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

IN REPLY REFER TO

AGDA (M) (13 Jan 71) FOR OT UT 703229

18 January 1971

**SUBJECT: Operational Report - Lessons Learned, Headquarters, 16th  
Aviation Group (Combat), Period Ending 31 July 1970 (U)**

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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.

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The Adjutant General

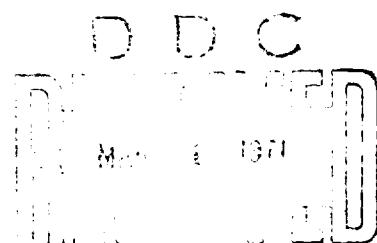
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DEPARTMENT OF THE ARMY  
HEADQUARTERS, 16TH AVIATION GROUP (COMBAT)  
APO San Francisco 96374

AVLP-RSC

SUBJECT: Operational Report - Lessons Learned (16th Aviation Group)  
(Combat) (Period Ending 31 July 1970) RWS CSRWT-65 (R2) (U)

SEE DISTRIBUTION:

1. (C) SECTION I, OPERATIONS: SIGNIFICANT ACTIVITIES

a. Command

(1) Mission: The 16th Aviation Group (Combat) provides, supervises, and sustains Army aviation support of the Americal Division.

(2) Responsibilities:

- (a) Command the major aviation elements of the Division.
- (b) Exercise special staff supervision over all Army aviation activities.
- (c) Supervise aircraft maintenance and supply.
- (d) Supervise flying safety program.
- (e) Participate in planning and execution of combat operations.
- (f) Provide Army Aviation element to the DTW.

(3) Key Personnel:

(a) 16th Aviation Group (Combat) Headquarters.

CO: COL Delbert L. Townsend, [REDACTED], 30 June 69  
to 7 June 70

COL Benjamin S. Silver, [REDACTED] 8 June 70  
to present.

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Inclosure

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SUBJECT: Operational Report - Lessons Learned (16th Aviation Group (Combat)) Period Ending 31 July 1970, MUS CSFCL-65 (R2) (U)

XO: LTC (P) Jerry L. Teague, [REDACTED], 31 Dec 69 to 11 Jun 70

LTC Kenneth L. Ketsler, [REDACTED] 12 June 70 to present

S1: MAJ Charles E. Gann, [REDACTED] 16 March 70 to present.

S2: 1LT Randall C. Graham, [REDACTED] 13 April 70 to present.

S3: LTC Richard K. Dietrich, [REDACTED], 9 Jan 70 to 1 July 70.

MAJ Robert T. Hooker, [REDACTED] 2 July 70 to present.

S4: MAJ Jack R. Alsop, [REDACTED] 1 May 70 to present.

OK-UP SURGEON: MAJ James J. Kent, [REDACTED], 9 Jan 69 to 24 July 70.

MAJ Gerald W. Poy, [REDACTED] 26 July 70 to present.

SAFETY OFFICER: CPT Edward L. Conner, [REDACTED] 1 Feb 70 to present.

ASST DIV AVN OFF: LTC Dean G. Boyle, [REDACTED] 9 Jan 70 to 11 June 70.

LTC Loren D. Eaton, [REDACTED], 12 June 70 to present.

(b) Unit Commanders:

14th Avn Bn : LTC Kenneth L. Ketsler, [REDACTED] 30 Dec 69 to 11 Jun 70 (Cbt)

LTC Duan G. Boyle, [REDACTED] 12 June 70 to present.

123d Avn En : LTC John P. Broenan, [REDACTED], 9 Jan 70 to 14 Jun 70

LTC Jerry C. Orr, [REDACTED] 15 June 70 to present.

335th Trans Co: MAJ William M. Barrett, [REDACTED], 13 Mar 70 to present.

AMC, 16th Avn : CPT Carl F. Lehmann, [REDACTED] 14 Mar 70 to present. Gp (Cbt)

(4) Current Organization:

(a) Organisation Chart and Station List at Inclosure 1.

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(b) Americal Division General Order 6508, dated 23 June 1970, detached a mess team and one aidman from Headquarters Troop, 1st Squadron, 1st Cavalry and attached it to D Troop, 1st Squadron, 1st Cavalry, 123d Aviation Battalion. Effective date 15 May 1970.

(c) USARPAC General Order 195, dated 8 May 1970 reduced B Company, 123d Aviation Battalion by nine (9) Officer and twenty-six (26) EM spaces and also increased Headquarters and Headquarters Company by one (1) Officer. Effective date 22 May 1970.

(d) USARPAC General Order 274, dated 8 June 1970, further reduced B Company, 123d Aviation Battalion by fifteen (15) EM spaces. Effective date 30 June 1970.

## b. Personnel, Administration, Morale and Discipline:

(1) Status of authorized and assigned strength as of the last day of the report.

