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AGO ltr 29 Apr 1980 ; AGO ltr 29 Apr 1980

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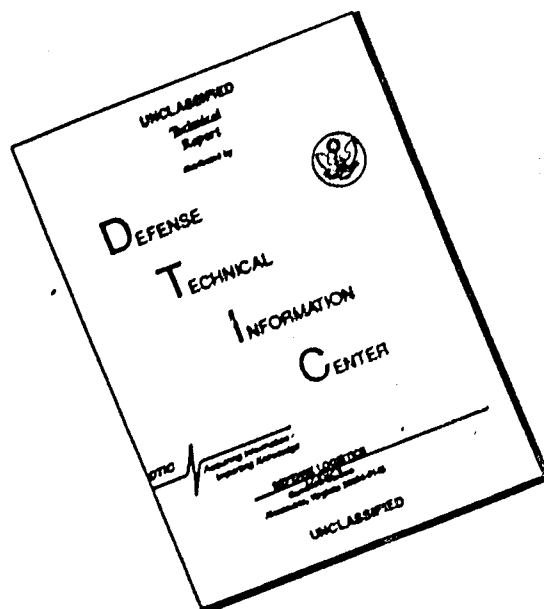
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DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310



AD 504192

AGDA (M) (8 Aug 69) FOR OT UT 692165

20 August 1969

SUBJECT: Operational Report - Lessons Learned, Headquarters, 222d Aviation
Battalion, Period Ending 30 April 1969 (U)

DISTRIBUTION

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2. Information contained in this report is provided to insure appropriate benefits in the future from lessons learned during current operations and may be adapted for use in developing training material

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KENNETH G. WICKHAM
Major General, USA
The Adjutant General

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 222d Aviation Battalion

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DEPARTMENT OF THE ARMY
Headquarters, 222d Aviation Battalion (Combat)
APO San Francisco 96530

AVBCH-44

12 May 1969

SUBJECT: Operational Report - Lessons Learned of the 222d Aviation
Battalion (Combat) for Period Ending 30 April 1969 (RCS CSFOR-65
(a)) (U)

SEE DISTRIBUTION

1. (C) Section 1, Operations: Significant Activities

a. Mission: The mission of the Battalion remained the same throughout the reporting period, that of providing combat and combat support with aviation assets to United States and other Free World Forces in the Republic of Vietnam.

b. Organization: The organization of the Battalion remained the same throughout except for the addition of the 129th Medical Detachment which was attached by 12th Aviation Group (Combat) General Order Number 9 on 16 April 1969. This unit was further attached to the 273d Assault Support Helicopter Company by 222d Aviation Battalion (Combat) General Order Number 15 dated 30 April 1969. The 273d Assault Support Helicopter Company (OH-54) and the 135th Aviation Company (Aslt Hel) remained under the operational control of the 1st Air Cavalry Division and the 214th Aviation Battalion (Combat) respectively. Although no reorganization was involved, redesignation of the battalion and certain attached units was directed on 1 April 1969 by USARV General Order Number 220, dated 19 March 1969. Headquarters and Headquarters Company, 222d Combat Aviation Battalion was redesignated Headquarters and Headquarters Company, 222d Aviation Battalion (Combat). The 117th, 135th, 195th and the 240th Assault Helicopter Companies each were redesignated as an Aviation Company (Aslt Hel).

c. Significant Personnel Changes: Command Group and Principal Staff Officer changes during the period were made on dates indicated.

(1) Commanding Officer, 222d Aviation Battalion (Combat)

Date: 17 February 1969
Outgoing: BAKER, Wallace L., LTC, 070257
Incoming: HUEBNER, Robert W., LTC, 096986

FOR OTUT

692165

Inclosure

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12 May 1969

SUBJECT: Operational Report - Lessons Learned of the 222d Aviation
Battalion (Combat) for Period Ending 30 April 1969 (RCS CSFORM-65
(R1)) (U)

- (2) Executive Officer, 222d Aviation Battalion (Combat)

Date: 28 April 1969
Outgoing: CENTER, Dick D., MAJ, 04057425
Incoming: QUEENEY, Richard K., MAJ, 091016

