

Summary of A-1H Activity
Headquarters, 12th Combat Aviation Group
Apo San Francisco 96343

AVIA-121

6 February 1973

SUBJECT: Action Action Report

1. Purpose: To report significant activities involved in the standdown and the close out of the A-1H Detachment.
2. Summary: The 12th Combat Aviation Group Detachment commenced operations with the 12th Combat Aviation Group on 1 November 1972. A significant action that had developed in the A-1H and the A-1H Detachment was employed to counter the threat. The A-1H Detachment consisted of two A-1H-1B helicopters with the A-1H-26 missile system installed, six pilots and three enlisted men were assigned to the Detachment. In addition, four technical representatives from Hughes Aircraft Company provided the technical know-how to maintain the weapon systems. The personnel were assigned to the 12th Combat Aviation Group, attached to the 9th Cavalry and received missions from the Aviation Element, A-1H. The aircraft were employed daily with both day and night operations in an area of threat. The aircraft were not only used to engage targets, but were also employed in a reconnaissance role to further enhance the Air Cavalry mission. One tank, two A-1H's, six trucks, and numerous other point targets were engaged and destroyed by the A-1H Detachment.

a. Section 1: Significant Organizational Activities

- (1) Pre-standdown phase: Plans were formulated for the orderly turn-in of aircraft and withdrawal of personnel.
- (2) Standdown phase: The retrograde of two A-1H-1B helicopters was completed on 30 January 1973 (A-2). Standdown was completed in a timely and orderly fashion.
- (3) Withdrawal phase: N/A
- (4) Roll-up phase: N/A

b. Section 2: Commander's Observations and Recommendations.

- (1) Standdown phase: Contingencies for equipment not organic to the unit, such as fork lifts and flat bed trucks, should be made available to insure an orderly withdrawal of equipment and to meet suspense dates established.

(2) Withdrawal phase: R/L

(3) Roll-up phase: R/L

3. Operations:

a. Significant activities occurring in each phase as they relate in the following events:

(1) Free-stand down phase: Air 101 conducted normal operations in conjunction with F Troop 8th U.S. (Air) Cavalry and F Troop, 9th US (Air) Cavalry. Air 101 engaged an average of nine (9) targets a month, resulting in the destruction of one (1) F-54 tank, two (2) armored personnel carriers, and eight (8) 2 1/2 ton and 5 ton trucks. Plans were formulated for stand down of A-26 system equipment and the two (2) HH-43 helicopters.

(2) Stand down phase: On 26 January 1973 four (4) officers of the Air 101 Detachment were notified of their new assignment with the Internal and Control Commission for security. On 28 January 1973 the officers departed the Air 101 Detachment for their new assignments. On 30 January 1973 the three (3) enlisted men departed the Air 101 Detachment enroute C-141. On 1 February 1973 two officers departed the Air 101 Detachment enroute C-141. In addition, three (3) civilian technical representatives from Hughes Aircraft Company departed the Air 101 Detachment on 1 February 1973. Mr. J. J. Hertz, Chief Engineer from Hughes Aircraft Co., and Mr. K. J. Hill, Jr. Detachment Georgetown, were remaining to assist the final disposition of the A-26 system and related equipment. On 20 January 1973 stand down procedures commenced. On 25 January 1973 the A-26 systems were removed from aircraft 553 and 554 - aircraft 554 was turned in for redeployment. On 30 January 1973 aircraft 553 was turned in for redeployment. Packing for A-26 system and back up tank equipment commenced. On 31 January 1973 aircraft parts were successfully turned in and an Air Force loading team started palletizing the A-26 equipment. On 1 February 1973 the Air Force load team completed palletizing and the equipment was ready for loading upon a C-141 aircraft.

(3) Withdrawal phase: R/L

(4) Roll-up phase: R/L

b. Section 2: Comments on lessons learned, and recommendations relative to each phase and areas of concern.

(1) Free-stand down phase: No significant recommendations or observations with regard to operational employment of Air 101. However, support of a test detachment, such as Air 101, employed to a theater of operation should receive much more emphasis than Air 101 did in areas of administration and logistics. Personnel assigned to Air 101 were unable to reconcile their 201 personnel records for the first 3 months of their

assigned to the Detachment due to a lack of interest or knowledge from supporting or initiative personnel. The Air 203 Detachment (2) was moved. Within 24 hours not more than 1000 men were moved into the second area, at which time each combat unit was to be moved to the second area. The Air 203 Detachment was to move on 1872 to the Air 203 Detachment at (1111), organized and present. The Detachment moved and all problems related to personnel administration were resolved. These problems should be established in this area. It has been determined to be an excellent administration of individuals in general records. The representations of your administration could prove to be disastrous to an individual's career. The initial support, with regard to major movement by the Air 203 Detachment, was subject to that equipment necessary to take the move, such as fuel, food, flat-bed trucks, and not readily available. This initial move with the 203 Detachment of events will cover several installations in the second area. The Air 203 Detachment, for the units in the second area, such as the 203 Detachment, should be well in advance of their arrival in any theater of operation, with special attention given to the needs of administration and logistics. Quite often as not, the 203 Detachment will require a military laboratory environment for experimental test equipment, which dictates another contingency.

(3) Grounds for the Detachment. It was not immediately obvious, due to the uniqueness and sensitivity of the 203 Detachment and the special handling required, a contingency for a 203 Detachment should be a contingency for the 203 Detachment. The 203 Detachment in the 203 Detachment of the way which over 24 hours.

(5) Withdrawal phase: 1/2

(4) Roll-up phase: 1/2

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