## (a) Consolidated Strength.

	<u>AUTHORIZED</u>	<u>ASSIGNED</u>	<u>OVER/SHORT</u>
OFF	221	197	-24
WO	345	311	-34
EM	2432	2566	+134

## (b) Consolidated Strength by rated and non-rated officers.

	<u>RATED</u> <u>AUTH/ACTUAL</u>	<u>NON-RATED</u> <u>AUTH/ACTUAL</u>
OFF	199/161	22/36
WO	334/300	11/11

## (2) Subordinate Unit Strength.

<u>UNIT</u>	<u>OFF</u> <u>AUTH/OH</u>	<u>WO</u> <u>AUTH/OH</u>	<u>EM</u> <u>AUTH/OH</u>	<u>TOTAL</u> <u>AUTH/OH</u>
HHC, 16th Avn Gp (Cbt)	26/29	1/2	68/91	95/122
14th Avn Bn (Cbt)	108/98	209/187	1280/1298	1597/1583
123d Avn Bn	80/64	131/118	847/955	1058/1137
335th Trans Co	7/6	4/4	236/222	247/232

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## (3) Civilian Strength:

	<u>DAC</u> <u>AUTH/OH</u>	<u>VN</u> <u>AUTH/OH</u>	<u>3rd NAT</u> <u>AUTH/OH</u>	<u>CONTRACTOR</u> <u>AUTH/OH</u>	<u>TECH REP</u>
16th Avn Gp (Cbt)	2/2	77/74	0/0	74/51	7/7

(4) The Group is below 50% strength of qualified aircraft technical inspectors. Known losses projected through the end of the next quarter will make this situation more critical if replacements are not furnished.

## (5) Discipline.

	<u>Co Gd APT 15</u>	<u>Fld Gd APT 15</u>	<u>SP C M</u>	<u>BCD SP C M</u>	<u>GEN C M</u>
MAY	60	20	2	0	0
JUNE	38	10	0	2	1
JULY	48	11	4	0	0

## (6) Administration - No Comment

## (7) Morale.

(a) Morale remains high in all units. Maximum use of out-of-country R & R program is being stressed.

(b) There have been several cases of drug abuse. During June a special class on drug abuse was presented to all Battalion Commanders, Company Commanders, Command Sergeant Major and First Sergeants by a representative from the American CID, the American Staff Judge Advocate, the 16th Aviation Group (Combat) Surgeon and Chaplain.

## c. Intelligence and Counterintelligence.

(1) There was one possible security compromise during the reporting period. One mission sheet was lost, and not recovered, during a flight over enemy controlled territory.

(2) During the reporting period, 185 aircraft of the 16th Aviation Group (Combat) were hit by enemy ground fire. An analysis of these hits by altitude (in feet) is reflected below.

<u>ALT (feet)</u>	<u>O/G</u>	<u>T/O</u>	<u>LN DG</u>	<u>ENROUTE</u>	<u>TGT</u>	<u>TOTAL</u>
					<u>ATTACK</u>	<u>BY ALT</u>
0-99	15	20	27	5	9	76
100-199		1	6	1	4	12
200-299			2	2	3	7
300-399			2	3	1	6

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<u>ALT (Feet)</u>	<u>O/G</u>	<u>T/O</u>	<u>LNDG</u>	<u>ENROUTE</u>	<u>TGT ATTACK</u>	<u>TOTAL BY ALT</u>
400-499				12	3	15
500-599				2	5	7
600-699			1	3	2	7
700-799				3	2	5
800-899			1	3	3	7
900-999				2		2
1000-1099				7	2	9
1100-1199						0
1200-1299				4	2	6
1300-1399				2		2
1400-1499				2		2
1500-1599				8		8
1600-1699						0
1700-1799				2		2
1800-1899				1		1
1900-1999				6		6
<u>over 2000</u>				6		6
<b>TOTAL</b>	<b>15</b>	<b>21</b>	<b>39</b>	<b>74</b>	<b>36</b>	<b>185</b>

(3) Summary of antiaircraft activities by type of fire.

	<u>.30</u>	<u>.51</u>	<u>Airburst</u>	<u>Other/ Unknown</u>	<u>TOTAL</u>
Shot at	256	30	1	8	295
Hit	119	13		6	138

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	.30	.51	Airburst	Other/ Unknown	TOTAL
Downed/Recovered	25	7		2	34
Downed/Lost	5	4		4	13
TOTAL	405	54	1	20	480 (Total AA incidents)

(4) Weather had no significant effect on operations during the reporting period.

d. Plans, Operations, and Training:

(1) Plans:

(a) The 16th Avn Gp (Cbt) continues to provide Army Aviation support to the Americal Division.

(b) The 123d Aviation Battalion in essence, is operating as an Air Cavalry Squadron. The battalion will remain in general support of the Division and direct support of the Brigades on a mission basis. In the past "B" Company, 123d Aviation Battalion normally supported the 11th Infantry Brigade, D Troop 1-1 Cavalry, the 198th Infantry Brigade and F Troop, 8th Cavalry the 196th Infantry Brigade. However, with the adoption the tactical reconnaissance concept, the units have worked more often under Division Control throughout the TAOR as required. "A" Company, 123d Aviation Battalion will remain in general support of the division.

(c) The 71st Aviation Company, 174th Aviation Company and the 176th Aviation Company will continue to support the 196th Infantry Brigade, the 11th Infantry Brigade and the 198th Infantry Brigade respectively.

