

~~SECRET~~ UNCLASSIFIED

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

AVDG-AV-BC

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: C6 101  
SUBJECT TO GENERAL DECLASSIFICATION  
SCHEDULE OF EXECUTIVE ORDER 11652  
AUTOMATICALLY DOWNGRADED 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 101 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 0700L Sep 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 CON type missions. On 10 Nov 70 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 PIO. The PIO 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.

UNCLASSIFIED

DOWNGRADED TO ~~SECRET~~ INTERVALLS.  
DECLASSIFIED AFTER 12 YEARS  
DOD DEC 6200.10



UNCLASSIFIED

(5) From Nov until 15 Feb 71, Company D provided General Support of the 101st Airborne Division (Amb). Missions include CCM 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 (Amb). 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.

UNCLASSIFIED



UNCLASSIFIED

(c) Recommendations: Most discrepancies would 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

UNCLASSIFIED



UNCLASSIFIED

3. Break down of all aircraft receiving ground fire 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       | YC817989        | CTC            | SA, Aborted  |
| 3 Nov       | UH-1H       | YD505119        | LOG            | SA, Con't Mission  |
| 7 Nov       | UH-1H       | 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        | CTC            | 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       | XD901433        | 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 Hits-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. |

UNCLASSIFIED



# UNCLASSIFIED

| Date   | Unit | Serial   | Status | Remarks   |
|--------|------|----------|--------|---|
| 20 Feb | AH-1 | 485780   | CTC    | SA, Armed Escort, 1 Hit Main Rotor.                             |
| 20 Feb | UH-1 | Y0665840 | CTC    | 51 Cal, 1 Hit Lower Eng Comp, Con't to Fly.                     |
| 20 Feb | UH-1 | Y0470825 | CTC    | 51 Cal, 15 Hit to Airframe, Forced to Land at Khe Sanh.         |
| 1 Mar  | AH-1 | X1557437 | CTC    | 51 Cal, Armed Escort, 1 Hit to Cont. Sys, Con't Mission, Comp.  |
| 1 Mar  | UH-1 | X0557437 | CTC    | 51 Cal, 3 Hits Tail Boom, Con't Mission.                        |
| 1 Mar  | UH-1 | XD557437 | CTC    | SA, 1 Hit Tail Boom, Con't Msn                                  |
| 2 Mar  | UH-1 | XD506470 | CTC    | SA, 1 Hit Rotor Blades, Con't Mission.                          |
| 2 Mar  | UH-1 | XD505460 | CTC    | SA, 8 Hits Fuel Cell, Forced to Land, Aborted.                  |
| 2 Mar  | UH-1 | XD505460 | CTC    | Mortar, 1 Hit Cargo Comp, Con't Mission.                        |
| 3 Mar  | UH-1 | XD431372 | 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 Rotor 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 | XD431372 | CTC    | SA, 5 Hits, Passenger 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 | XD440378 | 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.                     |

UNCLASSIFIED



UNCLASSIFIED

| Date   | UH-1 | Serial     | CTC | Remarks   |
|--------|------|------------|-----|---|
| 12 Mar | UH-1 | XD460360   | 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 | UH-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 | UH-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, PID, 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 Fuel System, Forced to Land.   |
| 29 Mar | UH-1 | ZC035991   | CTC | SA, Armed Escort, 1 Hit Main Rotor, Con't to Fly.                               |
| 31 Mar | UH-1 | XD554032   | CTC | Mortar, 1 Hit Belly as 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 the Front of AC Forced to Land, Recovered.                        |

