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**DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310**



IN REPLY REFER TO

AGAM-P (M) (6 Dec 68)

FOR OT UT 683173

11 December 1968

SUBJECT: Operational Report - Lessons Learned, Headquarters, 223d Combat Support Aviation Battalion, Period Ending 31 July 1968 (U)

AD 394668

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2. Information contained in this report is provided to insure that the Army realizes current benefits from lessons learned during recent operations.
3. To insure that the information provided through the Lessons Learned Program is readily available on a continuous basis, a cumulative Lessons Learned Index containing alphabetical listings of items appearing in the reports is compiled and distributed periodically. Recipients of the attached report are encouraged to recommend items from it for inclusion in the Index by completing and returning the self-addressed form provided at the end of this report.

BY ORDER OF THE SECRETARY OF THE ARMY:

Kenneth G. Wickham

KENNETH G. WICKHAM
Major General, USA
The Adjutant General

JAN 9 1969

1 Incl
as

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DEPARTMENT OF THE ARMY
HEADQUARTERS, 223D COMBAT SUPPORT AVIATION BATTALION
APO San Francisco 96233

AVGD-DE

13 August 1968

SUBJECT: Operational Report of 223d Combat Support Aviation
Battalion for Period Ending 31 July 1968, RCS CSFOR-65 (R1)(U)

SEE DISTRIBUTION

1. Section 1, Operations: Significant Activities.

a. (C) General.

(1) During the reporting period the 223d Combat Support Aviation Battalion continued to provide fixed wing aviation support to the US and Free World Forces located primarily in the II Corps Tactical Zone, Republic of Vietnam. This support was rendered utilizing the assets of one (1) Utility Airplane Company, four (4) Reconnaissance Airplane Companies, and one (1) Surveillance Airplane Company. The 58th AD (S) was released from Battalion attachment on 20 June 1968 and the 343d AOD was released from attachment to the 223d CSAB on 13 May 1968. These were the only two organizational changes within the 223d CSAB during this quarter.

(2) The 18th Utility Airplane Company has continued to support its mission requirements in the four (4) Corps areas of the Republic of Vietnam with flight platoons located at DaNang, Pleiku, and Nha Trang. The First Flight Platoon in DaNang has continued to support the 5th Special Forces Group, the 3d US Marine Amphibious Force, and the Provisional Corp Vietnam. The platoon has been in support of PCV for most of this period utilizing four (4) RU-1A aircraft for radio relay missions. The Second Flight Platoon, located at Holloway AAF, Pleiku, has continued its direct support of II Corp Tactical Headquarters and the 5th Special Forces Group. The Third Flight Platoon has continued to support the 6th Special Forces Group Headquarters with two (2) daily flights covering all four (4) corps areas. In addition, one aircraft is flown for the Joint United States Public Affairs Office (JUSPAO) throughout the II Corps area. The 18th UAC flew a total of 3,678 hours during the reporting period.

FOR OTUT
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(3) The 183d Reconnaissance Airplane Company continued to perform its assigned mission in support of the II Corp visual reconnaissance program. Operating in the southern portion of the II Corps Tactical Zone (CTZ), the 183d has flown 5,790 accident free combat and combat support hours in support of US and ARVN forces since 1 May 1968. The majority of the effort was devoted to visual reconnaissance and artillery adjustment. Elements of the company are now operating from one (1) temporary and five (5) permanent locations. Areas of operation include jungles, coastal plains, and mountainous terrain giving each aviator valuable and varied flight experience under continually changing flying conditions. The aircraft availability rate for this company was 88%; an increase of 2% from the last reporting period.

(4) During this quarter the 185th RAC obtained an 85% aircraft availability rate. The First Section, First Flight Platoon, at Gia Nghia continued to support MACV Team 31 and Special Forces Teams within the province. The Second Section, First Flight Platoon, at Bao Loc continued support of MACV Team 38 and Special Forces teams. The First Section, Second Flight Platoon, was released from the mission of supporting LERP, Co E/20th Infantry and moved to Kontum to support Special Forces FOB-II operations with four aircraft. The platoon headquarters was relocated from Ban Me Thuot to Kontum. The Second Section, Second Flight Platoon, at Cheo Reo continued to support MACV Team 32 and Special Forces teams within the province with visual reconnaissance, convoy cover, and combat observation. The Third Flight Platoon located at Ban Me Thuot supported MACV Team 33, Special Forces B-23, and B-50 (FOB-II). The B-50 requirement has been entirely radio relay while other commitments have been primarily visual reconnaissance, convoy cover, artillery adjustment, and combat observation.