(d) The 132nd and 178th Assault Support Helicopter Companies will remain in general support of the Division.

(e) The 14th Aviation Battalion (Combat) stands ready to support the Division on any of several contingency plans with up to twelve UH-1H lift ships, six UH-1C gunships, and four CH-47 helicopters. The reaction time varies from one to twelve hours depending upon the type reaction force required.

(2) Operations:

(a) Operational Statistics for the quarter are at Inclosure 2.

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## (b) American Operations supported:

<u>OPERATION</u>	<u>SUPPORTED UNIT</u>	<u>DATES</u>
Nantucket Beach	198th Inf Bde	23 Jul 69, continuing
Frederick Hill	196th Inf Bde	18 Mar 69, continuing
Geneva Park	198th Inf Bde	18 Mar 69, continuing
Iron Mountain	11th Inf Bde	18 Mar 69, continuing
Elk Canyon	196th Inf Bde and 2d Div (ARVN)	12 Jul 70, continuing

(c) Aircraft status at the end of the reporting period is at Inclosure 3.

(d) During the reporting period the elements of the 16th Aviation Group (Combat) experienced six indirect fire attacks as part of general attacks by fire on Chu Lai Base. Results are as follows:

DATE	TYPE	TIME	DAMAGE	UNIT
4 May 70	Rocket	06:00	2 buildings damaged	14th Avn Bn (Cbt)
5 May 70	Rocket	06:00	7 US WIA (minor)	14th Avn Bn (Cbt)
6 May 70	Rocket	06:00	1 building damaged	14th Avn Bn (Cbt)
8 May 70	Rocket	17:30	NONE	
21 May 70	Rocket	20:00	1 building damaged	14th Avn Bn (Cbt)
14 Jun 70	Rocket	21:10	1 US WIA (minor)	14th Avn Bn (Cbt)
			1 conex destroyed	14th Avn Bn (Cbt)
			1 vehicle damaged	14th Avn Bn (Cbt)

(e) Examples of significant actions during the reporting period are as follows:

1 1 May: AH-1G's of the 123d Aviation Battalion while providing close air support and dustoff escort for units in the Hiep Duc area were credited with 28 VC/NVA killed, one .51 Cal machinegun, and no recoilless rifle and several AK-47's destroyed.

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**2** 2 May: Aircraft of B Company, 123d Aviation Battalion conducted emergency resupply, dustoff, and gunship support for units in contact in the vicinity of LZ Karen resulting in 10 VC/NVA kills.

**3** 3 May: On this date the 14th Aviation Battalion (Combat) was supporting the 196th Infantry Brigade and the 5th ARVN Regiment in an operation to encircle and destroy an estimated regimental size NVA force which held strong positions around the village of Hiep Duc despite numerous tactical air strikes and almost constant artillery fire. Six known .51 Cal positions had been located and were so well entrenched that air strikes had not been able to neutralize them. An element of the 5th ARVN Regiment was halted in the vicinity of AT 945265 by stubborn enemy resistance and at 1645 hours, the 14th Aviation Battalion (Combat) was alerted to assemble aircraft at Tam Ky Airfield for an assault operation. At 1735, nine aircraft from the 71st Assault Helicopter Company, five aircraft from the 174th Assault Helicopter Company, eight aircraft from the 176th Assault Helicopter Company of the 14th Aviation Battalion (Combat) and two aircraft from A Company, 123d Aviation Battalion had assembled at Tam Ky where they awaited the arrival of two battalions of the 5th ARVN Regiment. The first lift departed Tam Ky at 1830 hours and combat assaulted the first Battalion into an LZ at AT 971264. At 1945 the second battalion lift departed the PZ. As the flare ship approached the landing zone, it was engaged by .51 Cal fire from positions along the high ground to the north of the LZ (from AT 940290 to AT 970290). The flight started receiving small arms and automatic weapons fire while on a two mile final to the LZ. The second assault was completed at 2015 hours. The night assault was successful and the ARVN battalions were able to link up early the following morning and continue the attack. The rapid reaction of the 14th Aviation Battalion (Combat) contributed significantly to the success of the operation and aided in the destruction of the NVA forces holding Hiep Duc.

**4** 11 May: The Aero-Rifle Platoon of F Troop, 8th Cavalry, 123d Aviation Battalion was inserted approximately ten Kilometers west of Hawk Hill. The gunships observed a force of twenty VC/NVA evading from the Aero-Rifle Platoon. The Aero-Rifle Platoon received moderate fire and grenades, and was reinforced by a platoon of the 2nd Battalion, 1st Infantry. The combined force swept the area and reported one VC/NVA killed.

**5** 12 May: On a dustoff escort at BT 593629, gunships of B Company, 123d Aviation Battalion, expended resulting in approximately 15 structures destroyed with one large secondary explosion.

**6** 13 May: Two AH-1G's of B Company, 123d Aviation Battalion in support of contact missions at BS 599599 and BS 533605 were credited with eleven VC/NVA killed.

