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DEPARTMENT OF THE ARMY  
Headquarters, 101st Aviation Battalion (Assault Helicopter)  
101st Airborne Division (Airmobile)  
APO San Francisco 96383

AVDG-AV-EC

23 April 1971

SUBJECT: Operational Report - Lessons Learned of Headquarters 101st Aviation Battalion (Assault Helicopter) (Airmobile) for the Period Ending 30 April 1971.

Commanding General  
101st Airborne Division (Airmobile)  
APO 96383

CLASSIFIED BY: CS 101  
SUBJECT TO GENERAL DECLASSIFICATION  
SCHEDULE OF EXECUTIVE ORDER 11652  
AUTOMATICALLY DECLASSIFIED AT TWO YEAR  
INTERVALS

DECLASSIFIED ON: 31 DECEMBER 1977

1. Section I, Operations: Significant Activities:

a. The mission of the 101st Aviation Battalion (Assault Helicopter) is to provide tactical mobility for combat troops, supplies, and equipment for the 101st Airborne Division (Airmobile) during the conduct of combat and airmobile operations.

(1) During this period, the 101st Aviation Battalion (Aslt Hel) provided support to the 101st Airborne Division (Airmobile) for Operations Jefferson Glenn/Monsoon Plan 70/71 which began 07001Sep 70.

(2) In addition to providing support to the 101st Airborne Division (Airmobile), concurrent support was provided to the Special Forces Command and Control North Mission and ARVN Forces in Military Region I.

(3) From 1 Nov 70 until 13 Feb 71 Company A, 101st Avn Bn (AH) was in direct support of the 2nd Brigade 101st Airborne Division (Ambl). Company A provided a normal daily commitment of from four to ten lift aircraft and one command and control aircraft (C&C) to the Brigade. Although in direct support missions. On 13 Feb 71 A/101 was given the role of General Support Company and was utilized primarily for CCN type missions. On 10 Nov 71 due to extensive combat damage to its aircraft A/101 was reassigned the role of direct support to the 1st Brigade. "A" Company remained in direct support until the 1 April at which time they returned to the role of General Support Company.

(4) From 1 Nov to 10 March B Company 101 Avn Bn (AH) was utilized in direct support of the 1st Brigade. Aircraft in direct support were utilized to fly Combat Assaults, Logistical Resupply, Pysops and Sniffer Missions. Company B also provided one flare ship and one smoke ship for special purpose missions. On 11 March B Company was given the mission to provide aircraft in support of Lam Son 719. These missions included Combat Assaults, Resupply, Administration, and FIO. The FIO mission usually called for 3 UH-1 type aircraft and 1 LFT. These aircraft were used to provide transportation for the civilian news media. On 1 April B Company resumed its role as direct support company for 1st Brigade.

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(5) From 1 Nov until 15 Feb "C" Company provided General Support of the 101st Airborne Division (Ambl). Missions include CCN support, Psychological Operations, Logistics and Resupply, VIP transport, Nighthawk and Civil Operations Rural Development Service. In addition from 16 Jan 71 until 30 Jan 71 six aircraft were utilized to fly in support of 1st Brigade 5th Mechanized Infantry located at Quang Tri. On 24 Feb "C" Company was put in direct support of the 2nd Brigade.

(6) Company D provided escort support for troop lift helicopters within the 101st Airborne Division (Ambl). Additional missions included supporting Dust-Off, cargo helicopter escort, flame drops, VIP escort, CS drops, Sniffer Missions, first and last light sweeps and augmentation of fires for the ground forces.

(7) During Operation Lam Son 719, conducted from 30 Jan 71 to 10 April 1971, all elements of the 101 Bn were involved at various times. The 235th Aerial Weapons Company was under the Operational Control of the 101 Bn during Lam Son 719 and provided four LFT's on a daily basis.

2. Section II, Lessons Learned: Commander's Observations, Evaluations and Recommendations:

a. Personnel:

(1) Shortages of Critical MOS trained personnel:

(a) Observation: The quantity of critically needed school-trained MOS received was considerably less than the quantity required to provide quality maintenance.

b. Evaluation: During the reporting period the Battalion experienced a critical shortage of school-trained MOS personnel. Near the end of the reporting period this battalion received an influx of school trained personnel however there still exists a critical shortage in the following MOS's: Aircraft Repairman (68 series), Aviation Tech Inspectors (67W), Avionics (35L series), Helicopter Repairman (67N), and Aviation Parts Specialist (76T).

(c) Recommendation: Recommend critical maintenance MOS personnel slots be filled in advance in order to maintain combat effectiveness.

(2) New MTOE?

(a) Observation: On January 7, 1971 a proposed MTOE was distributed and was fully implemented upon receipt of General Order 192, dated 30 Mar 71.