(5) The 203d Reconnaissance Airplane Company continued its support of the II Corps visual reconnaissance program throughout Binh Dinh and Phu Yen Provinces. Construction of the unit cantonment area continued with the addition of two (2) enlisted barracks, one (1) NCO barracks, one (1) Officers barracks, two (2) latrines, and two (2) showers. This unit flew a total of 5,983 hours during the reporting period.

(6) The 219th RAC continued its primary mission of visual reconnaissance of the NW portion of the II Corps Tactical Zone. The company supported the 4th Infantry Division, the 52nd Artillery Group and numerous ARVN and US Forces operations in Kontum and Pleiku Provinces. The 219th RAC flew a total of 7,027 hours of combat support during the quarter.

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(7) The 225th Surveillance Airplane Company continued to provide visual, photo, infrared, and SLAR aerial surveillance throughout the II CTZ. The unit celebrated its second anniversary on 15 July 1968, with a day of planned activities. On 22 July 1968 the 225th completed one year of accident free flying. It is particularly noteworthy since a great percentage of this flying is done at night, under adverse weather conditions, and with marginal facilities. The company has instituted a more vigorous campaign of meetings, lectures, guest speakers, and general discussion to maintain the awareness of safety in all flight crew members. With the release of the new hangar from the engineers, the 589th Trans Det (DS) and the Service Platoon relocated their facilities into and near this structure. Critical shop space for ejection seat, propeller, and engine work was provided. The shop vans were relocated adjacent to the hangar leaving the complete ramp area free of obstruction for greater ease and safety in aircraft ground handling. The 225th SAC flew a total of 2,284 hours during this reporting period.

b. (C) Intelligence: The 223d Combat Support Aviation reported 7,217 significant sightings during this reporting period; 5,289 visual sightings from the four (4) RAC companies and 1,982 IR and SLAR sensor equipment sightings from the Surveillance Airplane Company.

c. (C) Operations and Training Activities.

(1) Plans: NONE.

(2) Operations:

(a) In the 219th RAC, June and July were marked by a general decrease in the number of sightings with the most significant action taking place on 31 May. CPT Edgar M. Forrest and 1LT Burton L. StJohn located and were successful in destroying three (3) of four (4) artillery pieces which had been shelling the Dak To area.

(b) The significant personnel changes within the command and principal staff during the last quarter are as follows:

(1) Major Larry Welch, 074936, assumed command of the 185th Reconnaissance Airplane Company on 1 May 1968 vice Major Jack L. Mullen, 079395.

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(2) Major Thomas R. Howell, 072736, assumed command of the 203d Reconnaissance Airplane Company on 7 July 1968 vice Major Merle L. Mulvaney, OF100665.

(3) Major James L. Kidd, OF109581, assumed command of the 219th Reconnaissance Airplane Company on 14 June 1968 vice Major Billy G. Williams, 04026176, who was medically evacuated to CONUS following an aircraft accident.

(4) 1LT John M. Stacy, 05424865 assumed command of Headquarters and Headquarters Detachment, 223d Combat Support Aviation Battalion, on 31 July 1968 vice Captain Harold J. Helms, OF113667.

(5) Major Darrel W. Bason, 04040796 assumed the duties as Battalion Executive Officer on 1 July 1968 vice LTC Jeremiah B. Hawkins, 067821, who returned to CONUS 10 June 1968.

(6) CW4 Donald W. Yockey, W2151425, assumed the duties of the Battalion S-1 on 3 June 1968 vice Major Robert D. Rooks, 05307644.

(7) Captain James G. Wilkerson, 05318441 assumed the duties of the Battalion S-2 on 12 June 1968 vice Major Paul D. Strang, 0971789.

(8) Captain Duane M. Lane, 02308387, assumed the duties of the Battalion S-2 on 24 June 1968 vice Captain James G. Wilkerson, 05318441.

(9) Major Jay B. Bisbey, 085896, assumed the duties as Battalion S-3 on 1 July 1968 vice Major Darrel W. Bason, 04040796, who assumed the duties of Battalion Executive Officer.

(10) Major John D. Michael, 083761, assumed the duties as Battalion S-3 on 15 July 1968 vice Major Jay B. Bisbey, 086896.

(3) Training: the 223d Combat Support Aviation Battalion has completed its mandatory training with emphasis placed on the following areas:

- (a) Command Information - weekly.
- (b) M-16 Zero - twice monthly.
- (c) Safety.