**7** 9 June: The Night Hawk aircraft of F Troop, 8th Cavalry was diverted to an ARVN compound north of Hawk Hill which had been overrun by NVA. Night Hawk engaged in close proximity to friendly positions resulting in 7 VC/NVA killed.

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8 16 June: Visual Reconnaissance team of B Company, 123d Aviation Battalion, observed numerous bunkers and tunnels at BS 449693. Fourteen Aero-Riflemen were inserted and a sweep of the area was conducted. A hand grenade was detonated in one of the tunnel entrances and further investigation resulted in four NVA killed and two SKS rifles captured. The Aero-Riflemen destroyed twelve bunkers and tunnels.

9 21 June: A visual Reconnaissance Team of B Company, 123d Aviation Battalion located a large enemy dispensary at BS 441442. The AH-1G's engaged the area resulting in twenty-seven structures either damaged or destroyed.

10 27 June: Gunships of F Troop, 8th Cavalry, 123d Aviation Battalion, were called upon to support an element of the 5th ARVN Regiment which was in contact. The gunships engaged targets in the vicinity of BT 168186 resulting in 5 VC/NVA killed and two individual weapons captured.

11 29 June: Gunships of B Company, 123d Aviation Battalion, engaged at AT 846992 and destroyed fifteen bunkers and fifteen structures. An additional five structures were destroyed at AS 862991.

12 12 July: Operation, ELK CANYON: The air assault on Kham Duc by the elements of the 6th ARVN Regiment and the 2d Battalion, 1st Infantry, the largest air mobile operation ever conducted in the Americal Division, commenced on this date. The 14th Aviation Battalion provided forty-three (43) lift aircraft, sixteen (16) gunships, two (2) AMC aircraft, two (2) smoke aircraft, three (3) maintenance aircraft, four (4) spare lift aircraft and ten (10) CH-47's. The 123d Aviation Battalion supported the initial assault with nine (9) AH-1G's and XXIV Corps provided four (4) CH-54's for heavy lift and logistical buildup. The first lift inserted the 1st Battalion, 6th ARVN Regiment into LZ Kala (YC 987089). The initial assault on Kala received sporadic small arms fire which was suppressed. Following the initial insertion on LZ Kala ten CH-47's and four CH-54's immediately began to move artillery and ammunition into the newly established LZ. The first CH-47 received heavy automatic weapons fire and several mortar rounds while discharging its cargo and the second CH-47 also received heavy fire. The heavy lift was postponed until gunships and Tactical Air could neutralize the enemy positions at YC 979099.

The assault force returned to the objective area and inserted D and A Companies, 2nd Battalion, 1st Infantry into LZ's at ZC 014094 and ZC 014084 under automatic and small arms fire from the enemy. Once the source of hostile fire had been silenced on the latter two LZ's the heavy lift of artillery was continued into the US position at ZC 013084. The assault lift force landed Headquarters, the Recon Platoon and the Mortar section of the 2d Battalion 1st Infantry into the fourth LZ at ZC 003078, again under hostile fire. The final combat assault of the day inserted B and C Companies into YC 097074 without opposition. At 1330, LZ Kala was declared secure and the heavy lift force began to transport artillery and supplies into that LZ. The logistical movement continued into both US and ARVN positions without further interruption and was terminated at 1945 hours, after a total of 73 sorties by CH-47 and

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CH-54 aircraft had been completed.

13 13 July: The Regimental Headquarters of the 6th ARVN Regiment was air lifted to LZ Kala and the 6th ARVN Regiment Recon and the 2d ARVN Division Recon Companies were air lifted to Kham Duc air field to assist in the security of the airfield as it was being repaired by American Engineers to receive Air Force aircraft. The logistical build up of both the US and ARVN forces was continued with 89 sorties and approximately 712,000 pounds of cargo being accomplished by the CH-47's and CH-54's.

14 14 July: The 2d and 3d Battalion, 6th ARVN Regiment, combat assaulted into LZ's at YC 969014 and YC 975071 by a forty-thrce (43) lift ship force. Both assaults were unopposed by the enemy. Upon completion of the assaults a five ship force supported by two gunships were laagered at Kham Duc airfield to support US and ARVN Recon elements and LRRP insertions. This force was increased to ten lift ships daily on a continuing basis on 17 July. The CH-47's continued the logistical buildup until 18 July when the Air Force C-7A's, C-123's and C-130's assumed the responsibility of logistical support of Operation Elk Canyon.

15 14 July: Night Hawk from F Troop, 8th Cavalry 123d Aviation Battalion, conducted VR operations in support of Elk Canyon resulting in six VC/NVA engaged and killed.

16 16 July: While conducting a BDA at BS 392588 the Visual Reconnaissance Team from B Company, 123d Aviation Battalion received ground fire and the gunships engaged the area resulting in two VC/NVA killed. Artillery was adjusted onto the grid and the Hero Rifle Platoon was inserted to perform a sweep. Eighteen structures were destroyed.

17 19 July: The CH-47's of the 14th Aviation Battalion (Combat) air lifted the 4th Battalion, 6th ARVN Regiment from Kiep Duc to Kham Duc airfield in preparation for a subsequent combat assault into LZ Rose.