(b) Evaluation: The new MTOE is considered adequate in number of personnel authorized. There are, however, some discrepancies that should and must be corrected. These are: MOS 67N authorized in Company D should be changed to 67Y, because Company D is an Aerial Weapons Company and 67Y is AH-1G maintenance MOS. The 63C40 MOS authorized as motor sergeant should be changed to 63B40. This Battalion is not authorized nor does it have track vehicles.

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(c) Rec. recommendations. All discrepancies must be corrected before full implementation of the MTOE.

b. Intelligence:

(1) Base Defense

(a) Observation: This headquarters is responsible for C Sector, a  $\frac{1}{2}$  mile segment of Camp Eagle perimeter. In the past this has been the full time additional duty of two primary staff officers. Due to recent operations and losses incurred by this unit only one officer is available to coordinate the activities of C Sector. Due to losses incurred by HHC and A Company thru ETS and normal DEROS, maintenance and operation of C Sector continues to be a serious drain on E-3 and E-4 personnel. Minor improvements of the entire sector continue to be made as needed.

(b) Evaluation: Due to the heavy guard commitment of HHC and Company A and the shortage of personnel, both units are being taxed to perform their guard commitments and effectively perform their assigned missions of general and direct aviation support to the units of this division.

(c) Recommendations: That 101st Airborne Division re-evaluate their policies and maintain a personnel over strength for Aviation units not organized with a security capability.

(2) Weather

(a) Observation: The last portion of the North East monsoon season significantly affected battalion operations during the first half of this reporting period. During the last half of this reporting period the weather was predominantly hot and dry with ground fog during the early morning hours.

(b) Evaluation: Continued effective weather forecasting throughout the area of operation is essential for detailed planning.

(c) Recommendation: That due to the forthcoming hot weather aviators will have to be warned about exceeding aircraft limitations due to higher density altitudes and resulting aircraft load restrictions. Also recommend that ground units be advised of reduced ACL's during the forthcoming period and that they should plan accordingly on all their moves.

(3) Result of 101st Aviation Battalion Operations

(a) 101st Aviation Battalion Losses

(1)	<u>Personnel</u>	<u>Killed</u>	<u>MIA</u>	<u>Wounded</u>
	Combat	5	8	23
	Non-Combat	0	0	8
	Totals	5	8	31

(2)	<u>Aircraft</u>	<u>Damaged</u>	<u>Destroyed</u>
	Combat	97	10

(3) Enemy losses directly attributed to the 101st Avn Bn (AH)

(a) Trucks destroyed 4

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3. Break down of aircraft receiving hits during reporting period is as follows:

<u>DATE</u>	<u>TYPE</u>	<u>LOCATION</u>	<u>MISSION</u>	<u>REMARKS</u>
3 Nov	UH-1H	XD817989	CTC	SA, Aborted
3 Nov	UH-1H	YD505119	LOG	SA, Con't Mission
7 Nov	UH-1E	XD833734	LOG	51 Cal, Con't Mission
10 Nov	UH-1H	Classified	CTC	Shrapnel, Con't Mission
18 Nov	UH-1H	YD704101	LOG	SA, Con't Mission
19 Nov	UH-1	YD650110	CTC	SA, Con't Mission
24 Nov	UH-1	Classified	CTC	RPG, 1 KIA, 1 WIA Combat Loss
11 Dec	UH-1	YC076968	CTC	SA, Aborted
16 Dec	UH-1	Classified	CCN	1 KIA, Con't Mission
30 Dec	UH-1	YC875999	CTC	Shrapnel in rotor blades
9 Jan	UH-1	Classified	CCN	SA, Forced to land, Con't Mission
9 Jan	UH-1	Classified	CCN	SA, Con't Mission
9 Jan	UH-1	Classified	CCN	SA, Con't Mission
7 Feb	AH-1G	YD762074	GTC	SA, Armed Escort, Con't Mission
8 Feb	AH-1G	XD497582	CTC	SA, 1 Round In Tail Boom Armed Escort, Con't Mission
8 Feb	AH-1G	XD648375	CTC	SA, Armed Escort, 3 Hits in Collective Sleeve.
8 Feb	UH-1H	YD019548	CTC	SA, 1 Round Lower Eng Comp, Con't Mission.
9 Feb	AH-1G	XD9011433	CTC	SA, Armed Escort, Unk Amount of Hits, AC Crashed & Burned 2 KIA.
17 Feb	UH-1	Classified	CCN	SA, 3 Hits-Eng, Main Rotor, Oil Reservoir, Aborted.
17 Feb	UH-1	Classified	CCN	SA, 8 Wits-Fuel Cell, Rotor, Syn Elevator, Tail Boom, Aborted.
17 Feb	UH-1	Classified	CTC	SA, 1 Hit Rotor Hub, Forced to Land.
18 Feb	UH-1	Classified	CCN	SA, & RPG, AC Crashed & Burned 4 KIA (Crew), 3 KIA Pax.
19 Feb	UH-1	Classified	CCN	SA, 1 Round through Cargo Floor.
20 Feb	AH-1	YC485730	CTC	SA, Armed Escort, 3 Hits Main Rotor, Mission Completed.
20 Feb	AH-1	YD030140	CTC	SA, Armed Escort, 1 Hit Hydraulic Forced to Land, Mission Completed.