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- (d) OJT of all critical MOS areas.
- (e) Crew drill on 81 mm mortar and 3.5" Rocket Launcher.
- (f) Aviator Training - Each new aviator receives approximately thirty (30) flight hours for orientation and standardization.

(g) Survival - Two (2) instructors from the Southeast Asia Survival School in the Philippines visited each unit of the Battalion between 18 and 28 July 1968 showing a survival movie and lecturing on all phases of survival, escape and evasion.

(4) Chemical: NONE.

(5) PSYWAR: NONE.

(6) Other: NONE.

d. (U) Logistics: NONE.

e. (U) Civil Affairs.

(1) The 185th RAC erected a forty foot television antenna for the Normal School in Ban Me Thuot for the benefit of the children.

(2) The project of making crutches for the crippled children has become a continuous program for the duration of the 185th's stay in the Republic of Vietnam.

f. (C) Personnel.

(1) Casualties: The battalion casualties totaling four (4) killed and twelve wounded are as indicated below:

<u>GRADE</u>	<u>KILLED IN ACTION</u>	<u>KILLED (NON-HOSTILE)</u>	<u>WOUNDED IN ACTION</u>	<u>WOUNDED NON-HOSTILE</u>
Officer	1	1	4	5
Warrant Officer	0	1	0	0
<u>Enlisted</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>1</u>
223d CSAB	2	2	6	6

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(2) Awards - Members of the 223d CSAB received the following awards:

Distinguished Flying Cross	20
Bronze Star - "Valor"	4
Bronze Star Medal	53
Air Medal	648
Air Medal "Valor"	24
Army Commendation Medal	76
Army Commendation Medal "Valor"	18

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

a. (C) Personnel. Protection of Personnel During Mortar Attacks.

(1) OBSERVATION. Personnel not on perimeter or interior guard frequently have to move a considerable distance in the open from their sleeping quarters to reach protective bunkers on the initiation of an enemy mortar attack.

(2) EVALUATION. Approximately 30 men normally reside in the standard one floor 20'x100' troop billet and have to leave the billets through doors on each end and move some distance in the open to reach personnel protective bunkers. During this movement, they are highly vulnerable to injury from incoming mortars or rockets. To minimize movement during mortar/rocket attacks, a long personnel protective bunker should be constructed outside and along one side of the building and abutted against it. A series of 3' x 3' entrance ports should be cut in the side of the billets permitting rapid movement of personnel from their bunks to the bunker with a minimum of movement and confusion. The entrance ports can be covered with movable panels during non-alert conditions. Spider holes or trenches adjacent to the building can be used instead of a protective bunker if desired. If placed near the building under the eave, they can be kept dry.

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(3) RECOMMENDATION. That the standard troop billet design be altered to incorporate the above features for new construction.

b. (C) Operations.

(1) Employment of AN/AAS-14.

(a) OBSERVATION. Dual channel A&B using "Short and Medium" wavelength detectors has proven to be an excellent employment method for detecting enemy base camps and assembly areas.

(b) EVALUATION.

(1) Preamplifier Characteristics.

(a) "A" channel: Preamplifier, AM-4468 (In As) 1.3-3.4 microns (peak 3.0-3.2 microns).

(b) "B" channel: Preamplifier, AM-4464 (InSB) 1.0-6.0 microns (peak 4.5-5.5 microns).

(2) For detection during the hours of darkness, emission from fires, large electric lights (1000 watt) and exhaust from generators will register as discrete dark spots against a clear gray background on the channel "A." Topographic and cultural features will be registered on the channel "B" in various shades of gray depending upon the relative temperature. Normal ground temperatures run between 293 degrees Kelvin and 313 degrees Kelvin in South Vietnam, producing a peak emission of IR energy between 9 and 10 microns. Although the maximum radiation levels between 1 and 6 microns are produced which give adequate terrain display for the plotting of imagery, IR energy from the heat source (fire) will register as a dark spot and may exhibit the "halo" effect or cause a break in the scan line if of sufficient magnitude. The use of dual channel in this configuration has virtually eliminated the reporting of water filled bomb and shell craters, fresh bomb and shell craters, and hot rocks as fires.

(c) RECOMMENDATION. That this method of employment be disseminated to all units and organizations using or teaching the AN/AAS-14.

(2) Construction of Cemet Brick Defense Facilities.

(a) OBSERVATION. Defensive bunkers and revetments (except aircraft) constructed of locally made concrete-sand-laterite bricks are less expensive and require less maintenance than similar bunkers constructed from sand bags, and are considered equally effective.

