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STAND DOWN

74 RAC

FIXED-WING

DEPARTMENT OF THE ARMY
74TH RECONNAISSANCE AIRPLANE COMPANY
11TH COMBAT AVIATION BATTALION
APO San Francisco 96289

AVBAUT-AZ

20 February 1972

SUBJECT: After Action Report On Unit Stand Down of the 74th Reconnaissance Airplane Company, APO SF 96289.

TERU: Commanding Officer AB 196672
14th Cbt Avn Bn
APO 96289

Commanding Officer
12th Cbt Avn Gp
APO 96266

TO: Commanding General
1st Avn Bde
APO 96384

1. PREPARATION ACTIVITIES

In preparation for the pending "Keystone Operation", then Company Commander, MAJ Michael S. McCormack, ordered a 100% inventory of the property books. This was completed and all equipment was identified. The extra parts and equipment that had accumulated during the 74th's six years of operation at the same location were gathered and we started turning in all non-essential equipment to various points concerned. We did not have a free turn in period except as mentioned above. Rosters were prepared in advance in three groups, for both Officers and Enlisted Men designating our key personnel; those individuals that would become excess during the operation and those that were excess at the beginning of the operation.

2. LIAISON PERSONNEL

Key personnel and Liaison Officers were assigned to the following areas:

MAJ McCormack-Commanding Officer
CPT Youndt-Executive Officer
1LT Gibbs-Property Book Officer

WO1 Corbin-Motor Officer
CPT Allen-Communications Officer
WO1 Kelly-Assistant Property Book Officer

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2. LIAISON PERSONNEL (Cont'd)

WO1 Testa-Maintenance Officer
CPT Bailey-"Keystone" Liaison Officer
CPT Nichols-Generator Liaison Officer
CPT Cunningham-Weapons Liaison Officer

1LT Reinalda-TA-50 Liaison Officer
1LT Gunn-Communications Officer
SGT Redmond-Motor NCO

3. "KEYSTONE OPERATIONS"

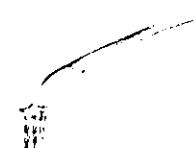
Our "Keystone" notice was delivered to this unit at 1600 hours 21 January 1972, with an ending date of 20 February 1972. All missions were cancelled as of 22 January 1972 except the V-33 mission, which was extended one day in order to effect the extraction of troops in contact in Cambodia. On 22 January 1972, all key personnel visited the various "Keystone" turn in points at Long Binh and Phu Loi to make initial coordination. We determined our specific needs and upon returning to the company area assigned Liaison Officers for each turn in point. Each Liaison Officer was provided a vehicle, typewriter and a specific number of individuals as assistants. All key personnel attended a "Keystone" meeting at the 11th Cbt Avn Bn in which a great volume of helpful hints and information was put out by a recently completed "Keystone" unit. Many of their guidelines were followed initially until we became adjusted to the operation. Invaluable assistance was rendered by various individuals from that unit through the 11th Cbt Avn Bn Headquarters shops where they were assigned.

4. TRAINING

MAJ Steinbauth, G-3 USARV, AVN CPT/1st Avn Bde made arrangements to continue training the Air Force pilots transitioning into the O-1's. He had two Bird Dogs transferred to the 386th Transportation Battalion at Vung Tau and we sent our SIF there to hand receipt them for the period. Training was completed on 1 February 1972 with five pilots completing transition and one pilot taking a checkride. The aircraft were returned to Vung Tau and the mission completed.

5. AIRCRAFT

Arrangements were made to turn in the aircraft in lots of eight beginning 24 February with a completion on 28 February 1972. We used a system in assigning aircraft to missions before "Keystone" to eliminate any bottleneck. Only high time aircraft were used while those close to ME were put into storage unless needed so the least amount of ME's would have to be pulled before turn in. There were no problems with turn in to the "Keystone" point.



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6. MAINTENANCE

All tools and equipment pertaining to aircraft maintenance were turned in at the "Keystone" point at Phu Loi. In anticipation of this operation, all tool boxes were inventoried to insure 85% completeness and locked up, except the essential tools needed. Tech Supply ordered only essential parts and consumed parts on hand maintaining the aircraft for turn in. The maintenance area was turned over to PA&E on 1 February 1972.