1 Apr UH-1  
UNCLASSIFIED



**UNCLASSIFIED**

|        |      |            |     |   |
|--------|------|------------|-----|---|
| 4 Apr  | UH-1 | YD551016   | CTC | SA, 10-15 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.                                |
| 12 Apr | UH-1 | YD568883   | CTC | SA, 2 Hits Belly of AC. Con't Mission.                        |
| 12 Apr | UH-1 | YD568883   | CTC | SA, 2 Hits Tail Boom, Con't Mission.                          |
| 12 Apr | UH-1 | YD568883   | CTC | SA, 5 Rounds Hit Hydraulics System, Con't Mission.            |
| 12 Apr | UH-1 | YD568883   | CTC | SA, 4 Hits, Main Fuselage, Con't Mission.                     |
| 12 Apr | UH-1 | YD568883   | CTC | SA, 2 Hits, Radio Comp.                                       |
| 13 Apr | UH-1 | YD568883   | CTC | SA, 1 Round Eng Comp, Con't Mission.                          |
| 14 Apr | UH-1 | Classified | CCN | SA, 2 Rounds Fuel Cells, Con't Mission.                       |
| 14 Apr | UH-1 | Classified | CCN | SA, 1 Round Hit Windshield, Con't Mission.                    |
| 16 Apr | UH-1 | YD523786   | 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 | YD536761   | CTC | SA, 51 Cal, Psyops, 1 Round in Nose Con't Mission, Msn Compl. |

**UNCLASSIFIED**



c. Operations:

**UNCLASSIFIED**

(1) This unit continues to support Operation Jefferson Glenn/Kinross 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<br/>AVAILABILITY</u> |
|-----|----------------|-----------------------|------------------|---------------------------------|
| 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                            |

**UNCLASSIFIED**



UNCLASSIFIED

B/101

|     |    |      |       |      |
|-----|----|------|-------|------|
| NOV | 20 | 1600 | 11407 | 86.9 |
| DEC | 20 | 1500 | 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 |
| 511 | 504 | 623 | 582 | 601 | 2781  |

Sorties

|        |        |        |        |        |         |
|--------|--------|--------|--------|--------|---------|
| 15,395 | 11,836 | 16,490 | 16,868 | 17,252 | 120,841 |
|--------|--------|--------|--------|--------|---------|

Passengers

|        |        |        |        |        |         |
|--------|--------|--------|--------|--------|---------|
| 18,934 | 17,659 | 22,287 | 24,518 | 25,925 | 149,323 |
|--------|--------|--------|--------|--------|---------|

UNCLASSIFIED



UNCLASSIFIED

(6) Significant statistics for units organic to the 101st 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 intergraded subjects.

UNCLASSIFIED



UNCLASSIFIED

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: 2510-1652-1652. 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 2½ 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 2½ ton FSN 2320-077-1616 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.

UNCLASSIFIED



**UNCLASSIFIED**

## (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.

**UNCLASSIFIED**



UNCLASSIFIED

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

1. 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.

UNCLASSIFIED



UNCLASSIFIED

3. A positive and effective ODI 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 AH1G and UH1H 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 AH1G 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 AH1G aircraft.

UNCLASSIFIED



# UNCLASSIFIED

3. Precautionary Landing, Force Landing, Accidents and Incidents:

| <u>DATE</u> | <u>TYPE AC &amp; SER#</u>      | <u>LOCATION</u> | <u>CLASSIFICATION</u> | <u>CAUSE</u>                 |
|-------------|--------------------------------|-----------------|-----------------------|------------------------------|
| 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        | IMC                   | Landed on a stump            |
| 22 DEC      | UHLH 69-15086                  | YD893149        | PL                    | Chaffing hydraulic line.     |
| 29 DEC      | UHLH 66-16798                  | YD567117        | IMC                   | Blade strike                 |
| 4 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<br>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        | IMC                   | 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          |

# UNCLASSIFIED



**UNCLASSIFIED**

|        |               |          |    |                          |
|--------|---------------|----------|----|--------------------------|
| 23 MAR | UHLH 67-17495 | XD850419 |    | Drop can failure         |
| 29 MAR | UHLH 68-16495 | ZD870390 | PL | Over torque              |
| 30 MAR | UHLH 68-15557 | XD655276 | FL | Fuel Control malfunction |

- 9 Incl
1. Key Personnel
  2. Personnel Strength
  3. Promotions
  - 4-6. Feeder Reports
  9. Quarterly Training Report