- (3) S2, 222d Aviation Battalion (Combat)

Date: 28 April 1969
Outgoing: HOPKINS, Albert B., CPT, 05337726
Incoming: WILLIAMS, Melvin Jr., CPT, 05427007

- (4) S4, 222d Aviation Battalion (Combat)

Date: 16 February 1969
Outgoing: FORD, Glaston J., Jr., MAJ, 02304457
Incoming: WILFELM, Robert S., MAJ, 091422

- (5) Commanding Officer, Headquarters and Headquarters Company, 222d
Aviation Battalion (Combat)

Date: 5 March 1969
Outgoing: VAN DUSEN, Charles E., MAJ, 02307005
Incoming: UNGER, James R., 1LT, 05246983

Date: 17 March 1969
Outgoing: UNGER, James R., 1LT, 05246983
Incoming: SUTTONS, Bobby J., CPT, OF103150

- (6) Commanding Officer, 117th Aviation Company (Aslt Hel)

Date: 23 February 1969
Outgoing: KNISELY, Lynn B., MAJ, 04056659
Incoming: MALLIN, James P., MAJ, 083369

- (7) Commanding Officer 195th Aviation Company (Aslt Hel)

Date: 9 February 1969
Outgoing: BRONSON, Russell A., MAJ, 074101
Incoming: VENS, Ronald C., MAJ, OF114670

- (8) Commanding Officer, 240th Aviation Company (Aslt Hel)

Date: 28 February 1969
Outgoing: OVERHOLSER, William H., MAJ, 091968
Incoming: RINGGENBERG, Archie C., MAJ, OF102259

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12 May 1969

SUBJECT: Operational Report - Lessons Learned of the 222d Aviation
Battalion (Combat) for Period Ending 30 April 1969 (RCS CSFOR-65
(R1)) (U)

d. Unit strengths as of 30 April 1969:

(1) Military:

SUBORDINATE UNIT	OFFICER		WARRANT OFF		ENLISTED		TOTAL	
	AUTH	ACTUAL	AUTH	ACTUAL	AUTH	ACTUAL	AUTH	ACTUAL
HHC, 222d Avn Bn (Cbt)	19	19	3	7	85	103	107	129
117th Avn Co (Aslt Hel)	19	20	51	44	218	210	288	274
135th Avn Co (Aslt Hel)	19	17	51	45	218	207	288	269
195th Avn Co (Aslt Hel)	19	21	51	45	218	207	288	273
240th Avn Co (Aslt Hel)	19	22	51	45	217	213	287	280
273d Aslt Spt Hel Co(Hvy) 16		5	16	15	97	99	129	119
93d Med Det	1	1	0	0	7	8	8	9
129th Med Det	1	1	0	0	7	7	8	8
772d Med Det	1	1	0	0	7	7	8	8
315th Afld Sv Det	1	1	0	0	16	15	17	16
87th QM Det	0	0	0	0	8	5	8	5
652d TC Det	1	1	1	1	57	49	59	51
478th Aslt Spt Hel Co(Hvy)4 (Plat Atch from 1st Cav)		0	5	5	13	13	22	18
Royal Australian Mil (Atch to 135th)	11	12	0	0	35	34	46	46

(2) Civilians:

SUBORDINATE UNIT	DAC		VN		3D NAT'L		TECH REP	
	AUTH	ACTUAL	AUTH	ACTUAL	AUTH	ACTUAL	AUTH	ACTUAL
HHC, 222d Avn Bn (Cbt)	0	0	15	14	0	0	0	0
117th Avn Co (Aslt Hel)	0	0	20	20	0	0	0	0

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CONFIDENTIAL

AVBACA-EC

12 May 1969

SUBJECT: Operational Report - Lessons Learned of the 222d Aviation
Battalion (Combat) for Period Ending 30 April 1969 (RCS CSFOR-65
(R1)) (U)

