td>Mt 2.75in 1711b NE</td>
<td>12,754</td>
</tr>
<tr>
<td>H515</td>
<td>Mt 66 Hoot, L'V</td>
<td>53</td>
</tr>
<tr>
<td>K143, K145</td>
<td>Mine L.P Claymore</td>
<td>336</td>
</tr>
<tr>
<td>L306</td>
<td>Sig Illum Grd-Clus Mt S</td>
<td>176</td>
</tr>
<tr>
<td>L307</td>
<td>Sig Illum Grd-Pnrn Mt S</td>
<td>110</td>
</tr>
<tr>
<td>L310</td>
<td>Sig Illum Gd-Pnrn Grn S</td>
<td>90</td>
</tr>
<tr>
<td>L312</td>
<td>Sig Illum Gd-Pnrn Wh S</td>
<td>820</td>
</tr>
<tr>
<td>L314</td>
<td>Sig Illum Gd-Clus Grn S</td>
<td>36</td>
</tr>
<tr>
<td>L495</td>
<td>Plane Surface Trip</td>
<td>194</td>
</tr>
<tr>
<td>H223</td>
<td>Cig Demo Mk C4</td>
<td>260</td>
</tr>
<tr>
<td>H224</td>
<td>Cig Demo Mk 21b</td>
<td>6</td>
</tr>
<tr>
<td>M766</td>
<td>Ign Time Mkst Fuse MC</td>
<td>14</td>
</tr>
</tbody>
</table>

b. Aircraft Status: Squadron aircraft status at the end of the reporting
was as follows:

<table>
<thead>
<tr>
<th>AIRCRAFT</th>
<th>STATUS</th>
<th>M RPD</th>
</tr>
</thead>
<tbody>
<tr>
<td>UB-111</td>
<td>25</td>
<td>29</td>
</tr>
<tr>
<td>LH-6G</td>
<td>27</td>
<td>27</td>
</tr>
<tr>
<td>OH-58</td>
<td>30</td>
<td>36</td>
</tr>
</tbody>
</table>

(See Inclosure 8).

8. (U) COMMUNICATIONS: None.

9. (U) MATERIEL: None.

10. (U) SAFETY:

   a. During the reporting period there were two accidents involving

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9 August 1970

SUBJECT: Operational Report-lessons Learnt of 3d Squadron, 17th Air Cavalry
for Period Ending 31 July 1970. RCE 65DE-65 (R2)(V)

squadron aircraft. The accident experience by aircraft type and cause factor
is listed below:

<table>
<thead>
<tr>
<th>TYPE</th>
<th>MAJOR</th>
<th>MINOR</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>AH-1G</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>AH-63</td>
<td>0</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>AH-66</td>
<td>0</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>AH-66</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>2</td>
<td>2</td>
<td>2</td>
</tr>
</tbody>
</table>

b. Safety Reports (Dry, Dry, Dry). Listed below is a summary of
 aircraft accident experience of the squadron during the reporting periods:

<table>
<thead>
<tr>
<th>TYPE</th>
<th>INCIDENTS</th>
<th>N.C.</th>
<th>N.C.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dry</td>
<td>0</td>
<td>813</td>
<td>123.0</td>
</tr>
<tr>
<td>Dry</td>
<td>0</td>
<td>5848</td>
<td>00.0</td>
</tr>
<tr>
<td>Dry</td>
<td>0</td>
<td>5422</td>
<td>16.4</td>
</tr>
<tr>
<td>Dry</td>
<td>2</td>
<td>5429</td>
<td>00.0</td>
</tr>
<tr>
<td>Total</td>
<td>2</td>
<td>17,512</td>
<td>11.6</td>
</tr>
</tbody>
</table>

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LYNCL-CC

9 August 1970

SUBJECT: Operational Report-Lessons Learned of 3d Squadron, 17th Air Cavalry for Period Ending 31 July 1970. ROS OSFOR-65 (R2)(U)

11. (v) CIVIC ACTIONS:

c. During the quarter numerous strides in the field of civic actions were made by the 3d Squadron, 17th Air Cavalry. A vigorous program was launched to get projects from the local civic authorities in conjunction with the MACV Advisors from Team 98, Di Lin District. After receiving the list of possible projects each project site was visited personally by the 85.