7. OPERATIONS

The major portion of Operations ceased to function on 22 January 1972 when we stopped flying missions. Their major functions at this point became the closing of flight records, awards and decorations, and ceremonies. There was a final awards presentations made on 18 January 1972, a Stand Down Ceremony on 26 January 1972, and a Change of Command ceremony was conducted on 27 January 1972. Awards were submitted for all eligible individuals and forwarded through channels.

8. AVIONICS

All radios and equipment were given a 100% inventory and prepared for turn in. All aviation equipment was accepted at the "Keystone" point in Phu Loi.

9. MESS HALL FACILITIES

All Mess Hall equipment was laterally transferred to the 362d Avn Co after inventory and approval at the USAV/MACV level. The cash collection book was turned in to the Class 1 point and the money was turned in at the U.S. Army Finance and ACCOUNTING Center, Long Binh. Receipts were obtained and voucher numbers for the lateral transfer with the mess records were sent to 12th CAG, S-4 for final audit and disposition.

10. MOTOR POOL

Vehicular maintenance was stressed and performed on all vehicles to include preparation for turn in. Each vehicle was thoroughly cleaned to include scraping the mud, etc., from the undercarriage. A systematic turn in began as each vehicle was determined to be non-essential. We retained one $\frac{1}{2}$ ton, two $\frac{3}{4}$ tons, one $2\frac{1}{2}$ ton until completion of stand down. One $2\frac{1}{2}$ ton and one five-ton were laterally transferred to MPC, 12th CAG and hand received back to the 74th RAC until completion. The 5,000 gallon water trailer was laterally transferred to the 362d Avn Co. The Motor Pool area was cleaned up and all equipment turned in on 10 February 1972.

11. AMMUNITION

The ammunition was turned in to Long Binh Depot on 10 and 17 February 1972 except for 10,000 5.56 rounds which were saved while personnel were assigned to the 74th RAC. It was later transferred to the 362d Avn Co.

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12. WEAPON

We began turn in of weapons as personnel departed the unit. .45 cal pistols, M-79 launchers, and M-60 machine guns and tripods were turned in on 29 January 1972. The M16 rifles were turned in, in lots of 25 each as personnel departed. It was necessary to thoroughly clean each weapon and turn them in dry. A detail was needed at the MHPP point due to the thorough check made on each weapon. If a weapon was not accepted, it was recleaned and processed there, eliminating an extra trip.

13. SUPPLY

A 100% inventory was immediately made to determine an exact accounting of all property book items. Several discrepancies were found, especially in serial numbers of items and in some cases missing items. Adjustments were made, shortages made up and in three cases, DA Form 444 was used rather than initiating a Report of Survey. All possible equipment was turned in keeping only essential items. The 74th RAC was 97% complete on stand down on 14 February 1972. There were a great deal of excess items, junk and unserviceable items which were turned in to the FDO at Long Binh. To transport bulk items, we hand received one five-ton tractor and flat-bed trailer which eliminated many extra trips in a $2\frac{1}{2}$ ton truck.

14. UNIT, OTHER SUNDAY AND DOMESTIC HIRE FUNDS

The Unit Fund and Other Sundry Fund were closed and terminal audit completed. All property was transferred to the 362d Avn Co. The money was turned into the Long Binh CPF and USARV Central Mess system at Group respectively. The Domestic Hire Fund was closed on 1 February 1972 and a final audit completed the closure on 12 February 1972.

15. OUTLYING PLATOONS

We had two outlying platoons who, upon notification, immediately began inventories, preparing all aircraft and equipment for turn in. The aircraft and equipment were delivered as called for until turn in was completed. It was unnecessary to move everything at one time. Personnel were moved into Phu Loi from Cu Chi as room became available. The platoon at Lam Son completed its turn in, but the personnel were left there due to easy access to Phu Loi and crowded conditions in the company area.