SUBORDINATE UNIT	DAC		VN		3D NAT'L		TECH REP	
	AUTH	ACTUAL	AUTH	ACTUAL	AUTH	ACTUAL	AUTH	ACTUAL
135th Avn Co (Aslt Hel)	0	0	7	0	0	0	0	0
195th Avn Co (Aslt Hel)	0	0	6	6	0	0	0	0
240th Avn Co (Aslt Hel)	0	0	2	2	0	0	0	0
273d Aslt Spt Hel Co (Hvy)	0	0	0	0	0	0	2	1
772d Med Det	0	0	1	0	0	0	0	0
93d Med Det	0	0	1	1	0	0	0	0
129th Med Det	0	0	1	0	0	0	0	0

e. Aircraft Status as of 30 April 1969. (See Inclosure 2).

f. Operational Results for the period are included at Inclosure 3.

g. Awards and Decorations: The following listed awards and decorations were received by members of this Battalion during the period 1 February - 30 April 1969:

Silver Star	16
Legion of Merit	1
Distinguished Flying Cross	35
Bronze Star	27
Air Medal	159
Army Commendation Medal	63 (One with "V" Device)
Purple Heart	10

h. Enemy Activity and Physical Security:

(1) Enemy activity was directed at installations housing units of the Battalion commencing on 23 February 1969 and continued sporadically throughout until 19 March when the last shelling was recorded at Bearcat. Although a total of 99 rounds were recorded at Bearcat and numerous rounds impacted

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AVR 01-70

12 May 1969

SUBJECT: Operational Report - Lessons Learned of the 222d Aviation
Battalion (Combat) for Period Ending 30 April 1969 (RCS CSFOR-65
(71)) (U)

at Long Binh, no casualties were sustained by any personnel of the Battalion. Equipment damage was limited to three UH-1 helicopters (195th) at Long Binh and three at Bearcat (2-135th and 1-240th). Damage was light. One jeep (Chaplain's) also received light damage.

(2) Stand-off enemy rocket/mortar attacks did not directly affect the conduct of support operations, however, indirect and adverse results began to become obvious as the daily harrasing attacks continued. The threat of and actual attacks, dictated work stoppages and slow-down of aircraft maintenance for long periods during the conduct of day and night maintenance operations. Thousands of man hours were lost. This can only result in a steady and continued degrading of aircraft availability rates to a degree incompatible with mission requirements during sustained enemy harrassment. Security platoons attached to aviation companies would preclude work stoppages except during imminent or actual attacks. This problem is discussed further in Section 2 of this report.

i. Aircraft Safety: The Battalion flew a total of 29,907 hours during the reporting period. Six accidents were recorded with an accident rate of 20.06 per 10,000 flying hours.

j. Amunition Expenditures: (See Inclosure 4).

k. Operations: The Battalion continued daily support of operations with tasks including combat assault, direct combat support and other combat support missions each day of the 89 day reporting period. Missions included airlift of troops, equipment, supplies, vehicular airlift, administrative, command and control and artillery weapons and engineer equipment displacement. Helicopter gunships also played an active role throughout the period by delivery of live ordnance upon enemy positions in support of friendly ground force operations. The normal mission profile of eleven lift ships and four guns for each Aviation Company (Aslt Hel) was maintained throughout. Daily commitment of up to three CH-54A helicopters was the general rule. Tactical operations remained generally the same, that of support to the combat arms by providing helicopter lift of combat troops in deliberate assaults and support of long range reconnaissance patrols. Tactics of the 3/9th Infantry did change somewhat from the deliberate assault concept to that of small raid type operations characterized by multiple insertions and rapid reinforcement when units establish contact.

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

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12 May 1969

SUBJECT: Operational Report - Lessons Learned of 222d Aviation
Battalion (Combat) for Period Ending 30 April 1969 (RCS CSFOR-65
(R1)) (U)

a. Personnel:

(1) Technical Inspectors:

(a) OBSERVATION: A critical shortage of aircraft technical inspectors adversely affects the ability of the unit to maintain the desired aircraft availability.