ROBBIE B. FERNANDER  
LTC, INF  
Commanding

74-541  
16  
IM

**UNCLASSIFIED**



Inlosure 1

UNCLASSIFIED

Key Personnel:

Installation 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 U. 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. Chensault (-25 Mar 71), MAJ Lynn C. Hooper

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

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

Surgeon: CPT James V. Robb

Maintenance: CPT Byram W. Cartwright (-15 Feb 71), CPT Alf S. Fisher

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

HHC: CPT Gordan L. Thibodeau

b. Companies: A Co: CO: MAJ Robert L. Clewell, XO: CPT John E. Marshall (-12 Jan 71), CPT Richard M. Torrance (13 Jan 71 - 27 Feb 71) Robert L.

Buckingham, CPT (28 Feb 71 - 11 Mar 71), CPT James 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.

G 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. McCey

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: CPT Alf S. Fisher (-15 Feb 71), No Commanding Officer presently appointed

UNCLASSIFIED



Inclosure 2

UNCLASSIFIED

Personnel Strength as of 11 April 71

|       | <u>OFFICER</u> | <u>WARRANT OFFICER</u> | <u>ENLISTED MEN</u> |
|-------|----------------|------------------------|---------------------|
| HEC   | 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                  |

UNCLASSIFIED



# UNCLASSIFIED

## Inclosure 3

### A. Promotions: Officers/arrant Officers and Enlisted Men

(1) TO:  $\frac{O4}{0}$   $\frac{O3}{1}$   $\frac{O2}{1}$   $\frac{O1}{0}$   $\frac{W4}{0}$   $\frac{W3}{0}$   $\frac{W2}{38}$   $\frac{W1}{0}$

(2) TO:  $\frac{E2}{0}$   $\frac{E3}{0}$   $\frac{E7}{3}$   $\frac{E6}{1}$   $\frac{E5}{109}$   $\frac{E4}{116}$   $\frac{E3}{0}$

### B. Reenlistments: 1st Term RA: 7, Career: 3

### C. Court Martial: GENERAL 1, SPECIAL 2, SPECIAL (BCD) 4, SPECIAL C

### D. Non-Judicial Punishment (Administered By): Company GO; 100, Battalion GO; 10, Group GO; 1, Division GO; ;

### E. Awards and Decorations: SS 6, DEC 70, RS "V" 11, RS 306, SM 1, AM "V" 11, ARCOM 1612, PW 16.

### F. Casualties: MIA MIA MIA MIA MIA MIA MIA

|  | OFF | CO | EM |   |   |   |    |
|--|-----|----|----|---|---|---|----|
|  | 2   | 1  | 4  | 0 | 0 | 3 | 3  |
|  | 1   | 7  | 2  | 0 | 0 | 5 | 10 |
|  | 2   | 10 | 4  | 0 | 0 | 0 | 20 |

### G. Special Services RAR Allocations by Month:

|           | NOV<br>17 | DEC<br>17 | JAN<br>18 | FEB<br>15 | MAR<br>17 | APR<br>21 |
|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Hawaii    |           |           |           |           |           |           |
| Sydney    | 13        | 12        | 9         | 12        | 12        | 12        |
| Hong Kong | 6         | 6         | 5         | 6         | 6         | 7         |
| Bangkok   | 11        | 11        | 10        | 12        | 10        | 10        |
| Taipei    | 3         | 3         | 3         | 6         | 3         | 3         |

# UNCLASSIFIED



UNCLASSIFIED

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

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

a. Protestant:

- (1) Division Memorial Chapel      (Sundays: 0700, 0900, 1100)
- (2) HHC/159 Avn Bn Chapel      (Sundays: 1030)
- (3) B/101st Avn Bn Mess Hall      (Sundays: 1800)
- (4) 153rd Avn Co EM Club      (Thursdays: 1900)

b. Catholic:

- (1) Division Memorial Chapel      (Sundays: 0730, 1000)
- (2) Division Memorial Chapel      (Mondays -- Saturdays: 0700)
- (3) Confession: Div Chaplain      (Saturdays: 1700)
- (4) HHC/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)

UNCLASSIFIED