18 20 July: Following the preparation of a one ship LZ at YC 898053 by tactical air strikes, twenty lift ships of the 14th Aviation Battalion (Combat) began to insert the 4th Battalion, 6th ARVN Regiment into LZ Dak Rose. The assault was unopposed and was completed at 1020 hours.

19 21 July: After enlargement of LZ Rose by the 4th Battalion, 6th ARVN Regiment, the CH-47's of the 14th Aviation Battalion (Combat) and the XEV Corps CH-54's transported 56 sorties of artillery and supplies to complete the establishment of a fire base at LZ Dak Rose.

20 24 July: The ten ship lift force of the 14th Aviation Battalion (Combat) committed to Operation Elk Canyon extracted the 2d Battalion, 6th ARVN Regiment from field locations vicinity of YC 9408 to FSB Dak Rose. Upon the completion of the extraction the 14th Battalion's CH-47's airmoved the 4th Battalion, 6th ARVN Regiment to Kham Duc where they marshalled in preparation for an assault operation on 25 July.

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21 25 July: The 14th Battalion (Combat) using thirty (30) lift ships conducted combat assault of the 4th Battalion, 6th ARVN Regiment into an LZ at YB 873944, only one and one half kilometers from the Laotian border. Both lifts received intense small arms and automatic fire from YB 869945, 875953, 862945, 871928, 886924, 887936. The air mission commander observed twenty to twenty-five NVA evading and gunships engaged with unknown results.

**(3) Training:**

(a) On-the-job training, materiel readiness, and formal training (as specified in training directives) continue to be stressed by this Headquarters. Due to the increase of replacements who are not MOS qualified, on-the-job training has become more important to the performance of the Group mission. In-country schools are being used to ~~full~~ advantage especially in the field of aircraft maintenance.

(b) The quality of aviator flight training continues to be monitored by the Group Standardization section. Two instrument instructors have been trained for each company or troop and are required to give instruction to all assigned aviators in their unit. A schedule of instrument renewal check flights has been established so that by the onset of the monsoon season all operational aviators of the group will possess standard or tactical instrument tickets.

(c) Infantry personnel continue to receive refresher training in demolitions, rappelling and squad and platoon tactics. They also participate in a regular program of marksmanship development.

(d) The 16th Aviation Group (Combat) presented the first series of CH-47 operations classes to each Brigade, Division Artillery and Support Command during the period 1-5 July 1970. A block of two hours classroom instruction was presented on rigging equipment, inspection, and rigging of typical loads. Two hours of practical application followed the classroom instruction. These classes will be presented on a monthly basis in the future.

**e. Logistics and Maintenance:**

(1) Class II. The Central Issue Facility established during the last quarter is functioning successfully and all aviation personnel are equipped with proper equipment. The SFH-4 flight helmet continues to be in short supply; however, as these helmets become available through supply channels this problem will alleviate itself. The CIF provides close accountability of flight clothing and equipment, and insures that clothing records are accurate.

(2) Base Development. New construction has been curtailed in the Chu Lai area; however, materials are readily available for the repair of existing buildings.

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## (3) Maintenance:

## (a) Aircraft:

1 Aircraft MORS time has been reduced during the period due to improved transportation policies which provide expeditious delivery of repair parts.

2 During the next quarter 50% of the Group's CH-47 aircraft are programmed to undergo the 18th preventive maintenance periodic inspection. Preparations are being made specifically for this inspection to preclude extensive down time. The major factors which would cause extensive down time would be the number of TBO's due change and the availability of these components. To date one 18th preventive maintenance periodic inspection has been completed and another is in progress. No significant problems have been noted in either case.

3 A time and motion study was conducted in all units of the Group in the area of aircraft maintenance in an effort to decrease aircraft down time for maintenance and improve the number of mission ready aircraft without sacrificing the quality of maintenance. Many improvements have been initiated and analysis is continuing. Future improvements will be incorporated into current programs as necessary.

4 Command emphasis has been placed on the shipment of repairable and excess servicable aircraft parts to CONUS and USAAMMC, RVN. Total amount of repairable shipped during the period May-July was 229.7 short tons and 17.0 short tons of excess servicable aircraft parts.

5 Aircraft Availability Rates (%) for the quarter by month and type aircraft.

	<u>MAY</u>	<u>JUNE</u>	<u>JULY</u>
CH-4A	70.3	69.2	79.7
AH-1G	79.3	77.9	85.2
UH-1C	84.5	74.8	80.6
UH-1D/H	80.8	83.6	85.9
CH-47B	77.9	78.4	80.9
U-6A	69.4	91.7	100.0

(b) Wheeled Vehicles: The number of vehicles on dead line has decreased during the reporting period; however, the following are still limiting factors.

1 There is a shortage of 63B MOS personnel in the Group. This shortage seriously hampers the vehicle maintenance program and reduces mission support.