b. Upon completion of the tour of civic action projects request forms were submitted for the following:

<table>
<thead>
<tr>
<th>PROJECT'S LOCATION</th>
<th>MATERIALS NEEDED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Market (Binh Phu hamlet)</td>
<td>20 sheets of roofing, 20 bags of cement, 2 cubic meters of sand.</td>
</tr>
<tr>
<td>6 wells repair (Tran Hoc 4 hamlet)</td>
<td>30 bags of cement, 3 cubic meters of sand.</td>
</tr>
<tr>
<td>An Binh Nursery School</td>
<td>15 sheets roofing, 5 bags cement, playground equipment, barbed wire, iron pickets (40 set).</td>
</tr>
<tr>
<td>Dong Tam School (Dong Tam Hamlet)</td>
<td>Barbed wire (2 rolls), iron pickets, (20 pickets), 1 teacher's desk, 1 chair, 2 blackboards, 2 sheets roofing (school name board), 1000 bricks (school gate), 6 bags cement.</td>
</tr>
<tr>
<td>Social Center, Lu Binh</td>
<td>10 sheets roofing, 10 bags cement.</td>
</tr>
<tr>
<td>School Hoi Boa</td>
<td>30 bags cement (for completing the building), 1 teacher's desk, 1 chair, 10 student desks and benches, 1 blackboard.</td>
</tr>
<tr>
<td>School Binh Phu</td>
<td>1,000 pieces of tiles.</td>
</tr>
</tbody>
</table>

c. During the quarter with the assistance of the Squadron 84 and the Group 85 a combination of construction materials have been stock piled for construction work to begin upon approval of the above listed projects. Sixty
(60) bags of cement and two hundred (200) rocket boxes for lumber are among the items on hand.

d. During the quarter approximately 150 lbs of assorted children's clothing were distributed in the Di An area with the assistance of the MACV advisory team. Three rolls of barbed wire and 1000 sand bags were given to the RP unit responsible for protecting the bridges between Di An and Long Binh. The materials are to be used for refortification of the newly weathered implementations. The Minh An school project initiated during the last quarter was visited during the month of July. The last bricks on the walls were being laid, but the roof still lacks completion.
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AVMAC-GC

SUBJECT: Operational Report—Lessons Learned of 3d Squadron, 17th Air Cavalry
for Period Ending 31 July 1970. RCS GSOFR-65 (R2)(U)

9 August 1970

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PARAGRAPH 2

Lessons Learned

1. (c) PERSONNEL: None.

2. (u) INTELLIGENCE: None.

3. (b) OPERATIONS:

   a. Observations: By the end of the reporting period all three air cavalry
      troops had acquired the OH-58 light observation helicopter to be used in the
      scout role. The first thirty day evaluation period (1 Apr to 30 Apr 70) was
      included in the last CHILL. Following are the evaluations for the periods
      1 May 70 to 31 May 70 and 1 Jun 70 to 30 Jun 70. Since "B" Troop made the
      conversion from the OH-6A to the OH-58 in the month of July they were not
      included in the 90 day OH-58 evaluation report (1 Apr 70 to 30 Jun 70).

   b. Evaluations:

      (1) Mission and Employment Evaluations: During the evaluation period
      (1 May 70 to 30 Jun 70) the OH-58 was used extensively by "A" Troop and "C"
      Troop of the 3/17 Air Cavalry in performing its visual reconnaissance missions.
      Although both troops used similar tactics with the OH-58 at low altitude and
      low airspeed with an AH-1G covering overhead, the armament and crew config-
      urations differed. "A" Troop used as its crew a pilot in the right front seat
      and an observer with an M-60 machine gun in the left front seat. Additional
      armament was composed of the MD2761 minigun system. "C" Troop's crew consisted
      of a pilot in the right front seat, an observer in the left front seat and a
      crew chief in the right rear seat. Both the observer and the crew chief were
      armed with M-60 machine guns. The different crew and armament configurations
      of the two troops have both proven in combat to be extremely effective with no
      outstanding advantages or disadvantages in either.