(b) EVALUATION: The Battalion is authorized twenty one technical inspectors with only twelve assigned. The immense scheduled and non-scheduled maintenance workload generated by 29,907 flying hours in an eighty-nine day period dictates a full compliment of these specialized personnel. The low experience level of the assigned aircraft mechanic amplifies the workload, making the technical inspector's job doubly important to ensure quality maintenance on aircraft. This situation is detrimental to aircraft safety.

(c) RECOMMENDATION: That all USARV units be canvassed and qualified aircraft technical inspectors found to be working out of their MOS be re-assigned to aviation units.

(d) COMMAND ACTION: On the job training to qualify personnel has been a continuing process. Three of the twelve personnel currently working as technical inspectors are not MOS qualified and are in the process of being trained.

(2) Avionics Personnel:

(a) OBSERVATION: A critical shortage of avionics personnel is adversely affecting the Battalion in the performance of aircraft support.

(b) EVALUATION: The type flying being accomplished exposes avionics equipment to conditions which result in a high mortality in parts and subjects the equipment to possibility of malfunctions much more so than that normally experienced during peacetime operations. The workload generated by the scores of avionics end items in use demands not only highly qualified personnel but also, personnel in numbers authorized by TOE/NTOEs. As of the end of the reporting period, thirty of the thirty nine authorized avionics personnel were assigned. Of these thirty, eight are known losses within the next thirty days as compared to only one known gain. The success of airmobile military operations is directly related to the ability to communicate air to ground and air to air. Avionics equipment must be maintained in a serviceable condition and this can only be accomplished by qualified personnel.

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AFMCA-EC

12 May 1969

SUBJECT: Operational Report - Lessons Learned of the 222d Aviation
Battalion (Combat) for Period Ending 30 April 1969 (RCS CSFOR-65
(R1)) (U)

(c) RECOMMENDATIONS:

1 That all USARV units be canvassed with a view toward reassignment of avionics personnel found to be working out of their MOS.

2 That a stepped up input of qualified personnel from CONUS to alleviate the problem be considered.

(d) COMMAND ACTION: Some personnel who have demonstrated outstanding ability have been provided on the job training and have been qualified in the MOSs required. The highly technical nature of avionics maintenance does not lend itself to this sort of solution however. Personnel must have formal schooling.

(3) CH-54A Mechanics (MOS 67X20):

(a) OBSERVATION: There is a critical shortage of CH-54 Mechanics, MOS 67X20.

(b) EVALUATION: Reenlistment and voluntary extensions of personnel possessing MOS 67X20 has been fair, however, a continued shortage of these personnel continues to exist. It has been observed that a school qualified CH-54A mechanic must be closely supervised for a period of up to three months before he is considered competent to perform assigned maintenance on the mechanically complicated CH-54A. The unit has experienced a lack of qualified noncommissioned officers to occupy several maintenance supervisory positions throughout the reporting period. The supervisory gap and the lack of CH-54A maintenance personnel creates an additional burden on the maintenance effort of the CH-54 unit. Not only must the maintenance effort concentrate on daily assigned maintenance chores, but also must be diverted to a continuous on the job training program. There are CH-54 qualified maintenance personnel assigned to non CH-54 units in the Republic of Vietnam.

(c) RECOMMENDATIONS: That CH-54A qualified enlisted and noncommissioned officers assigned to non CH-54 units be reassigned to these units.

(d) COMMAND ACTION: MOS shortages have been reported to higher headquarters.

b. Operations:

(1) Special Mission Operations:

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12 May 1969

SUBJECT: Operational Report - Lessons Learned of the 222d Aviation
Battalion (Combat) for Period Ending 30 April 1969 (RCS CSFOE-65
(R1)) (U)

(a) OBSERVATION: Support of special missions such as long range reconnaissance patrols sometimes requires extraction of personnel from dense jungle areas where no landing zone is available.