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2. The shortage of repair parts requires that vehicles remain on deadline longer than would normally be expected.

f. Civil Affairs and Civic Action: The 16th Aviation Group (Combat) continues to support the Tabitha Orphanage in the village of An Tan. Support is rendered by a fixed monthly contribution of several hundred dollars as well as construction projects as needed. The 14th Aviation Battalion (Combat) has arranged for captured rice to be distributed at the rate of 300 pounds per week to insure an abundant food supply for the children. Weekly visits by medical personnel of the 16th Aviation Group (Combat) are made to insure the health of the children.

g. Inspector General: The Headquarters, Headquarters and Headquarters Company, 14th Aviation Battalion and the 71st Assault Helicopter Company were inspected during the period 6-11 July 1970 as part of the USARV Annual General Inspection FY71, of the Americal Division. Of one hundred and sixteen (116) areas inspected, two (2) were outstanding, ninety-five (95) excellent, thirteen (13) satisfactory, and six (6) unsatisfactory. No overall ratings were given.

h. Information: The 14th Aviation Battalion (Combat) was awarded the Valorous Unit Award by MG A.E. Milloy on 25 May 1970. The award was for Valorous actions during Operation Benton from 13 August 1967 through 19 August 1967.

i. Other Aviation Safety.

(1) The number of accidents and computed accident rate per 100,000 hours of flying time by month is as follows.

MONTH	FLYING HOURS	ACCIDENTS	LATE	CUMULATIVE HOURS	CUMULATIVE RATE
May	12,013	6	37.5	183,539	23.9
June	18,752	3	16.0	202,291	23.2
July	19,551	8	41.1	19,551	41.1

(2) The accident rate declined more than 50% during the month of June with little difference in hours flown during that period. Accelerated Command interest of all levels in aircraft accident prevention has been initiated in the 16th Aviation Group (Combat). Inspection teams from all Staff Sections have been formed to conduct scheduled and unscheduled inspections of aircraft, maintenance, operations, supply, administration, POL, and safety in a continuing effort to reduce accidents and maintain desired combat ready aircraft at all times.

2. (C) SECTION II, LESSONS LEARNED, COMMANDERS OBSERVATIONS, EVALUATIONS, AND RECOMMENDATIONS.

a. Personnel: None

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b. Operations:

(1) Movement Control Center.

a Observation: A centralized movement control center is needed to support the logistics effort during major operations.

b Evaluation: During the initial assault and logistical build up on D Day of Operation Elk Canyon there was no central agency to establish priorities of movement of equipment and supplies during the highly fluid and critical first hours of the operation. Due to intense automatic weapons fire, the establishment of fire support base Kala was delayed resulting in the postponement of the delivery of many preplanned loads. Due to the lack of movement control center, the assignment of mission priorities were directed by the air mission commander based upon his knowledge of the tactical situation. On D+1 through D+4 an Assault Support Helicopter Company Commander was placed in an airborne command post to supervise and coordinate the logistical effort. Although the 14th Aviation Battalion was able to maintain positive control, there was no control agency or individual with the authority to establish priorities for the ARVN Regiment, ARVN Artillery, the US battalion, US artillery and engineers.

c Recommendation: A logistical movement control center be established with representatives from each unit involved and one individual with command authority to make final decisions of priorities in the event the tactical situation necessitated the elimination or substitution of preplanned sorties. This center would require the necessary communication equipment to monitor the tactical situation and to issue priorities for the logistical effort.

(2) Increased fire power for landing zone preparation:

a Observation: During larger combat assaults a greater amount of fire power is needed for landing zone preparation.

b Evaluation: The primary mission of the UH-1C gunship assigned to each assault helicopter company is the escort of the lift ships to the landing zone and close fire support during the landing phases. The fire power represented by a light team of UH-1C's is usually insufficient for proper landing zone preparation. When armed for landing zone preparation and properly employed, the AH-1G's are extremely effective.

c Recommendation: When the tactical situation permits, AH-1G's be employed to prepare the landing zone for the lift force.

(3) Forward Support Element:

a Observation: The need exists in each division for centralized combat service support agencies in the forward area of operations.

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b Evaluation: Frequently, there is no agency in forward areas to insure timely, complete and accurate combat service support according to unit requirements and priorities. Because of this, units must requisition resupply through separate channels, resulting in duplication of effort and excessive time from requisition to delivery. A Forward Support Element is needed that would operate Class I, III, and V facilities, to include aircraft rearm and refuel points, and limited Class II and IV issue facilities. The FSE should be responsible for the coordination and delivery of logistical support to forward areas, whether moving by land or air. Such an agency would preclude duplication, provide shipment priorities to forward areas, and insure maximum utilization of transportation assets. Forward Support Elements of this type are operated by the airmobile divisions and some infantry divisions in RVN.

c Recommendation: Forward Support Elements be established to function as the central point of contact and be responsible for providing prompt and reliable combat service support to the brigade, battalions, and attached units in the forward areas of operation.

c. Training: None

d. Intelligence: None

e. Logistics: Aircraft Maintenance

(1) Special Equipment:

a Observation: Steam cleaners would aid the assault helicopter companies in preparing the aircraft for scheduled and unscheduled maintenance as well as extending the service life of the aircraft.

b Evaluation: Oil and grease collects in the transmission island, under floor pannels, and inside tailbooms. Sand mixed with oil and grease contributes to premature failure of components. Hand application of solvent and water is not sufficient to remove these foreign ingredients from inaccessible places in the helicopter.

c Recommendation: Steam cleaners be authorized and issued to each assault helicopter company.