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(b) EVALUATION. Sandbags cost 28 to 36 cents each and tend to deteriorate to the point where they must be replaced within three to six months. Using a simple brick press machine such as is issued to many Special Forces camps, bricks (4x6x12 inches) made of cement, sand and laterite can be locally manufactured at an average cost of five cents each. Two bricks replace one sand bag. In construction of brick fortifications a double wall with a sand filler is used, but in sand bag construction, a thickness of four bags is required. Brick construction requires more time, however, brick structures are permanent in nature, self supporting, provide effective protection, and require little or no maintenance. Five laborers can produce 350 bricks each day and can build a four (4) man combination sleeping-fighting bunker (12'x12'x6') in five to six working days. Experience shows that a typical bunker constructed of sand bags costing approximately \$400.00 can be replaced by a cement block structure at a cost of approximately \$45.00.

(c) RECOMMENDATION. That portable brick making machines be provided to units on permanent or semi-permanent installations where sand and laterite are available, and cement brick be used for new construction or replacement of old sand bags bunkers as the latter deteriorate.

c. (U) Training. Sea and Jungle Survival Schools.

(1) OBSERVATION. Personnel attending the sea survival school in Japan and the jungle survival school in the Philippines are absent from their unit an excessive period of time.

(2) EVALUATION. The schools in both cases are of three days' duration. Transportation back to Vietnam is difficult to arrange, and consequently the average time a man is absent from the unit is ten (10) days. It appears that suitable terrain and facilities are available in one of the more secure areas in Vietnam and could be used for this same type training. Moving the school to RVN would reduce transportation time and expense and would significantly reduce the man days lost to the units when an individual attends survival training.

(3) RECOMMENDATION. That a jungle survival school be established in RVN.

d. (U) Intelligence. None.

e. (U) Logistics.

(1) Adapter Kit for 1/2-ton (M-151) and 3/4-ton (M-37B-1) Vehicles.

(a) OBSERVATION. Many remote Reconnaissance Airplane Company Sections are forced to hand prop aircraft when batteries fail to function.

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(b) EVALUATION. Starting an aircraft engine by turning the propellor by hand is dangerous, but is being done of necessity in some of the more remote areas in order to accomplish a mission. All sections in remote areas have at least one military vehicle, while APU equipment is often not available. The 1/2-ton and 3/4-ton will provide sufficient power to start an O-1 if a suitable jumper cable can be devised.

(c) RECOMMENDATION. That a jumper cable suitable for use between a vehicle and O-1 aircraft be provided for emergency aircraft starting.

(2) Air Force Survival Vest.

(a) OBSERVATION. Most Army aviators prefer the Air Force Survival vest to the Army leg-type survival kit.

(b) EVALUATION. The Air Force vest is of nylon web construction with a zipper front. Pockets designed for specific items are attached at varied positions on the vest. One specific item can be removed and used without disrupting any of the others. Most important, however, is that all the necessary items for survival are included and compactly attached to the body in a secure, comfortable and functional manner. Although the present Army issue survival kit is more complete for an extended survival situation, pilots prefer the Air Force vest based on the completeness of the immediate need items and its more functional design.

(c) RECOMMENDATION. That the Army procure the standard Air Force SRU-21P survival vest, complete (FSN 8415-933-6231) and issue it as the standard survival kit to all Army Aviators and crew members in South Vietnam.

(3) Shoulder Weapon for Aircrew Members.

(a) OBSERVATION. While flying, pilots carry a shoulder fired weapon in addition to their issued side arm.

(b) EVALUATION. Aircrew members consider a shoulder fired weapon to be mandatory for personal defense in an emergency situation. The CAR-15 is light weight, compact, and is the weapon most preferred by aircrew members. A rack of the CAR-15 is easily installed on the aircraft door, keeping it secure while airborne but readily available for any ground emergency.

(c) RECOMMENDATION. That the CAR-15 be authorized for issue to all aircrew members in addition to the pistol presently authorized.

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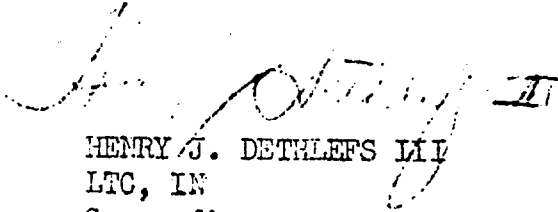
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f. (U) Organization. NONE.

g. (U) Other: NONE.