(b) EVALUATION: Elements of this Battalion have utilized the McGuire Rig on numerous occasions with great success. Although the Aviation Operational Procedures Guide, 1st Aviation Brigade provides guidance in the utilization of the McGuire Rig, the following is offered in a little more detail. The McGuire Rig, consisting of ropes approximately 150 feet in length, one end secured to the cargo tie-downs in the helicopter floor with a wrist loop formed approximately 6 feet from the free end of the line are lowered to the ground by means of a small sand bag attached to the end while the helicopter is maintained at a hover out of ground effect. Since the UH-1D/H is limited to lifting about three personnel in this manner out of ground effect, normally one rope is lowered from one side while two are dropped from the other. The crew chief or gunner, lying on his stomach directs the aircraft down so the ground troops can attach themselves to the Rig. The crew chief then directs the aircraft up vertically until the personnel are clear of the trees. The aircraft then moves forward stabilizing airspeed between 40-60 knots. Airspeeds greater than 60 knots will cause the rig to bow and lag causing severe buffeting of personnel. The aircraft should only be flown to the first secure area available, the troops lowered and transferred to the cargo compartment if necessary to proceed further. During the landing phase, the crew chief again directs the aircraft to the ground from a high hover. (As soon as the personnel on the rig have disengaged themselves, it is necessary for them to keep the ropes taut while the aircraft maneuvers to the ground to prevent the ropes from being sucked up into the main or tail rotors. Where possible, radio contact with the drop off location to provide control from the ground while lowering the personnel is of great assistance. During night extractions it is necessary to have as much illumination as possible. A command and control helicopter should be orbiting with sufficient flares to support the extraction. It is advisable to keep a minimum of three flares burning at all times to preclude the possibility of a dud flare allowing the area to go black. This would be critical as the aircraft crew at night is subject to vertigo and disorientation close to the trees. The use of the McGuire Rig should only be considered as an emergency and last resort measure. The extraction generally takes from five to fifteen minutes. During this time the aircraft is extremely vulnerable to enemy fire. While being transported, the troops on the end of the McGuire Rig are in an extremely vulnerable position if the aircraft should develop mechanical trouble and be forced into autorotation. The only alternative would be to cut the McGuire Rig loose or risk loss of the aircraft as well as the troops on the end of the Rig. For this reason, a sharp knife or axe should be carried on this type operation to cut the rig loose if necessary.

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12 May 1969

SUBJECT: Operational Report - Lessons Learned of the 222d Aviation
Battalion (Combat) for Period Ending 30 April 1969 (RCS CSFOR-65
(R1)) (U)

(c) RECOMMENDATIONS: That those items not already incorporated under McGuire Rig procedures in the Aviation Field Manuals should be included and given Army wide dissemination.

(d) COMMAND ACTION: Habitually supported units that are subject to utilizing this system have been trained in proper procedures.

c. Training: None.

d. Intelligence: None.

e. Logistics.

(1) Supply of DA Form 759-1 (Part II).

(a) OBSERVATION: A critical shortage of DA Form 759-1 (Part II) exists.

(b) EVALUATION: The supply and availability of DA Form 759-1 (Part II) has deteriorated to the extent that finalization of work copies of Individual Flight Records Files ceased several weeks ago except for personnel medically evacuated or PCS. This Battalion maintains 759-1 (Part II) forms on over 700 personnel requiring approximately 2,000 forms each month. All aviator records must be closed out at the end of June, which with the back log of pencilled work copies to be completed, an enormous amount of these forms will be required within the next two months. Fiscal Year close out of records cannot be accomplished if the forms are not forthcoming.

(c) RECOMMENDATIONS: That, through the use of USARV facilities, 759-1 (Part II) Forms be reproduced and distributed to all aviation units, or, the normal supply source be directed to place a higher priority on filling of requisitions.

(d) COMMAND ACTION: Normal requisitions were submitted in February and upgraded to special in early April.

f. Organization: None.

g. Other:

(1) Physical Security:

(a) OBSERVATION: During YELLOW and RED alerts up to fifty per cent of enlisted present for duty strength is committed to security.