(2) Non-productive Maintenance Time:

a Observation: The addition of special equipment to the helicopter companies could reduce non-productive maintenance time.

b Evaluation: Maintenance personnel waste time walking great distances to and from the aircraft to obtain special tools and parts.

c Recommendation: Mules, "Walki-talkie" radios and intercom systems should be added to the TOE of the helicopter companies.

f. Organization: None

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g. Signal: Avionics PLL.

(1) Observation: A thorough review of avionics PLL revealed a significant number of line items which were neither demand supported nor enumerated in the prescribed minimum stockage lists.

(2) Evaluation: Purification of the avionics PLL reduced the number of line items by as much as 50% in some units. Further reduction of line items was achieved by labeling certain items as short-stock rather than PLL. By reducing the avionics PLL to a size which facilitated its consolidation with the company's tech supply, improved management and control as well as maximum utilization of available manpower was achieved.

(3) Recommendation: Avionics PLL be consolidated with the units tech supply and the 76U clerk from the avionics shop be utilized by tech supply to assist in the management of consolidated PLL's.

*Benjamin S. Silver*

BENJAMIN S. SILVER  
Colonel, Infantry  
Commanding

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as

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AVEP-HL (10 August 70) 1st Ind

SUBJECT: Operational Report for Quarterly Period Ending 31 July 1970  
RCS CSFOR-65 (R2) (U)

DA, Headquarters, Americal Division, APO San Francisco 96374 19 Aug 70

TO: Commanding General, XXIV Corps, ATTN: AVII-GCT, APO San Francisco 96308

1. (U) This headquarters has reviewed the Operational Report - Lessons Learned for the quarterly period ending 31 July from headquarters, 16th Aviation Group (Combat).

2. (U) Comments follow:

a. Reference item concerning "Movement Control Center" section 2, page 14, paragraph 1 (C), concur. Personnel and equipment to man such a center would necessarily be drawn from units involved in the operation. The individual with command authority should be given specific duties and authority to make final decisions on priority of sorties.

b. Reference item concerning "Forward Support Element" section 2, page 15, paragraph 3 (C), nonconcur. DISCOM is the major logistic operator for the division and as such is responsible for providing necessary support. Each brigade in turn has logistic personnel to provide support to units of the brigade. It is felt the logistic structure of the division is adequate to provide necessary support without establishing a permanent FSE.

FOR THE COMMANDER:



PAUL S. VAROSY  
CPT, AGC  
Asst AG

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AVII-QCT (10 August 1970) 2d Ind

SUBJECT: Operational Report - Lessons Learned, 16th Aviation Group (Combat)  
for Period Ending 31 July 1970, RCS CSFOR-65 (R2) (U)

DA, HQ, XXIV Corps, APO San Francisco 96349 1 SEP 1970

TO: Commanding General, USAW, APO San Francisco 96375

1. (U) The OPLL for the 16th Aviation Group (Combat) has been reviewed by this headquarters in accordance with AR 525-15.
2. (C) This headquarters concurs with the report with the following comments.

a. Reference item concerning Movement Control Center, page 14, paragraph 2b(1); concur. Any operation should be supported by an MCC which has functional authority over all movements within its tactical area of responsibility.

b. Reference item concerning Forward Support Element, page 14, paragraph 2b(3); concur. Establishment of a Forward Support Element is desirable to support a specific combat operation. However, the present organizational structure of all divisions is such that they have the capability of providing the Forward Support Elements from within their existing resources. The establishment of a Forward Support Element is at the discretion of the Division Commander.

c. Reference paragraph 2b, 1st indorsement, the abbreviation FSE is not the authorized abbreviation for Forward Support Element.

d. Reference item concerning Aircraft Maintenance, page 15, paragraph 2e(1); nonconcur. Steam cleaners which use cleaning materials under high pressure can be harmful to engine accessories, drive train, seals, avionics and electronic components. Although such cleaners are used at higher echelon repair facilities this type cleaner is not appropriate for use at company level.

FOR THE COMMANDER:

*W H Smith*  
W. H. SMITH  
Captain, AGC  
Assistant Adjutant General

CC:  
CG, Americal Division

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AVIAT-OFS (10 Aug 70) 3d Ind

SUBJECT: Operational Report-Lessons Learned (16th Aviation Group)  
(Combat)(Period Ending 31 July 1970) RCS CSFOR-65 (R2)(U)

Headquarters, United States Army Vietnam, APO San Francisco 96375 6 OCT 1970

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

1. This Headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 July 1970 from Headquarters, 16th Aviation Group and comments of indorsing headquarters.

2. Reference item concerning "Special Equipment," page 15, paragraph 2e(1), nonconcur. High pressure steam cleaners are used at higher echelon repair facilities and are not appropriate for use at organizational level. No action by USARPAC or DA is recommended.