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20 Feb	AH-1	485780	CTC	SA, Armed Escort, 1 Hit Main Rotor. 51 Cal, 1 Hit Lower Eng Comp, Con't to Fly.
20 Feb	UH-1	YD665840	CTC	51 Cal, 15 Hit to Airframe, Forced to Land at Khe Sanh.
20 Feb	UH-1	YD470825	CTC	51 Cal, Armed Escort, 1 Hit to Cont. Sys, Con't Mission, Comp.
1 Mar	AH-1	XD557437	CTC	51 Cal, 3 Hits Tail Boom, Con't Mission.
1 Mar	UH-1	XD557437	CTC	SA, 1 Hit Tail Boom, Con't Msn
1 Mar	UH-1	XD557437	CTC	SA, 1 Hit Rotor Blades, Con't Mission.
2 Mar	UH-1	XD506470	CTC	SA, 8 Hits Fuel Cell, Forced to Land, Aborted.
2 Mar	UH-1	XD505460	CTC	Mortar, 1 Hit Cargo Comp, Con't Mission.
2 Mar	UH-1	XD505460	CTC	SA, Combat Loss.
3 Mar	UH-1	XD431372	CTC	SA, 2 Hits Tail Boom , Con't Mission.
3 Mar	UH-1	XD431372	CTC	SA, 5 Hits Cargo Comp, & Tail Boom, Forced to Land at Khe Sanh.
3 Mar	UH-1	XD431372	CTC	51 Cal, 4 Hits Eng Comp.
3 Mar	UH-1	XD431372	CTC	SA, 8 Hits forward Fuselage
3 Mar	UH-1	XD440278	CTC	SA, 2 Hits in Cockpit, Con't Mission.
3 Mar	UH-1	XD431372	CTC	SA, 7 Hits Fuel Cell Tail Boom & Main Roter Landed, Khe Sanh.
3 Mar	UH-1	XD431370	CTC	SA, 1 Hit Major Structural Beam Aborted Mission.
3 Mar	UH-1	XD431372	CTC	SA, 8 Hits, All over, Forced to Land at Khe Sanh.
3 Mar	UH-1	XE431372	CTC	SA, 5 Hits, Passanger Comp, & Tail Boom, Con't Mission.
3 Mar	UH-1	XD410387	CTC	SA, 1 Hit Tail Boom, Con't Mission.
3 Mar	UH-1	XD410387	CTC	SA, 1 Hit Tail Boom, Con't Mission.
3 Mar	UH-1	XD410387	CTC	SA, 6 Hits, Forward Fuselage & Tail Boom, Con't Mission.
4 Mar	UH-1	XE440378	CTC	SA, 2 Hits, Fuel System, Aborted.
5 Mar	UH-1	XD484415	CTC	SA, 6 Hits, Eng Comp, Forced to Land.
6 Mar	UH-1	XD797362	CTC	51 Cal, 1 Hit Fuselage.
7 Mar	UH-1	XD505460	CTC	SA, 1 Hit Tail Boom, Con't Mission.
8 Mar	UH-1	XD630267	CTC	SA, Crashed in LZ (Loss)
11 Mar	UH-1	XD385395	CTC	SA, 1 Round in Heater Comp., Con't Mission.