      (2) Pilots' Comments and Evaluations:

      (a) Visibility: Visibility to the front (windscreen and chin bubble) is
      good; however side visibility is somewhat restricted due to the size of the
      armor plating on the pilot and co-pilot seats. The scout mission requires
particularly good visibility directly under the aircraft. An AH-1 (#066259) has been submitted requesting that the armor be cut to provide the easy movement of the pilot's head in and out of the aircraft.

(b) Maneuverability: The aircraft handles very well in flight, turning easily at slow airspeeds and in a very small radius. However, it has been noted that control response and acceleration are somewhat slow at reduced airspeeds; to compensate for these shortcomings, pilots have adjusted their individual tactics. Sideward flight is difficult because of the large vertical stabilizer; however this is not a serious problem as sideward flight is not a common tactic. The characteristics of the OH-58 in autorotation are extremely good. Some difficulties in hovering the aircraft have occurred due to the stiffness of the pedals which are not hydraulically assisted. For this reason the OH-58 is ground handled in and out of parallel rotovements.

(c) Pilots' Comments: In addition to the visibility, maneuverability, and autorotation characteristics already mentioned, the pilots have made the following comments concerning the OH-58:

1. The OH-58 has excellent radio reception and transmission.

2. Instrumentation is very good with the exception of the positioning of the UHF control head which makes frequency identification difficult.

3. "A" Troop pilots found that when using the M27E1 minigun system it was necessary to offset the weight of the system to prevent exceeding lateral G limitations. CG was maintained by placing the M-60 ammunition container for the observer's machine gun on the right side of the aircraft. This, however, required the use of flexible ammunition chute from the ammunition container to the top of the observer's seat.

4. Due to the inherent design of the tail rotor system, exceptional directional control is given the pilot at all ranges of airspeeds. It also eliminates the danger of an uncontrollable tail spin at slow airspeed with a high power setting.

5. "A" Troop noted that when the minigun is fired, the aircraft remains stable and very little additional anti-torque control is required to keep the aircraft in trim. After firing approximately 10,000 rounds of ammunition through several different weapons, only one significant problem was discovered. If the weapon is fired, the vibration transmitted to the airframe causes the
forward observer's armored seat panel to come unlatched. It is then caught in the slip stream and ripped to the full open position. Beside the obvious problem of control, there are two dangers when this happens. First, the panel could be torn away from the airframe and carried into the tail rotor. Second, when the armoured panel is fully opened, it clears the line of fire by less than one quarter of an inch. It is possible that rounds could be deflected so as to strike the armor panel and then the aircraft itself.

(3) Avionics and Maintenance Evaluation:

(c) Avionics: The new family of radios in the OH-58 are considered excellent. However, there is a relatively high failure rate of the AN/LRC-114 radios and to a lesser extent with the AN/LRC-115. An average down time of 2.5 days per radio is required due to the lack of an established fleet system.

(b) Maintenance: The OH-58's of the 3/17 Air Cavalry have flown a total of 2965.40 hours for the 90 day OH-58 evaluation period (1 Apr 70 thru 30 Jun 70). During this period, the mission ready status was never below 90%. A total of five (5) aircraft were combat losses and one (1) had a major accident that resulted in total destruction of the aircraft. The time frame of two to three days to receive replacement aircraft has been excellent. It is strongly felt by the maintenance detachments of both "A" and "C" Troops that emphasis should be placed on correcting three (3) major deficiencies. The first of these is the addition of engine armoring. Two (2) of the aircraft which were combat losses took one (1) hit each in the engine, which caused immediate engine failures. The second deficiency is that of tail rotor gear box contamination. This has been found in a total of seven (7) aircraft to date. 3/17 maintenance personnel have not been able to determine exactly how water has been entering the gear box. The third deficiency concerns front door hinges breaking. This has occurred on several aircraft, and it is felt that a stronger hinge design would eliminate this problem.

(c) EIR's Submitted:

1. EIR #852830 - Transmission filter found contaminated 2.5 hours after installation. Action awaiting better filter design.

2. EIR #852828 - Internal slippage of crosstubes in saddle. Action awaiting crosstubes inserted directly into saddle to prevent slippage.