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12 May 1969

SUBJECT: Operational Report - Lessons Learned of the 222d Aviation
Battalion (Combat) for Period Ending 30 April 1969 (RCS CSFOR-65
(R1)) (U)

(b) EVALUATION: Aviation companies have a requirement, not only for internal security of aviation assets, but in most cases for sectors of the perimeter surrounding installations as well. Bunkers within the aircraft parking areas must be manned to guard against sappers. Although the night does not have a monopoly on VC activity, generally this is the period when the most sustained enemy activity occurs. This of course precludes aircraft maintenance personnel, as well as others, from obtaining necessary rest. Maintenance personnel cannot be expected to maintain a high degree of efficiency during sustained enemy harassment when long work days, and nights cannot be followed with a reasonable amount of rest. Soon the results start to be reflected in a lowering of quantity as well as quality of maintenance. The end results can only be that of lowered aircraft availability rates. A tired and overworked mechanic is also subject to poor maintenance practices. sss

(c) RECOMMENDATIONS: That consideration be given to the attachment of a platoon size infantry force to aviation companies to assist in providing physical security requirements.

(d) COMMAND ACTION: Physical security measures have been reviewed and revised and a plan implemented which provides maximum security with minimum number of personnel.



ROBERT W. HUEDNER
LTC, IN
Commanding

4 Incl

1. Orgn Chart
2. Aft Status Rept
3. Cpn Statistics
4. Ammo Expenditures

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- 2-CG, 1st Avn Bde, ATTN: AVBAGC

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AVBACA-SC (12 May 69) 1st Ind
SUBJECT: Operational Report - Lessons Learned of the 222d Aviation
Battalion (Combat) for Period Ending 30 April 1969 (RCS CSFOR-65
(RI)) (U)

DA, HEADQUARTERS, 12TH COMBAT AVIATION GROUP, APO 96266 22 May 1969

TO: Commanding General, II Field Force Vietnam, APO 96266

In accordance with USARV Reg 525-15, the Operational Report - Lessons
Learned of the 222d Combat Aviation Battalion, for the period ending
30 April 1969, is forwarded.

FOR THE COMMANDER:

David L. Forte

DAVID L. FORTE
MAJ, Inf
Adjutant

AVFBC-RE-H (12 May 69) 2nd Ind

SUBJECT: Operational Report - Lessons Learned of the 222d Aviation
Battalion (Combat) for Period Ending 30 April 1969 (RCS
CSFOR-65 (R1)) (U)

DA, HQ II FFORCEV, APO San Francisco 96266 4 JUN 1969

THRU: Commanding General, 1st Aviation Brigade, ATTN: AVBA-C, APO 96307

Commanding General, US Army Vietnam, ATTN: AVHGC(DST), APO 96375

Commander-In-Chief, US Army Pacific, ATTN: GPOP-DT, APO 96558

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

This headquarters has reviewed and concurs with the Operational Report -
Lessons Learned of the 222d Aviation Battalion (Combat) for the period
ending 30 April 1969.

FCP THE COMMANDER:



B. G. MACDONALD
1LT, AGC
Asst AG

AVBARO-C (12 May 69) 3d Ind

SUBJ: Operational Report - Lessons Learned of the 222d Aviation
Battalion (Combat) for Period Ending 30 April 1969 (NCS
GDFOR-65 (RI)) (U)

DA, HEADQUARTERS, 1ST AVIATION BRIGADE, APO 96384 8 JUN 1969

TO: Commanding General, United States Army Vietnam, ATTN: AVHGC-DST,
APO 96375
Commander-in-Chief, United States Army Pacific, ATTN: GPOP-CF,
APO 96558

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

1. This headquarters has reviewed this report, considers it to be
adequate and concurs with the contents as indorsed.

2. The following additional comments are considered pertinent:

a. Paragraphs 2a(1) and (2), page 6. The shortage of trained
technical inspectors and avionics specialists has existed throughout
the 1st Aviation Brigade for at least one year. These shortages have
inhibited the quality of maintenance, reduced safety assurance, and
limited aircraft availability. The full complement of authorized
specialists, both aircraft technical inspectors and avionics personnel,
are essential if the required performance levels are to be met. As a
result of action taken by this headquarters, USAMP is instituting a
Technical Inspector course at the AAT School. It is anticipated that
the course will commence on 1 July 1969.

b. Paragraph 2a(3), page 7. The 1st Aviation Brigade is currently
overstrength in MOS 67K20, CH-54, Helicopter Repairman. All except one
mechanic are assigned to units which have CH-54 aircraft. There are
shortages in MOS 67K30, Technical Inspector, and 67K40, Maintenance
Supervisor, which creates a dearth of experience and supervisory skill.

c. Paragraph 2b, page 8. Concur. The McGuire Rig has been used
extensively throughout Vietnam for special operations where no landing
zone is available. The data included in the 1st Aviation Brigade
Operational Procedure Guide, dated 1 February 1969, will be expanded
to include techniques of employing the McGuire Rig.