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12 Mar	UH-1	XD469339	CTC	SA, 1 Hit Tail Boom, Con't Mission.
12 Mar	UH-1	XD460360	CTC	SA, 2 Hits Skid & Tail Boom, Con't Mission.
13 Mar	UH-1	XD683437	CTC	SA, 1 Hit Tail Boom, Con't Mission.
14 Mar	UH-1	XD083571	CTC	SA, 1 Hit Oil Cooler
18 Mar	UH-1	XD345410	CTC	Mortar, 1 Round Windshield,
18 Mar	AH-1	XD469392	CTC	51 Cal Armed Esc, unk Hits to Hydraulic System.
20 Mar	UH-1	XD515352	CTC	SA, 1 Hit Fuel Sys, Con't Mission Mission Comp.
20 Mar	UH-1	XD515352	CTC	51 & Air Bursts, 10 Hits Main Rotor, Tail Rotor & Fuselage. Landed at Khe Sanh.
20 Mar	UH-1	XD515352	CTC	51 Cal, & Air Bursts, 4 Hits Tail Boom.
20 Mar	UH-1	XD515352	CTC	51 Cal, Crashed in LZ not Recoverable, 3 WIA.
20 Mar	UH-1	XD515352	CTC	30 & 51 Cal, 4 Hits, Tail Boom Con't To fly.
20 Mar	UH-1	XD515352	CTC	30 & 51 Cal, 12 Hits, Tail Boom & Right Side, Forced to Land.
20 Mar	UH-1	XD515352	CTC	30 & 51 Cal, 2 Hits Main Rotor Con't Mission.
20 Mar	UH-1	XD515352	CTC	37mm, Crashed & Destroyed.
20 Mar	UH-1	XD515352	CTC	SA, 5 Hits Minor Damage, (Tail Boom) Con't Mission.
20 Mar	UH-1	XD510355	CTC	51 Cal, Armed Escort, 1 Hit Tail Boom, Con't Mission.
20 Mar	UH-1	XD561412	CTC	SA, unk Hits, to Fuel Sys.
21 Mar	UH-1	XD941075	CTC	SA, 1 Round Main Rotor.
21 Mar	UN-1	XD691382	CTC	SA, 5 Hits Tail Boom.
22 Mar	UH-1	XD845380	CTC	Mortar, 1 Hit Cargo Door.
23 Mar	UH-1	XD760358	CTC	51 Cal, PTO, 1 Hit Main Rotor, Con't Mission.
27 Mar	UH-1	Khe Sanh	CTC	M-16 1 Round Skid, Con't Mission.
28 Mar	UH-1	ZDC41024	CTC	SA, 5 Hits Furl System, Forced to Land.
29 Mar	AH-1	ZC035991	CTC	SA, Armed Escort, 1 Hit Main Rotor, Con't to Fly.
31 Mar	UH-1	XD554032	CTC	Mortar, 1 Hit Belly of AC, Comp. Mission.
31 Mar	UH-1	Classified	CTC	SA, 1 Hit Structural Damage, Con't Mission.
31 Mar	UH-1	XD545025	CTC	SA, 1 Round Through Nose, Con't Mission, Men Not Comp.
1 Apr	UH-1	XD560030	CTC	51 Cal, 1 Round Windshield & Console, Con't To Fly.
1 Apr	UH-1	XD560030	CTC	Mortar, 1 Hit to Front of AC Forced to Land, Recovered.

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4 Apr	UH-1	645092	CTC	SA, 15 Hits, Main Fuselage Forced to Land.
4 Apr	UH-1	YD551016	CTC	51 Cal, Shot Down AC Destroyed.
7 Apr	UH-1	Classified	CCN	SA, Destroyed.
7 Apr	UH-1	Classified	CCN	SA, AC made precautionary landing
12 Apr	UH-1	YD568883	CTC	8 Apr Brush fire Destroyed AC. SA, 2 Hits Belly of AC. Con't Mission.
12 Apr	UH-1	YC568883	CTC	SA, 2 Hits Tail Boom, Con't Mission.
12 Apr	UH-1	YC568883	CTC	SA, 5 Rounds Hit Hydraulics System, Con't Mission.
12 Apr	UH-1	YC568883	CTC	SA, 4 Hits, Main Fuselage, Con't Mission.
12 Apr	UH-1	YC568883	CTC	SA, 2 Hits, Radio Comp.
13 Apr	UH-1	YC568883	CTC	SA, 1 Round Eng Damp, Con't Mission.
14 Apr	UH-1	Classified	CCN	SA, 2 Rounds Fuel Cell, Con't Mission.
14 Apr	UH-1	Classified	CCN	SA, 1 Round Hit Windshield, Con't Mission.
16 Apr	UH-1	YC523786	CTC	SA, 3 Rounds Heater Comp, Con't Mission, Mission Complete.
16 Apr	UH-1	Classified	CCN	SA, 6 Rounds Cockpit & Tail Boom Con't Mission, Msn Compl.
17 Apr	AH-1	YC536761	CTC	SA, 51 Cal, Psyops, 1 Round in Nose Con't Mission, Msn Compl.

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c. Operations:

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(1) This unit continues to support Operation Jefferson Glenn/Munson Plan 70/71 since commencement 7 Sep 70.

(2) Monthly Combat After Action Feeder Reports are listed as Inclosures 3 thru 7.

(3) a. Observation: Combat assaults conducted in marginal weather as opposed to fair weather require a far greater degree of flexibility plus considerable additional planning.

b. Evaluation: To insure successful mission accomplishment of operations conducted in marginal weather conditions, the following areas must be emphasized:

(1) A thorough map and ground reconnaissance by the AMC, flight leads and other planning personnel is essential.

(2) Personnel and supplies should be transported by surface means as close to the LZ as possible. Maximum utilization of the aircraft can be effected with weather improvement for a short span of time.

(3) A complete, detailed air movement table will reduce briefing time and provide maximum flexibility.