- 4 Incl
1. Organization Chart
 2. Unit Strengths
 3. Aircraft Status
 4. Operational Statistics


HENRY J. DETHLEFS III
LTC, IN
Commanding

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AVGD-SC (13 Aug 68) 1st Ind
SUBJECT. Operational Report of 223d Combat Support Aviation Battalion
for Period Ending 31 July 1968, RCS CSFOR-65 (R1) (U)

Headquarters, 17th Combat Aviation Group, APO 96240 25 August 1968

TO: Commanding General, I Field Force Vietnam, APO 96350

1. (U) This headquarters has reviewed the basic letter from the 223d Combat Support Aviation Battalion. Appropriate pen and ink corrections of errors have been inserted.

2. (C) This headquarters submits the following comments and recommendations on Section 2, Lessons Learned.

a. Reference paragraph 2a, Protection of Personnel During Mortar Attacks, pages 6 and 7: Concur.

b. Reference paragraph 2b (1), Employment of AN/AAS-14, page 7: Concur.

c. Reference paragraph 2b (2), Construction of Cement Brick Defense Facilities, page 8: Concur.

d. Reference paragraph 2c, Sea and Jungle Survival Schools, pages 8 and 9: Concur.

e. Reference paragraph 2e (1), Adapter Kit for 1/4 Ton (M-151) and 3/4 Ton (M-37B-1) Vehicles, page 9: Concur. The 3/4 ton truck can be modified with an auxiliary power receptacle with female terminals, available through supply channels. The associated slave cable has male terminals at both ends, and is not compatible with aircraft receptacle which also has male terminals. Additional recommendations:

(1) Modify vehicle slave cables to provide one terminal compatible with aircraft receptacles.

(2) Standardize all auxiliary power receptacles and slave cables to provide a system common to all Army equipment with compatible electrical systems.

f. Reference paragraph 2e (2), Air Force Survival Vest, page 9: Concur.

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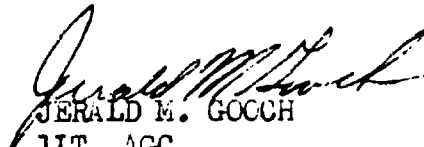
AVGD-SC

25 August 1968

SUBJECT: Operational Report of 223d Combat Support Aviation Battalion
for Period Ending 31 July 1968, RGS CSFOR-65 (R1) (U)

g. Reference paragraph 2e (3), Shoulder Weapon for Air Crew Members, page 10: Concur, but only for aviators assigned to units equipped with single-engine, fixed wing aircraft. Either the CAR-15 or M-16 rifle are suitable weapons, with the CAR-15 a better choice because of smaller size. The shoulder weapon should not be secured on a jetisonable aircraft door.

FOR THE COMMANDER:


JERALD M. GOCCH
1LT, AGC
Adjutant

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AVFA-GC-GT (13 Aug 68) 2d Ind

SUBJECT: Operational Report of the 223d Combat Support Aviation Battalion for the Period Ending 31 July 1968, RCS CSFOR-65 (R1) (U)

DA, Headquarters, I Field Force Vietnam, APO 96350 12 SEP 1968

TO: Commanding General, 1st Aviation Brigade, APO 96375

(C) This headquarters has evaluated subject report and forwarding indorsement and makes the following comments:

a. Reference paragraph 2b(2), Section 2 page 8, Construction of Cement Brick Defense Facilities. Recommend the proper agency test the feasibility of replacing or constructing cement brick defense facilities instead of the sand bag type. Experience with the cement defense facilities by this headquarters has shown that:


(1) The construction of subject fortifications with brick is effective if the structure has a minimum of 30 inches of fill between the two walls.

(2) Heavy small arms fire will shatter the outer brick wall but it is easily repaired by removing the damaged area and replacing it with new brick.

(3) Structures of this type constructed 12 months ago are still in excellent condition.

b. Reference paragraph 2e(1), Section 2 page 9, Adapter Kit for 1/4 Ton (M-151) and 3/4 Ton (M-37B-1) Vehicles. The cable assembly, power FSN 4920-903-0270 is the Army standard item devised to be utilized as an APU adapter kit for vehicles.