3. EIR #852832 - Rotor caution panel faulty at 113 A/C hours. Action awaiting improved wiring system.

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9 August 1970

SUBJECT: Operational Report-Lessons Learned of 3d Squadron, 17th Air Cavalry

The Period Ending 31 July 1970. RCE CHFR-65 (22)(U)

4. EIR #5286 - Airspeed indicator failure. Action awaiting improved construction to prevent internal failure.

5. EIR #5289 - Short shaft seal failure. Action awaiting authorization to order and replace seal.

6. EIR #5291 - Inverter failure. Action awaiting reply from EIR.

7. EIR #5295 - Voltage regulator internal failure at 50 A/C hours. Action awaiting reply from EIR.

8. EIR #40614 - Action as per should be installed. Received notification that Bell Helicopter was developing an engine order system.

9. EIR #40615 - Redesign forward left armor panel. Received notification that no modification would be made.

10. EIR #4057 - Installation of floor mike switch in passenger compartment. No answer to date.

11. EIR #4057 - Installation of N-60 machine gun mounts for crew chief and observers. No answer to date.

12. EIR #40796 - Reversing positions of DFF control hand and DDF control hand. No answers to date.

a. Recommendations: "A" Troop reported having difficulty obtaining certain repair parts. One such item was a throw away transmission filter assembly, federal stock number 1615-126-1619. Other problems have arisen due to the necessity of ordering directly from CONUS for parts such as crosstubes and main rotor ears. A great deal of time could be saved by having an adequate stockpile of parts "in-country".

b. Command Action: None.

c. (U) ORGANIZATION: None.

d. (U) TRAINING: None.

e. (U) LOGISTICS:

f. Observation: Personnel at squadron level have insufficient knowledge.

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SPECIAL SUBJECT. Operation Report-Lessons Learned 3d Squadron, 17th Air Cavalry
for Period Ending 31 July 1970. ECS CSFOR-65 (R2)(U)

or experience concerning a unit move in country that involves all modes of
transportation. Procedures have not been developed and implemented by HCD
TK, for handling of classified moves.

b. Evaluation: There was no one source of information concerning pro-
cedures involved in moving a unit. It is necessary to contact many different
agencies to obtain information, thereby causing a loss of valuable time.
HCD TK was unable to immediately advise this squadron as to procedures for
handling a classified move (i.e., preparation of Request for Sealift and TORR's).
In a result, valuable time was lost in determining procedures to be followed.

c. Recommendations: (1) That USLAV G4 in conjunction with the MI
Traffic Management Agency, develop a handbook on unit moves for distribution
down to battalion level. Information should include, but not be limited to,
how to prepare TORR's, who to contact for various modes of transportation, the
organizational structure of transportation agencies in Vietnam, and a list of
reference publications (e.g., TB 55-46, DOD Regulation 4500.32-R).

(2) That either HCD TK: develop detailed procedures for handling
classified moves or that USLAV declassify unit moves upon implementation
of movement orders.

7. (U) COMMUNICATIONS:

a. Observation: "D" Troop has experienced a critical shortage of
operational RT-524's, FRC-25's, and all non-expendable mounts and matching
units.

b. Evaluation: "D" Troop has had various missions which all necessitated
flawless communications. It has been difficult to keep the communications up
to operational necessities due to the age of the equipment, extended use, and
climatic conditions.

c. Recommendation: That the Department of the Army look into the pos-
sibility of rotating communications equipment, either semi-annually or by
hourly usage, between Vietnam combat units and CONUS maintenance areas. This
would facilitate the use of communications equipment until it is no longer
repairable and would possibly sustain the life of most types of communications
equipment.
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9 August 1970
SUBJECT: Operational Report-Lessons Learned of 34 Squadron, 17th Air Cavalry
for Period Ending 31 July 1970. RED OUPB-65 (NR)(P)

8. (a) MEDICAL: None.
9. (b) OTHER: None.