(4) Continuous weather checks will insure prompt reaction to weather changes.

c. Recommendations: Since complete planning in each of the above areas enhances the chances of a successful mission, sufficient time should be allowed to insure that detailed planning be properly formulated.

(5) Significant statistics for the 101st Aviation Battalion (Aslt Hel) (Ambl) organic lift aircraft are as follows:

<u>A/C ASG</u>	<u>DA PROGRAM HRS</u>	<u>HRS FLOWN</u>	<u>AVERAGE</u>	
			<u>AVAILABILITY</u>	
<b>101</b>				
NOV	20	1600	1658	89.6
DEC	20	1600	1536	78.5
JAN	20	1600	1880	84.1
FEB	20	1600	1564	82.0
MAR	19	1520	1805	75.3

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NOV	20	1600	1407	86.9
DEC	20	1600	1224	93.4
JAN	20	1600	1253	94.5
FEB	20	1600	1758	87.6
MAR	18	1460	1692	85.9

C/101

NOV	19	1520	1136	87.2
DEC	18	1460	1134	84.6
JAN	18	1460	1556	82.6
FEB	20	1600	1254	79.5
MAR	18	1460	1882	72.9

D/101

NOV	12	720	561	75.1
DEC	12	720	585	84.4
JAN	12	720	720	80.8
FEB	8	480	429	81.9
MAR	11	660	680	74.9

Tons of Cargo

NOV	DEC	JAN	FEB	MAR	TOTAL
561	584	623	582	601	2781

Sorties

15,395	14,836	16,490	16,868	17,252	120,841
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Passengers

18,934	17,659	22,287	24,518	25,925	149,323
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(6) Significant statistics for combat sorties, organic to the 105th Aviation Battalion are as follows:

TOTAL COMBAT SORTIES	8,140
2.75 in FFAR Expended	11,767
40mm Expended	40,780
7.62 Expended	331,431
20mm Expended	118,474

(7) Significant statistics concerning hours and sorties flown in support of ARVN units.

	<u>HRS</u>	<u>SORTIES</u>
NOV	342	1336
DEC	163	823
JAN	296	1232
FEB	911	2374
MAR	<u>1761</u>	<u>2925</u>
	2973	6316

#### D. Training:

##### (1) Mandatory Training Subjects

(a) Observation: Mandatory subjects required by appropriate regulation are being presented. However a formal class room presentation is at times very difficult due to mission requirement.

(b) Evaluation: Valuable man-hours may be lost due to formal classes that are not mission oriented i.e.: Military justice, Military security and OER's or classes that could be effectively incorporated in the units daily mission accomplishment i.e.: aircraft power checks, maintenance and maintenance management, special aircraft operation. Reassessment of the class presentation could free maintenance personnel and aviators for other duties.

(c) Recommendations: That the training program be closely monitored internally and classes not mission oriented be presented as intergrated subjects.

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E. Logistics:

(1) Class I Items

(a) Observation: The Division signature headcount system has not been able to cope with fluctuating number of personnel eating in the Mess Hall at any given meal.

(b) Evaluation: Mission requirements do not allow aviation personnel to use their own messes all the time. Any given meal might be short against the previous weeks signature lists, personnel not out flying come to eat at their own mess creating a shortage of food.

(c) Recommendations: That rations be drawn for all personnel on flight status and signature headcount be maintained for all others. This would assure ration quantities, necessary where fluctuations in personnel occur.

(2) Class II Items:

(a) Observations: Clothing: Items of clothing in the smaller sizes are in short supply through-out the supply system in RVN. Of particular importance are jungle fatigues.

(b) Evaluation: Frequent coordination with DISCOM indicated insufficient quantities of smaller size clothing are available at Class II issue point.

(c) Recommendation: That Division Class II requisition increase quantities of small size items of clothing.

(3) Motor Maintenance

(a) Observations: Inadequate supply of seals FSN 5310-693-0623 and 2530-693-0623 for the Seat Assembly, rear axle spring FSN: 2510-152-1652. Replacement parts are listed in TM 9-2320-209-20P w/change 2 as organizational maintenance. Replacement of the seat assembly requires depot maintenance as directed by TM 9-2320-209-35P. This battalion has retrograded five 2 $\frac{1}{2}$  ton cargo trucks due to non-stockage of these items at support maintenance. The price of the seals IAW C-ML-A dated 8 Aug 70 is .93 and .99 each. The truck cargo 2 $\frac{1}{2}$  ton FSN 2320-077-1615 is listed as \$9380. Due to climate and terrain conditions within RVN, these seals have a much shorter life expectancy, and must be replaced to prevent extensive repair cost to the government.

(b) Recommendation: Place essential parts such as those listed above in the RVN supply system in order that organizational maintenance may have the opportunity to prevent further damage to it's equipment.