FOR THE COMMANDER:


ROBERT C. GABBARD
ILT, AGC
ASST ADJUTANT GENERAL

Copy furnished:
17th CAG

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AVBA-C (13 Aug 68) 3d Ind
SUBJECT: Operational Report of the 223d Combat Support Aviation Battalion
for Period Ending 31 July 1968, RCS CSFOR-65 (R1) (U)

DA, HEADQUARTERS, 1ST AVIATION BRIGADE, APO 96384 SEP 23 1968

THRU: Commanding General, United States Army Vietnam, ATTN: AVIAGC-DET,
APO 96375
Commander in Chief, United States Army Pacific, ATTN: GPOP-OT,
APO 96558

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D.C. 20310

1. (U) This headquarters has reviewed this report, considers it to be adequate, and concurs with the contents as indorsed except for the following:

a. Paragraph 2a, page 6 and paragraph 2a, 1st Ind. Nonconcur. Modification of the standard billet design as recommended does not appear practical since conditions at the numerous sites where construction is required vary considerably. A standard design as recommended would not lend itself to all situations. Self help programs should be employed to improve protection as local conditions dictate. Entrances to protective shelters should be sufficiently large to prevent their being jammed and to prevent injuries to personnel attempting to enter rapidly during darkness and shelters should be as close to living and working areas as available terrain will allow.

b. Paragraph 2e(3), page 10 and paragraph 2g, 1st Ind. Nonconcur with the issuances of two weapons per air crew member. AR 310-34 does not authorize more than one weapon per individual except for military police units, units provided a pool of additional arms for use as required, and tank crews. The DA approved BOI for the CAR-15 authorizes the CAR-15 for aviation units. This headquarters concurs that the CAR-15 is a more suitable weapon for most air crew members. If the standardized aviation MTOEs received from DA do not contain authorization for the CAR-15, separate MTOE action will be initiated by the applicable units, citing the approved BOI as justification. How the authorized CAR-15 weapons are assigned in each unit (i.e., to pilots and crew chiefs) will be the unit commander's decision based on missions performed by the particular type aircraft.

2. (C) The following additional comments are considered pertinent:

a. Paragraph 2c, page 8. Personnel attending Sea and Jungle Survival Schools are absent from their units for periods of 6 to 10 days. The length of the courses vary from $3\frac{1}{2}$ days (sea survival) to $4\frac{1}{2}$ days (jungle survival). The remainder of the time is spent in transit.

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SEP 23 1968

AVBA-C

SUBJECT: Operational Report of the 223d Combat Support Aviation Battalion for Period Ending 31 July 1968, RCS CSFGR-65 (RI) (U)

A request to have aircrews receive Survival, Escape and Evasion Training prior to, or en route to assignments in RVN is currently being prepared. This approach to the problem is considered by this headquarters to be more appropriate.

b. Paragraph 2e(1), page 9. The starting of O-1 aircraft is always a problem, when the batteries are not kept fully charged. The most logical solution is to have an APU located with an air section when it is deployed as a separate element. If however, sufficient APUs are not available and efforts to obtain them as special authorization have failed, the 20 ft cable from the generator set FSN can be ordered as a separate item. This headquarters has recommended to 17th CAG that the 223d CSAB submit requisitions for the quantity necessary to conduct their operation.

- (1) Cable, Assy, Power Electric, Aux Eng.
P/N 64104-Y-19015-C
TM 0-2305-218-20P

- (2) Cable Assy, Special
P/N C7974 Type AN2551D30
FSN 6150-665-3911
TM 55-1730-207-15

The cable assembly recommended in paragraph b, 2d Ind, is also a solution.

c. Paragraph 2e(2), page 9. Nonconcur. The Army has recently adopted the survival kit, leg holster, individual (8465-935-4729) as a standard item and it is to replace the old SEER-1 kit. This kit comes complete with ACR-RT/10 radio. Presently, the Army has under consideration a survival kit, composite, OV-1 aircraft. This consist to two parts: a pararaft kit and an SV-2 vest kit. This is an ENSURE item. The Air Force Vest is not a standard item of supply for the Army. Extensive evaluation and research would have to be conducted by AIC before the Air Force vest would even be considered as an Army standard "A" item.

FOR THE COMMANDER:



J. D. SEGAL

CPT, AGC

Assistant Adjutant General

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AVHGC-DST (13 Aug 68) 4th Ind (C) MAJ Klingman/ds/IBN 4433
SUBJECT: Operational Report of 223d Combat Support Aviation Battalion
for Period Ending 31 July 1968, RCS CSFOR-65 (R1) (U)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375 25 OCT 1968

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-DT,
APO 96558

1. (U) This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 July 1968 from Headquarters, 223d Combat Support Aviation Battalion.

