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**31 Dec 1977 per document marking; Adjutant
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HQDA Ltr 525-74-24



REPLY TO
ATTENTION OF:

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

DAAG-PAP-A (M) (14 May 1974) DAMO-ODU

28 May 1974

Expires 28 May 1975

SUBJECT: Operational Report - Lessons Learned, 16th Aviation Group, Period Ending 30 April 1971 (U)

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1. The attached report is forwarded for review and evaluation in accordance with para 40, AR 525-15.
2. The information contained in this report is provided to insure that lessons learned during active operations are used to the benefit of future operations and may be adapted for use in developing training material, as appropriate. This report should not be interpreted as the official view of the Department of the Army, or of any agency of the Department of the Army.
3. Information of actions initiated as a result of your evaluation should be forwarded to the HQ DA (DAMO-ODU) Washington, D.C. 20310, within 90 days of receipt of this letter.

BY ORDER OF THE SECRETARY OF THE ARMY:

VERNON L. BOWERS
Major General, USA
The Adjutant General

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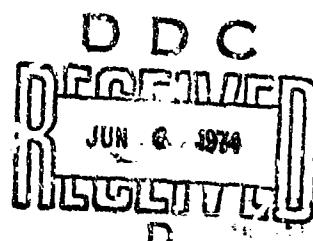
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AVDF-ABSC

SUBJECT: Operational Report - Lessons Learned 16th Aviation Group (Combat)
(Period Ending 30 April 1971) RCS CSFOR - 65 (R3)

(b) EVALUATION: Use of the cargo net in flame drops would allow several sorties to be prepared in advance; therefore, reducing turn around time on each sortie flown. Using the net in this manner incorporates all the normal methods of releasing the cargo hook, permitting the aviator definite control over cargo jettison.

(c) RECOMMENDATION: That use of cargo nets replace the special flame drop container presently in use in the 23d Infantry Division area of operations. Cargo nets are more readily available and easier to maintain than special equipment now being used. This will prevent premature dropping of loads due to a faulty latch on the drop container. Use of the cargo net would eliminate these problems and increase the efficiency of the CF-47 utilization in aerial flame drops.

(d) COMMAND ACTION: Coordination being accomplished with Division Chemical Officer to adopt recommended method.

d. Organization: None

e. Training: None

f. Logistics: None

g. Communications:

(1) Reliability of KY-28 secure equipment.

(a) OBSERVATION: The KY-28 secure equipment cannot be relied upon when stored for long periods of time.

(b) RECOMMENDATION: That more command emphasis be placed on the daily use of secure equipment, and that unused equipment be stored in COMSEC logistic support facilities where humidity and temperature can be controlled.

(c) EVALUATION: Experience has shown that in a humid, dusty climate rust accumulation occurs when equipment is not in daily use.

(d) COMMAND ACTION: Command emphasis has been placed on the use of secure equipment. All aircraft with secure capability are required to check equipment with operations prior to departing on daily missions.

h. Material: None

i. Other: None

NATIONAL SECURITY INFORMATION 2

Benjamin S. Silver
BENJAMIN S. SILVER
Colonel, Infantry
Commanding

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DEPARTMENT OF THE ARMY
Headquarters, 16th Aviation Group (Combat)
APO San Francisco 96374

AVDF-ABSC

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

- a. Personnel: None.
- b. Intelligence: None.
- c. Operations:

(1) Recovery Aircraft:

(a) OBSERVATION: The recovery of downed crews disrupts and delays the planned operation of combat assaults.

(b) EVALUATION: When an aircraft on a combat assault has been downed due to enemy anti-aircraft fire or maintenance difficulties, problems that result cause extensive delays.

(c) RECOMMENDATION: That on combat assaults into areas of heavy enemy concentration and/or anti-aircraft weapons, that one UH-1H be incorporated into the CA Force for the purpose of extracting crews.

(d) COMMAND ACTION: 16th Aviation Group (Combat) has incorporated the addition of one UH-1H to the CA Force when operating in a known or suspected heavy enemy concentrations and also when the CA Force is operating long distances from rear support.

(2) Use of cargo nets for flame drop with CH-47 aircraft.

(a) OBSERVATION: The utilization of cargo nets for flame drops was quite extensive in the 101st Abn Div Area of Operation. The method incorporated proved quite effective. After the net was filled with barrels, one end was secured to the cargo hook support beam and the other was attached to the cargo hook as usual. This would, upon activation of the cargo hook, cause the barrels to spill from the net. The dangling net was then recovered inside the aircraft and the aircraft returned to the pickup zone for another sortie.

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