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## (1) Cross Training (OJT)

Excellent results have been obtained by filling vacancies created by loss of switchboard operators with personnel originally trained as radio operators. Due to the similarities in the respective MOS the transition from 32K (Radio Operator) to 36K (Switchboard Operator) has resulted in quick replacement of lost personnel. Four new switchboard operators have fallen within this category recently with an average OJT period of only two weeks.

## (2) KYB-6 Failures

During the recent hot weather this unit has experienced several secure commo failures due to excessive heating within secure voice encryption equipment (KYB-6). The occurrence of this type of failure has been effectively reduced by placing a small fan near the front cover of the equipment thus allowing circulation of extra air to help cool the machine.

## G. Other:

## (1) Survival, Escape, and Evasion:

(a) Observation: Army Aviators are not receiving sufficient survival training after their arrival in Vietnam. Upon reaching his unit, there is insufficient time to receive survival training and perform the mission.

(b) Evaluation: A more comprehensive course of instruction on Survival, Escape and Evasion needs to be conducted at company level. The Army Aviator still has need of a light automatic weapon to be carried with the standard .38 Cal Pistol, e.g., a CAR-15.

(c) Recommendation: All Survival, Escape and Evasion Officers at company level should be allowed to attend a formal Escape and Evasion course prior to being placed on orders. Aviators should be issued a light automatic weapon to supplement the .38 cal pistol.

## H. Medical:

(1) Observation: Under current TO&E organization the facilities and equipment are not adequate to provide good medical care at the unit level. Basic laboratory equipment and basic standard reference texts should be provided at unit level. Presently this equipment and references are available only at larger facilities and transportation to and from these facilities is often difficult if not impossible.

(2) Evaluation: Provision of basic laboratory equipment at unit level would enable the unit surgeon to perform simple laboratory tests such as serologies, urinalyses, Gram stains, and others. This would be possible with provision of only a minimum amount of equipment and the benefits gained would far outweigh the cost of procurement and maintenance. In addition, each surgeon at each level should be provided with current editions of basic medical, surgical, orthopedic, and dermatology texts to provide the surgeon with ready reference material in diagnostic and treatment problems. Here again the overall cost would be small in comparison to the benefits.

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c. Recommendations: It is strongly recommended that the current TO&E of unit level aid stations be changed to reflect the contents of the reference texts. It is felt that this change would result in a significant improvement of medical care at this level.

I. Aircraft Maintenance:

a. Observations:

1. With the exception of the time this unit was committed to support Operation Lam Son 719, receipt of replacement aircraft has been slow.
2. With the exception of the time covered by Operation Lam Son 719, the length of time required to turn in aircraft for retrograde is excessive.
3. Chronic shortage of skilled maintenance personnel, especially in the MOS 67N, continues to impede this unit's maintenance operation.
4. Aircraft evacuated to general support maintenance at the 610th Company remain down for excessive periods of time.

b. Evaluation:

1. The operational requirements for which this unit is committed remains constant regardless of the number of aircraft on hand. Supporting a specific flying hour program with less than a TO&E fill of aircraft has resulted in a decline in this unit's maintenance posture.
2. Contributing to the problem caused by actual aircraft shortages is the length of time aircraft remain in General Support maintenance facilities at Red Beach.
3. The overall shortage of maintenance personnel comprises a problem which is compounded by the high flying hour program outlined in paragraphs 1 and 2. Primary shortages are in the 67N field. Strength levels have declined so low that effective employment of on the job and cross training programs is difficult and impractical.
4. Because of the requirement that retrograde aircraft must be evacuated to the general support facility prior to the issuance of a turn in document number, it is not uncommon for a complete turn in to occupy from three to five days.

c. Recommendations:

1. It is recommended that the issue system for aircraft be tailored, and programmed far enough in advance to enable support activities to receive and issue aircraft concurrently.
2. It is recommended that the maximum estimated number of days allowed for repair at both the direct and general support level be reevaluated and readjusted to favorably support operational requirements. This criteria, in number of days, should be rigidly adhered to and command emphasis placed on the importance of accurate estimated dates of completion.

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3. An active and effective O&I program is required. However the personnel shortage situation has developed to the point that prospective trainees can not be removed from their jobs for training purposes.

4. A contact team from the general support facility would effectively reduce the amount of time presently required to turn an aircraft in. In the event this is not practical on a continuing basis, authority to issue turn in document numbers should be delegated locally.

J. Aviation Safety:

1. Hydraulic failures

(a) Observation. During the reporting period there have been five hydraulic failures in the battalion. Three of the five were caused as a result of chaffing lines. The remaining two were caused as a result of a hydraulic servo and a lateral servo failing.

(b) Evaluation: The hydraulic systems on both the AHIG and UHLH require frequent detailed inspections and chaffing lines separated or rerouted. Servos that are found to be seeping excessively or leaking should be replaced.

(c) Recommendations:

(1) That more detailed inspections of the hydraulic system be performed daily to detect trouble spots and prevent chaffing lines.