2. (C) Comments follow:

a. Reference item concerning AN/AAS-14, page 7, paragraph 2b(1): Concur. This headquarters will disseminate the information to all units and organizations using or conducting training on the AN/AAS-14.

b. Reference item concerning construction of cement brick defense facilities, page 8, paragraph 2b(2): Nonconcur. The skilled labor that would be necessary for this type of construction is not available.

c. Reference item concerning sea and jungle survival schools, page 8, paragraph 2c(1); and 3d Indorsement, paragraph 2a: Nonconcur. A letter has been dispatched to DA requesting that consideration be given to providing survival training for all fixed wing aviators who are enroute to RVN.

d. Reference item concerning adaster kit for 1/4 ton (M-151) and 3/4 ton (M-37B-1), page 9, paragraph 2e(1); 1st Indorsement, paragraph 2e; 2d Indorsement, paragraph b; and 3d Indorsement, paragraph 2b: Concur with 3d Indorsement.

e. Reference item concerning Air Force survival vest, page 9, paragraph 2e(2); and 3d Indorsement, paragraph 2c: Concur with 3d Indorsement.

f. Reference item concerning a shoulder weapon for aircrew members, page 10, paragraph 2e(3); 1st Indorsement, paragraph 2g; and 3d Indorsement, paragraph 1b: Concur with 3d Indorsement.

FOR THE COMMANDER:


W. C. ARNTZ
CPTAGC
Assistant Adjutant General

Cy furn:
HQ 1st Avn Bde
HQ 223d CSAB

GPOP-DT (13 Aug 68) 5th Ind (U)

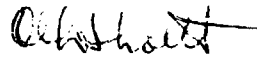
SUBJECT: Operational Report of HQ, 223d Combat Support Aviation Battalion
for Period Ending 31 July 1968, RCS CSFOR-65 (R1)

HQ, US Army, Pacific, APO San Francisco 96558 3 DEC 1968

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D. C. 20310

This headquarters has evaluated subject report and forwarding indorsements
and concurs in the report as indorsed.

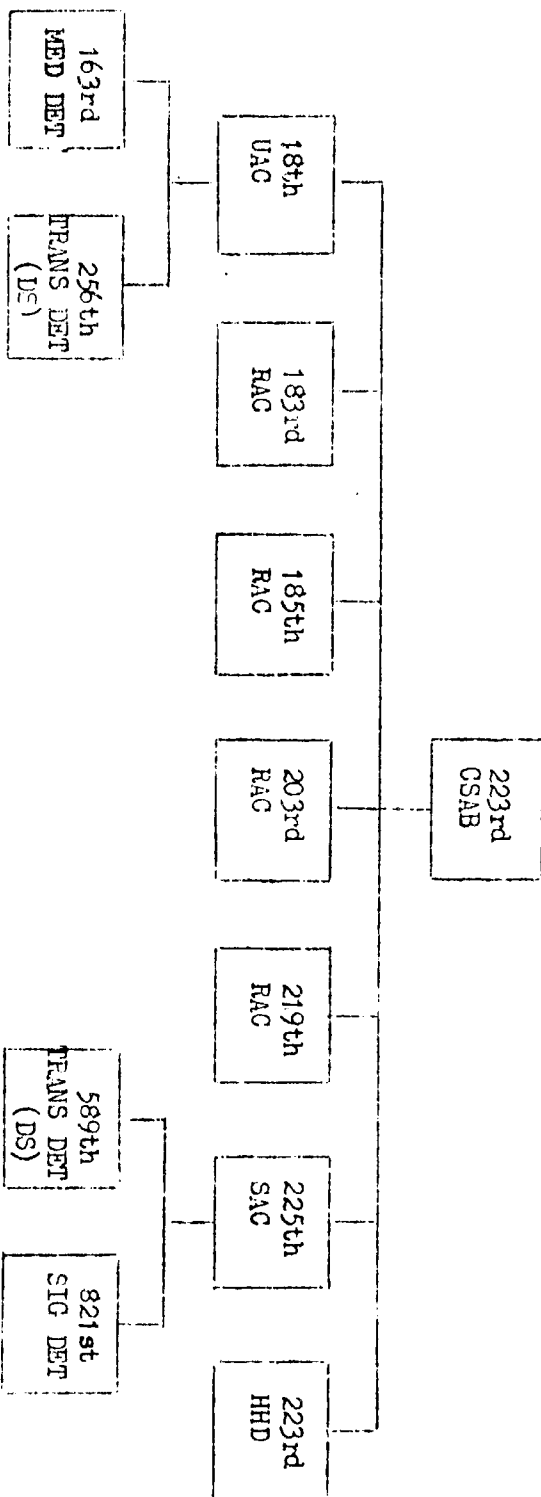
FOR THE COMMANDER IN CHIEF:



ALBERT HOLT
CPT, AGC
Asst AG

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ORGANIZATION CHART



UNIT	LOCATION	APC
223d Combat Support Aviation Battalion	Qui Nhon	99238
18th Utility Airplane Company	Qui Nhon	96238
256th Trans Det (DS)	Qui Nhon	96238
183d Reconnaissance Airplane Company	Dong Ba Thim	96377
185th Reconnaissance Airplane Company	Fan Me Thout	96297
203rd Reconnaissance Airplane Company	Phu Hiep	96315
219th Reconnaissance Airplane Company	Pleiku	96316
225th Surveillance Airplane Company	Phu Hiep	96316
589th Trans Det (DS)	Phu Hiep	96316
821st Sig Det	Phu Hiep	96316

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UNIT STRENGTHS AS OF 31 JULY 1968

1. MILITARY

SUBORDINATE UNIT	OFFICER		WO		EM		TOTAL	
	AUTH	O/H	AUTH	O/H	AUTH	O/H	AUTH	O/H
HHD	21	10	2	3	86	87	109	100
18th UAC	18	12	39	18	179	173	236	203
183rd RAC	32	23	1	1	95	80	128	104
185th RAC	32	28	1	1	95	86	128	115
203rd RAC	32	24	1	2	95	82	128	108
219th RAC	41	25	1	0	115	89	157	115
225th SAC	13	21	17	2	245	229	275	252
223rd CSAB	189	144	62	27	910	826	1161	997

2. CIVILIAN

SUBORDINATE UNIT	DAC		VN		3D NATL		CONTRACTOR
	AUTH	O/H	AUTH	O/H	AUTH	O/H	
HHD	0	0	7	4	0	0	0
18th UAC	0	0	8	25	0	0	0
183rd RAC	0	0	18	18	0	0	0
185th RAC	0	0	7	6	0	0	0
203rd RAC	0	0	7	7	0	0	0
219th RAC	0	0	8	11	0	0	0
225th SAC	0	0	8	8	0	2	0
223rd CSAB	0	0	63	79	0	2	0

Incl 2

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AIRCRAFT STATUS

31 JULY 1968

SUBORDINATE UNIT	O-1		U-6A		U-1A		OV-1	
	AUTH	O/H	AUTH	O/H	AUTH	O/H	AUTH	O/H
223 CSAB HQ			1	1				
18th UAC					24	19		
183rd RAC	24	21	1	1				
185th RAC	24	23	1	1				
203rd RAC	24	21	1	1				
219th RAC	32	23	1	1				
225th SAC			1	1			18	14
223rd CSAB	104	77	6	6	24	19	18	14

Incl 3

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SUBORDINATE	SCHEMATA	FAK LISTED	CARGO	EMER	ST-OUTRIGERS	SANBANS	*AIRCRAFT	*AIRCRAFT
	FILE		JIPWED (TOMS)	KIA	DEPT DEPT	DEPT	CONFIRMED	LOST
HHD	418							
18th RAC	3884	16 200	347	37	39	26	2	2
183d RAC	4514			8	27	61	3	2
185th RAC	4525						1	8
203d RAC	6220						1	1
219th RAC	4505							1
225th RAC	820							1
223d CEAS	27,094	10,878	347	45	66	87	7	14

*

AIRCRAFT LOST
 18th RAC 2 U-1A
 185th RAC 3 O-1G
 203d RAC 1 O-1G
 219th RAC 1 O-1C

AIRCRAFT DAMAGED
 18th RAC 2 U-1A
 185th RAC 2 O-1G
 203d RAC 8 O-1G
 219th RAC 1 O-1D
 225th RAC 1 CV-1

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Incl 4

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13. ABSTRACT		
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The following items are recommended for inclusion in the Lessons Learned Index:

ITEM 1

* SUBJECT TITLE _____

** FOR OT UT # _____

***PAGE # _____

ITEM 2

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FOR OT UT # _____

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ITEM 3

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FOR OT UT # _____

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ITEM 4

SUBJECT TITLE _____

FOR OT UT # _____

PAGE # _____

ITEM 5

SUBJECT TITLE _____

FOR OT UT # _____

PAGE # _____

* Subject Title: A short (one sentence or phrase) description of the item of interest.

** FOR OT UT # : Appears in the Reply Reference line of the Letter of Transmittal. This number must be accurately stated.

***Page # : That page on which the item of interest is located.

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