9 Enclosures
1. Unit Organization
2. Unit Locations
3. Unit Strength (Military)
4. Unit Strength (Civilian)
5. Narrative - Incidents
6. Narrative - Incidents
7. Operational Results
8. Aircraft Status
9. Aircraft Loss and Damage

Distribution:
5/17 : Fms
2. COMLOG/EPLC, LTP: CFP-32
2. DEPLOG, LTP: CFP-32
5. DEBDC, LTP: LVPCL-DET
2. 1ST AVN BN, LTP: LVPCL-O
6. 1ST AVN OP (CENT), LTP: LVPCL-SC
AVIATION-64 (26 Jul 70) 1st Lt


TO: Commander, 12th Aviation Group (CTR), APO 96266

FROM: Headquarters, 12th Field Force Vietnam, APO 96266

Commander, General, 1st Aviation Brigade, ATTN: AVABC, APO 96266
Commander, General, US Army Vietnam, ATTN: AVABC(DST), APO 96265

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

1. (2) This headquarters has reviewed and concurs with the Operational Report--Lessons Learned for the period ending 31 July 1970 from Headquarters, 3/17th Air Cav. Squadron.

2. The following additions and comments are provided:

   a. No personnel issues was formulated in Section II, Lessons Learned, on personnel. The 3/17th AC has experienced some difficulty in receiving II series personnel to fill its organic infantry positions in D Troop and in the Aerial Rifle Platoon (ARP) in each of its three Air Cav Troops. This headquarters recommends that the same criteria used in filling other infantry units also be applied to the 3/17th ACS to maintain its infantry units an effective combat force.

   b. Reference: Page 15, para 2, Lessons Learned, contains extensive information concerning the 10-50. Pilots comments are included in the evaluation section and twelve KIA's are listed under recommendations. The KIA's have been submitted as required.

   c. Reference: Page 19, para 6, Logistics. A section on classified unit moves was contained in 12th Aviation (OCS) OCS 1 at page 15, para 7. Coordination has also been effected with appropriate units and agencies to relieve these problem areas in future unit moves.

   d. Reference: Page 25, para 2, sub-para 7, Communications. 12th Aviation Group (Combat) Signal Officer is reviewing a request from D Troop 3/17th ACS for maintenance floats on a 90 day loan.

John C. Hughes
Colonel, Infantry
Commanding

CONFIDENTIAL
AVPB-C (9 Aug 70) 2nd Ind
SUBJECT: Operational Report - Lessons Learned of 3rd Squadron 17th Air Cavalcny for Period Ending 31 July 1970

Da, Va, II Field Force Vietnam, APO San Francisco 96266 14 SEP 1970

THRU: Com a dirg General, 1st Aviation Brigade, ATTN: AVPB-C APO 96266

Commanding General, US Army Vietnam, ATTN: AVPB-DST, APO 96275

Commander-In-Chief, US Army Pacific, ATTN: GPOF-DST, APO 96530

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

1. (U) This headquarters has reviewed the Operational Report - Lessons Learned for the quarterly period ending 31 July 1970 from 3rd Squadron, 17th Air Cavalcny and concurs with the comments of the incoming headquarters.

2. (U) Comment follows: Reference it a concerning "Communications"; page 20, paragraph 7. Concur with recommendation. The 3rd Squadron, 17th Air Cavalcny is being reorganized under MTOL 17-5TPQ1. This MTOL provides 1ST with one E-5 and two E-4 radio mechanics (31162C) for the operation of a communications-electronics organizational maintenance facility. Operation of this facility would be primarily in support of D Troop, which has the bulk of the non-avionic radio equipment. Emphasis on timely supply actions for procurement of repair parts and scheduled preventive maintenance activities, and close coordination with the supporting JS facility, will contribute to an improved maintenance posture.

FOR THE COMMANDER:

[Signature]

W. C. FATEB, JR.
CPT, AG
Asst AG
AVBAG-C (9 Aug 70) 3d Inf
SUBJECT: Operational Report - Lessons Learned of 3d Squadron 17th Air Cavalry for Period Ending 31 July 1970 ACS CPDR-65 (R2) (U)

DA, HEADQUARTERS 1ST AVIATION BRIGADE, APO 96384 22 SEP 70

TO: Commanding General, United States Army Vietnam, ATTN: AVAGC-267, APO 96375

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

   a. (C) Paragraph 3b, page 12, addresses the failure rate of the AN/ARC-114 and AN/ARC-115 radios. Concur. A recent study conducted by the 1st Aviation Brigade Signal Officer revealed a mean time between failure (MTBF) for the AN/ARC-114 (VHF) radio of 109 hours. This has been somewhat improved since implementing the practice of waterproofing radio covers. The same study showed the AN/ARC-115 (VHF) to have an MTBF of 247 hours. An average down time of 2.5 days per radio includes the time required to evacuate the radio to the 35 Maintenance Facility at Phu Loi, RVN and return. Under these circumstances, 2.5 days is considered excellent "turn-around" time.