16. PERSONNEL

The largest bottleneck and most difficult portion of the whole "Keystone" Operation was personnel which was further complicated by a large influx of Officers and Enlisted men from the 220th and 219th RAC companies that had previously stood down in II Corps.

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16. PERSONNEL (Cont'd)

The 74th RAC was at 120% strength with Officers prior to this in December 1971 and 105% strength with Enlisted Men. In late December 1971, USAF shipped to the 74th RAC 34 new Officers and 10 Enlisted Men, bringing the Officer strength to 156% and Enlisted strength to 125%. We had no room to quarter the Officers and finally used part of the 128th Assault Helicopter Company billets for quarters. With no coordination or planning with this unit there began a large exodus of our "key" personnel taking two Platoon Leaders, Operations and Assistant Operations Officers, the Administrative Officer and Maintenance Officer, several of which received six and seven month drops from their normal DMRDS. To create more havoc, several more of our "key" personnel fell in the normal drop zone for DMRDS and departed, including the Company Commander. We had to totally rearrange the posture of this unit to function. During the "Keystone Operations", all leaves were cancelled, believing that this flow of departing personnel would continue, which it did until approximately 13 February 1972, when it came to a complete standstill. No explanation could be found except that USAF and DA were waiting until TET was over to put out more orders. This left us with a unit that was 97% complete on equipment turn in and yet had 75 officers and enlisted men awaiting orders or some word on their disposition. The 74th RAC could have completed their "Keystone Operations" on time if it had not been for the delay in orders.

17. LIAISON PERSONNEL

Liaison Officers and NCO's were chosen for both their personality and experience. This was one of the major areas of consideration, because it was found that the operation would run much more smoothly if these people were courteous yet forceful and energetic at all times. We were fortunate in this area, receiving several Officers from the previous large influx that were experienced with the "Keystone Operation" and they were of immense value to this unit.

18. FACILITIES

We were fortunate in this area due to the 362d Avn Co receiving a large influx of personnel as we were nearing the finish of our stand down. Approval was obtained and as our personnel departed, we moved their personnel into our billets and released the buildings to the 362d through RMR. There were no difficulties in this area and on the first exchange we lost to RMR the flight line, the Operations building, three billets and a shower point. The remaining were turned over on 20 February 1972.

19. SUMMARY

The only major problem area encountered was personnel departures which was finally worked out. The critical areas of the "Keystone Operation" were,

- 1) Assuring that all equipment was 100% inventoried and present.

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19. SUMMARY (Cont'd)

2) All equipment had to be extremely clean, 3) All liaison personnel must be knowledgeable in their fields, courteous and very energetic individuals, 4) Plans must be made to fit each unit as to what should be turned in first and the succession and speed of turn in determined and controlled as you proceed, 5) the unit must remain flexible to its own particular situation and has to rely on other units for necessities near its completion, 6) Land receiving equipment will be necessary, but should be kept to a minimum, 7) lateral transfer of property should be kept to a minimum, 8) all excess items should be turned in to the appropriate point as quickly as possible, 9) a collection point for individual military items should be set up to keep anyone from throwing away any military items instead of turning them in, 10) jobs and details should be devised especially towards completion to keep personnel constructively occupied, 11) permanent guards, duty personnel, etc., should be set up due to the continuous flow of personnel, 12) drivers should be cautioned about traffic regulations during this period, a considerable amount of traveling will be necessary, 13) a separate vehicle and route should be set up to move individuals to Personnel, Finance, Hold Baggage and the 90th Regt Bn, 14) Officers and NCO's should make coordination at all points of interest before attempting any movement or turn in to eliminate any confusion, 15) CDR's and awards must be monitored carefully and final reports turned in as needed, 16) daily meeting should be held to include all "key" personnel to effect the planning of the next day's work and to keep all individuals concerned informed of your current status including higher staff personnel. The S-4 and Personnel Officers should attend your meeting at least periodically, to give helpful hints and guidance to your operation. Full cooperation from all personnel within and outside your unit will insure a smooth and efficient "Keystone Operation."

James A. Younce
James A. Younce
CMY, III
Commanding

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