(2) That crewchiefs keep servos wiped clean and promptly report any abnormal seeping or leaks to maintenance for replacement.

2. Engine failures

(a) Observation: There have been five engine failures in the battalion. One of these resulted in incident damage to an AHIG on a PMP test flight with the weapons systems armed.

(b) Evaluation: The fourth stage compressor continues to be a factor in engine failures and this should be eliminated with the engines being replaced with T53L13B engines.

(c) Recommendations.

(1) That a continued emphasis be placed on FOD checks and adherence to policies concerning DER checks.

(2) That a form be placed in the log book keeping a daily record of the DER checks so that pilots can compare current engine performance with past performances.

(3) That functional test flights be completed prior to the arming of AHIG aircraft.

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## 3. Precautionary Landings, Forced Landings, Incidents and Accidents

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DATE	TYPE AC & SER#	LOCATION	CLASSIFICATION	CAUSE
5 NOV	AH1G 69-16423	YD745235	FL	Eng Failure
5 NOV	UHLH 68-16341	YD825135	PL	Compressor stall
6 NOV	UHLH 68-16348	YD695092	PL	Compressor stall
14 NOV	UHLH 67-17655	YD792123	FL	Fuel exhaustion
23 NOV	UHLH 67-16607	YD765165	FL	Engine failure
1 DEC	AH1G 68-17100	YD893149	IMC	Ran out of L. Pedal at hover
4 DEC	UHLH 68-15491	YD893149	PL	Oil return line loose.
11 DEC	UHLH 69-15505	YD682051	INC	Landed on a stump
22 DEC	UHLH 69-15086	YD893149	PL	Chaffing hydraulic line.
29 DEC	UHLH 66-16798	YD567117	IMC	Blade strike
1 JAN	UHLH 66-16980	Camp Eagle	FL	Eng Failure
9 JAN	UHLH 67-19495	YD893149	PL	Chaffing hydraulic line.
30 JAN	UHLH 67-17735	Quang Tri	PL	Fuel control out of adj.
31 JAN	UHLH 69-15746 UHLH 67-17681	Camp Evans	PL	Low Trans. oil press.
1 FEB	UHLH 68-15562	Quang Tri	Major ace	Intermeshed M/R Blades.
8 FEB	UHLH 68-16232	Classified	FL	Engine failure
15 FEB	UHLH 67-19495	Classified	PL	Chaffing line hyd.
28 FEB	AH1G 68-17085	YD678091	PL	Low side governor failure
5 MAR	UHLH 67-17495	YD391361	PL	Low Trans. oil.
5 MAR	UHLH 69-15819	XD019548	INC	Blade strike.
6 MAR	AH1G 67-15790	XD553344	INC	Intermeshed M/R Blades.
17 MAR	UHLH 68-15348	YD340530	PL	Chaffing Hydraulic line.
18 MAR	AH1G 68-17085	Classified	PL	T/R chip detection
23 MAR	AH1G 68-17085	YD961162	INC	Suspect Eng failure

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23 MAR UH1H 67-17495  
29 MAR UH1H 68-16495  
30 MAR UH1H 68-15557

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Drop cam failure

ZD870390 PL Over torque  
XD655276 FL Fuel Control malfunction

9 Incl  
1. Key Personnel  
2. Personnel Strength  
3. Promotions  
4-5. Feeder Reports  
9. Quarterly Training Report

ROBBIE B. FERNANDER  
LTC, INF  
Commanding

REF ID: A623541  
11

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Inclosure 1

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Key Personnel:

a. Battalion Staff: CO: LTC William N. Peachy (-6 Jan 71), LTC Bobbie B. Fernander.

XO: MAJ William F. Reilly (-23 Jan 71), MAJ William H. Dick, S1: CPT John J. Wilson (-17 Dec 70), CPT Wallace C. Sosnowski Jr (18 Dec 70 - 31 Dec 70), 1LT William R. Pierson (1 Jan 71-14 Mar 71), CPT Richard C. Tarr S2/S5: CPT Clarence E. Baker (-28 Feb 71), 1LT Edward F. Clinton (1 Mar 71-12 Mar 71), CPT Bruce C. Bickerstaff.

S3 CPT Michael S. Chenuant (-25 Mar 71), MAJ Lynn C. Hooper

S4 CPT Harry S. Crowley (-18 Dec 70), CPT Benjamin Rodriguez

Signals: CPT Paul M. McKittrick (-20 Mar 71), CPT Larry A. Morse

Surgeon: CPT James V. Robb

Maintenance: CPT Byram V. Cartwright (-15 Feb 71), CPT Alf S. Fischer

Safety: CPT Leon Souweine (-28 Oct 70), CW2 John T. Moore

HHC: CPT Gordon L. Thibedew

b. Companies: A Co: CO: MAJ Robert L. Clewell, XO: CPT John E. Marshall (-32 Jan 71), CPT Richard M. Torrance (13 Jan 71 - 27 Feb 71) Robert L. Buckingham, CPT (28 Feb. 71 - 11 Mar 71), CPT Egmes E. Fusha.