FOR THE COMMANDER:

*Clark W. Stevens Jr.*  
Clark W. Stevens Jr.  
Captain AGC  
Assistant Adjutant General

Cy furn:  
XXIV Corps  
16th Av Gp

GPOP-DT (10 Aug 70) 4th Ind (U)

SUBJECT: Operational Report-Lessons Learned, HQ, 16th Aviation  
Group (Combat), for the Period Ending 31 July 1970,  
RCS CSFOR-65 (R2 (U))

HQ, US Army, Pacific, APO San Francisco 96558 3 OCT 1970

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

This headquarters concurs in subject report as indorsed.

FOR THE COMMANDER IN CHIEF:

*h2*  
L. W. OZAKI  
CPT, AGC  
Asst AG

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ORGANIZATIONAL CHART  
16TH AVIATION GROUP (COMBAT)

AMERICAL DIVISION

16TH AVN GP (CBT)

HHC 14th AVN BN (CBT) 123d AVN BN 335th TRANS CO

STATION LIST  
16TH AVIATION GROUP (COMBAT)

<u>UNIT</u>	<u>STATION</u>	<u>APO</u>
HHC, 16th Avn Gp (Cbt)	Chu Lai	96374
HHC, 123d Avn Bn	Chu Lai	96374
Co A, 123d Avn Bn	Chu Lai	96374
Co B, 123d Avn Bn	Chu Lai	96374
F Troop, 8th Cav	Chu Lai	96374
Co E, 723d Maint Bn	Chu Lai	96374
HHC, 14th Avn Bn (Cbt)	Chu Lai	96374
534th Med Det	Chu Lai	96374
14th Security Plt	Chu Lai	96374
71st AHC	Chu Lai	96374
174th AHC	Duc Pho	96217
756th Med Det	Duc Pho	96217
176th AHC	Chu Lai	96374
132nd ASHC	Chu Lai	96374
178th ASHC	Chu Lai	96374
335th Trans Co	Chu Lai	96374

Incl 1 Organization Chart and Station List, ORLL of 16th Avn Gp (Cbt) Period  
Ending 31 July 1970, RCS CSFOR-65 (R2) (U)

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OPERATIONAL STATISTICS

<u>UNIT</u>	<u>HOURS</u>	<u>SORTIES</u>	<u>TOOK CARRIED</u>	<u>TROOPS CARGO</u>	<u>MED EVAC</u>	<u>A/C RECOVERIES</u>	<u>ENEMY KIA</u>	<u>STRUCTURES DESTROYED</u>
HHC 16th Avn Gp (Cbt)	0	0	0	0	0	0	0	0
14th Avn Bn (Cbt)	30,725	101,499	183,225	44,210	100	65	225	153
123d Avn Bn	18,880	41,269	54,608	418	20	8	125	670
335th Trans Co	<u>238</u>	<u>120</u>	<u>250</u>	<u>12</u>	<u>0</u>	<u>20</u>	<u>0</u>	<u>0</u>
<b>TOTALS</b>	<b>49,843</b>	<b>143,888</b>	<b>238,083</b>	<b>44,640</b>	<b>120</b>	<b>83</b>	<b>350</b>	<b>823</b>

AMMUNITION EXPENDED

<u>UNIT</u>	<u>7.62</u>	<u>10mm</u>	<u>2.75</u>	<u>50 cal.</u>	<u>20mm</u>
HHC 16th Avn Gp (Cbt)	0	0	0	0	0
14th Avn Bn (Cbt)	3,557,000	36,770	28,390	0	0
123d Avn Bn	648,695	41,302	20,116	2,350	15,115
335th Trans Co	0	0	0	0	0
<b>TOTALS</b>	<b>4,215,695</b>	<b>78,072</b>	<b>50,506</b>	<b>2,350</b>	<b>15,115</b>

Incl 2, Operational Statistics and Ammunition Expended, ORLL of 16th Avn Gp (Cbt)  
Period Ending 31 July 1970, RCS CSFOR-65 (R2)

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16th Avn Op (Cbt) AIRCRAFT STATUS AS OF 31 JULY 1970

<u>UNIT</u>	<u>OH-6A</u>	<u>UH-1C</u>	<u>UH-1D/H</u>	<u>CH-47B</u>	<u>AH-1G</u>
<u>AU/H</u>	<u>CH</u>	<u>AU/H</u>	<u>CH</u>	<u>AU/H</u>	<u>CH</u>
HC, 16th Avn Bn (Cbt)	3	0	0	0	0
11th Avn Bn (Cbt)	7	0	24	28	69
123d Avn Bn	22	26	0	0	45
3/16th Arty	0	0	0	2	2
3/16th Arty	9	16	0	0	2
11th Bde	2	0	0	0	0
196th Bde	4	5	0	0	0
198th Bde	4	4	0	0	0
<b>TOTAL</b>	<b>57</b>	<b>56</b>	<b>24</b>	<b>18</b>	<b>118</b>
				<b>118</b>	<b>32</b>
					<b>31</b>
					<b>24</b>
					<b>22</b>

Incl 3, Aircraft Status to ORLL of 16th Op (Cbt) Period Ending  
31 July 1970, RCS CSFOR (R2) (U)

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