

DEPARTMENT OF THE ARMY  
Headquarters, 12th Combat Aviation Group  
APO San Francisco 96388

AVBAUS

17 March 1973

SUBJECT: After Action Report

Commander  
12th Combat Aviation Group  
APO San Francisco 96388

1. (U) Purpose: To report the operations of Special Aviation Teams in support of the ICCS.

2. (U) General: This report covers operations of special aviation teams from 28 Jan 73 to 28 Mar 73 in support of the International Commission of Control and Supervision.

a. Significant organizational activities

1. Preparatory phase: The preparatory phase extended from X day (28 Jan 73) to approximately X + 17. During this period the members of the special aviation teams inspected and prepared the aircraft for ICCS flights and organized themselves under the direction of the special aviation team leaders. Since both teams worked closely together, a single team chief was appointed to control both teams. The teams consisted of a total of 26 aviators and 16 enlisted crew chiefs. During the preparatory phase an operations officer was appointed to receive mission requirements from the ICCS and schedule crews and aircraft to fulfill these missions. An Aviation Maintenance Officer was appointed to supervise maintenance and an administrative officer was appointed to take care of financial, personnel, and other administrative matters for members of the teams. During this phase, the teams inspected all aircraft, assigned crew chiefs to each aircraft, performed necessary maintenance, and painted the aircraft with ICCS markings. The special ICCS markings were painted on the aircraft and the detachment was ready to fly missions on X + 2 (30 Jan 73). ICCS personnel were not prepared to submit operational requirements until X + 7. A few missions for J4, MACV were flown the first week; however, for the most part this period was used to conduct orientation and standardization flights for assigned aviators. All aviators and crew chiefs were briefed on the sensitive nature of their assignment, and emphasis was placed on maintaining high standards of duty performance and appearance. The possible international

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diplomatic consequences of any accident, incident, or personal conflict were also discussed.

2. Operational Phase: This phase extended from X +7 to X + 52. During this phase the special aviation teams operated on a daily basis. Seldom were more than 6 aircraft operating on a given day. Mission requirements were relayed from the ICCS to the operations officer who scheduled crew and aircraft for the following day. The policy was established that aircraft would be preflighted and run-up one hour prior to take-off. This enabled maintenance problems to be identified and corrected in time to meet the flight schedule. During this phase no problems were encountered. The teams also maintained a perfect record of no accidents, incidents, or forced landings. The majority of missions were conducted in MR III with occasional missions flown in northern MR IV.

3. Closeout Phase: This phase overlapped the operational phase and extended from X + 39 to X + 52. During this phase the teams continued to be fully operational while engaged in the transfer of aircraft to ICCS Air Services for the purpose of assuming the ICCS support missions. On X + 39 and again on X + 45 six UH-1H helicopters were transferred. The time, place, and other details of the transfer were well coordinated in advance and no problems were encountered. Twelve additional UH-1H helicopters were received on X + 38 from aviation units in the process of deactivation. They were received and prepared for ICCS use with a minimum of difficulty. Upon termination of the ICCS missions these helicopters were turned over to VNAR.

b. Commanders Comments on Lessons Learned

a. Observation: The composition of the special aviation teams was not adequate to enable the team to perform both administrative functions and mission requirements.

b. Evaluation: The requirement was for the teams to be made up of aviators and crew chiefs; however, it became apparent that the team needed operations and administrative personnel to maintain flight and maintenance records and to process orders. These needs required the team utilize personnel from other units to perform these operational and administrative functions.

2. Operations

(a) Observation: Initially the overall control of the detachment was not well defined.

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(b) Evaluation: Missions were received from the ICCS operations center with the detachment being responsible through aviation channels for a number of reports. Flight clearances in IR III were obtained from Third Regional Assistance Command. Although the mission was successfully accomplished, conflicting guidance was occasionally received resulting in lost action at team level.

(c) Recommendations: That special aviation teams be formed as a separate detachment responsible to the headquarters that works closest with the supported activity.

(d) Command Action: N/A

  
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