   b. (U) Paragraph 7, page 20, discusses the problem of critical shortages of operational RT-524's, F C-25's, and all non-expendable mounts and matching units. Nonconcur. The AN/PRC-25 and R-524 are supported by the Closed Loop Program. The Closed Loop Program provides a flow of depot rebuilt radios to RVN on an "as needed" basis.

FOR THE COMMANDER

[Signature]

R. L. STREICHER
CPT, AGC
Assistant Adjutant General
AVBDC-DO (9 Aug 70) 4th Ind

SUBJECT: Operational Report - Lessons Learned of 3d Squadron, 17th Air
Cavalry for Period Ending 31 July 1970. ROC CM pub-65 (R2)(U)

Headquarters, United States Army Vietnam, APO San Francisco 96375 8  DEC 1970

TO: Commander in Chief, United States Army Pacific, ATTN: GPOP-DT,
APO 96358

1. This Headquarters has reviewed the Operational Report - Lessons Learned
for the quarterly period ending 31 July 1970 from Headquarters, 3d
Squadron, 17th Cavalry and comments of endorsing headquarters.

2. Comments follow:

a. Reference item concerning "Logistics," page 20, paragraph 6c. The
formation of an Integrated RVN Transportation System will provide a
central contact to coordinate unit moves. A pilot program is underway
to merge Col Shon MOC and 2nd Region TMA in November 1970. RVN-wide
integration is scheduled for January 1971 if the pilot program is
successful. Two of the recommendations made in paragraph 6c on page 20 are
already in existence. A MILSTANP Handbook published by TMA, dated 20
September 1969 provides information on how to prepare a TORD. MACV
Directive 55-1 and USARV Regulation 55-1 (to be published) state procedures
for obtaining transportation and officers to be contacted in coordinating
unit moves. The headquarters ordering the move has the authority to
declassify unit moves. Unit has been so advised.

b. Reference item concerning "Shortage of Personnel in 11 Series
MOS," 1st Endorsement, paragraph 2a. This Headquarters assigns replace-
ments to all USARV major subordinate commands. For assignment purposes
the 3d Squadron, 17th Air Cavalry receives replacements from the 1st
Aviation Brigade. Commanders at any level may allocate resources to best
perform their mission. The 1st Aviation Brigade has 92 percent of
authorized strength, with a projected increase of assigned strength
during the next month. The USARV average is 90.41 percent. No action
by USARPAC is recommended. Action is required by DA to insure timely
fill of MOS requisition. Unit has been so advised.

FOR THE COMMANDER:

Clk W. Stennes Jr.
Chief of ACC
Assistant Adjutant General

Cy form:
20th Avn Bde
12th Avn Gp
3d Squadron 17th Cavalry
SUBJECT: Operational Report of HQ, 3d Squadron, 17th Cavalry for Period Ending 31 July 1970, NCR CSFOR-65 (R2)

HQ, US Army, Pacific, APO San Francisco 96558 4 JAN 1971

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

This headquarters concurs in subject report as endorsed.

FOR THE COMMANDER IN CHIEF:

L.E. BLAXI
CPT. AGC
Asst AG
**CONFIDENTIAL**

**CLASSIFIED**

**GROUP 4**

**RECLASSIFIED AS 5-YEAR INTERVALS**

**DECLASSIFIED AFTER 12 YEARS**

**DATE:** 31 JULY 1970

**UNIT LOCATION: QUARTERLY CALL**

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AIRCRAFT LOSSES AND DAMAGE, QUARTERLY CIRCULAR

The aircraft loss figures include aircraft retrograded due to excessive maintenance requirements as a result of accidental or combat damage.

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Operational Report - Lessons Learned, HQ, 3d Squadron, 17th Air Cavalry

Experiences of unit engaged in counterinsurgency operations 1 May to 31 July 1970.

CO, 3d Squadron, 17th Air Cavalry