499th TC Det: CO: CPT William M. Gordon (-27 Nov 70), CPT William E. Martin (28 Nov 70 - 12 Mar 71), CPT Robert L. Buckingham.

B Co: CO: MAJ Retsae H. Miller (-5 Nov 70), MAJ Jack L. Barker (6 Nov 70- 2 Mar 71), CPT James B. Hennessey, XO: CPT Robert L. McBride (-9 Dec 70), CPT James B. Hennessey (10 Dec 70 - 20 Mar 71), CPT Richard W. Dyer.

510th TC Det: CO: CPT Christopher Valentine (-6 Feb 71), CPT Edward Y. Freeman (7 Feb 71 - 12 Apr 71), CPT Richard N. Miller.

C Co: CO: MAJ Delbert G. King (-18 Jan 71), MAJ William F. Reilly Jr XO: 1LT Donald Smith II (-14 Nov 70), CPT David W. Clark (15 Nov 70 - 23 Mar 71) CPT Donald B. Zimmerman

516th TC Det: CO: CPT Hershel Taylor (-28 Nov 70), CPT Tim M. McCay

D Co: CO: CPT Ronald H. Bryce XO: CPT Edward J. W. O'Brien (-15 Mar 71), CPT Dale L. T. Lucas

527th TC Det: CO: CPT Alf S. Fischer (-15 Feb 71), No Commanding Officer presently appointed

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Inclosure 2

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Personnel Strength as of 11 April 71

	<u>OFFICER</u>	<u>WARRANT OFFICER</u>	<u>ENLISTED MEN</u>
HHC	17	3	98
A Co	15	25	99
100th	1	0	27
B Co	13	27	93
510th	1	1	32
C Co	16	24	99
516th	1	0	19
D Co	11	7	87
527th	0	0	22

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Inclosure 3

A. Dispositions: Officers/ Enlisted Officers and Enlisted Men

(1) TO: C1 03 02 01 W1 W3 W2 W1  
C 1 1 0 0 38 0 0

(2) TO: E2 E3 E7 E6 E5 E4 E3  
C 0 3 1 1 109 116 0

B. Reenlistments: 1st Term RA: 7, Career: ?

C. Court Martial: GENERAL 1, SPECIAL 2, SPECIAL (WCD) 4, SUMMARY 0

D. Non-Judicial Punishment (Administered PW): Company 20; 100, Battalion 10, Group 00; 1, Division 00; ;

E. Awards and Decorations: SS 6, DFC 7b, RS "W" 11, RS 3/6, SM 1, AM "W" 1b, ACOM 1612, PW 16.

F. Casualties:	WIA	WIA	WIA	WIP	WBI	WAC	TOTALS
OFF	2	0	4	0	0	3	9
CO	1	7	2	0	0	5	10
EM	2	1b	4	0	0	9	20

G. Special Services Bill Allocations by Month:

	NOV 17	DEC 17	JAN 18	FEB 18	MAR 18	APR 21
Hawaii						
Sydney	13	12	9	12	12	12
Kong Long	5	6	5	6	5	7
Bangkok	11	11	10	12	10	10
Taipei	3	3	3	6	3	3

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3. Visits by the Red Cross Personnel during the reporting period: The Red Cross was scheduled to send a staff of two of the companies.

Schedule: HHC and Co A Every Wednesday 0900

Co B Every Tuesday 1000

Co C and D Every Thursday 1100

b. Religious activities: The following is a schedule of religious services available to the personnel of this battalion:

### 2. Protestant:

- (1) Division Memorial Chapel (Sundays: 0700, 0900, 1100)  
(2) EHC/159 Avn Bn Chapel (Sundays: 1030)  
(3) B/101st Avn Bn Mess Hall (Sundays: 1800)  
(4) 163rd Avn Co EM Club (Tuesdays: 1900)

b. Catholic;

- (1) Division Memorial Chapel (Sundays: 0730, 1000)
  - (2) Division Memorial Chapel (Mondays -- Saturdays: 0700)
  - (3) Confession: Div Chaplain (Saturdays: 1700)
  - (4) EHC/159 AVn Bn Chapel (Sundays: 0930, 1000)

c. Other Denominational Services:

- (1) Division Memorial Chapel (Sundays: 1830; Wednesday: 1830)
  - (2) Church of Latter Day Saints (Div Memorial Chapel: Wednesday: 1400)
  - (3) Seventh Day Adventist: (Div Memorial Chapel: Sat. 1400)
  - (4) Jewish (Div Memorial Chapel: Sat 1000)

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