AVBAGC-0

8 JUN 1969

SUBJECT: Operational Report - Lessons Learned of the 222d Aviation Battalion (Combat) for Period Ending 30 April 1969 (RCS CSFOR-65 (R1)) (U)

d. Paragraph 2e(1), page 9. The previous shortage of DA Forms 759-1 (Part II) appears to have been overcome in recent weeks. Shipments have been received regularly following requisition. This headquarters will take necessary action to determine requirements and obtain the required forms for annual close-out of records, and will reemphasize the need for regular requisitioning to obtain normal monthly requirements.

e. Paragraph 2g(1), page 9. The requirement for aviation units to provide additional security forces during periods of increased alerts is a requirement that cannot be negated. Adequate security must be provided using all means available to the commander. A security force augmentation for the 222d CAB was submitted to USAFPC in January 1969, this augmentation (TDA P5 WDG399 00) if approved will provide assistance to the 222d CAB in providing physical security requirements.

FOR THE COMMANDER:



DAVID R. ANDERSON
Ct, AGC
Asst. AG

AVMGS-IST (12 May 69) 4th Ind

SUBJECT: Operational Report-Lessons Learned of the 222d Aviation Battalion
(Combat) for Period Ending 30 April 1969 (PCS CSFOR-65 (R1))

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO 96375 26 JUN 1969

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

1. This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 30 April 1969 from Headquarters, 222d Aviation Battalion (Combat).

2. Comments follow:

a. (1) Reference items concerning shortages of helicopter technical inspectors, section II, page 6, paragraph a(1); avionics personnel, section II, page 6, paragraph a(2); and CH-54A mechanics (MOS 67X20), section II, page 7, paragraph a(3). Concur that critical shortages exist in the 1st Avn Bde. Strengths in the positions concerned are as follows:

<u>POSITION</u>	<u>USARV AVERAGE</u>	<u>1ST AVN BDE</u>
Helicopter Tech Insp	78%	73%
Avionics	58%	58%
CH-54A Mech	80%	87%

(2) Action is being taken to bring the 1st Avn Bde up to the USARV average in Helicopter Technical Inspectors.

b. Reference item concerning the lack of Physical Security forces, section II, page 9, paragraph g(1); concur. Augmentation 1st Aviation Brigade, TDA P5WDG39900, was submitted to Headquarters, USARPAC, GPOP-FD on 7 Feb 69. It is presently at DA, ACSEFOR pending approval which should be forthcoming on or about 30 June 1969. This document contains authorization for 25 Local National security guards for the 222d CAB. Although this does not equate to a security platoon per aviation company it should provide assistance in meeting physical security requirements. Unit will be advised of above comment.

FOR THE COMMANDER:

C. D. WILSON
1LT, AGC
Assistant Adjutant General

Cy furn:
222d Avn Bn (Cbt)
1st Avn Bde

GPOP-DT (12 May 69) 5th Ind (U)
SUBJECT: Operational Report of HQ, 222d Aviation Battalion
for Period Ending 30 April 1969, RCS CSFOR-65 (R1)

HQ, US Army, Pacific, APO San Francisco 96558 23 JUL 69

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

1. This headquarters has evaluated subject report and forwarding indorsements and concurs in the report as indorsed.
2. Reference paragraph 2g(1). TDA P5WDG 39900 was submitted 28 March 1969 to Department of the Army, Office Assistant Chief of Staff for Force Development. Request action taken on subject TDA P5WDG 39900 be provided this headquarters.

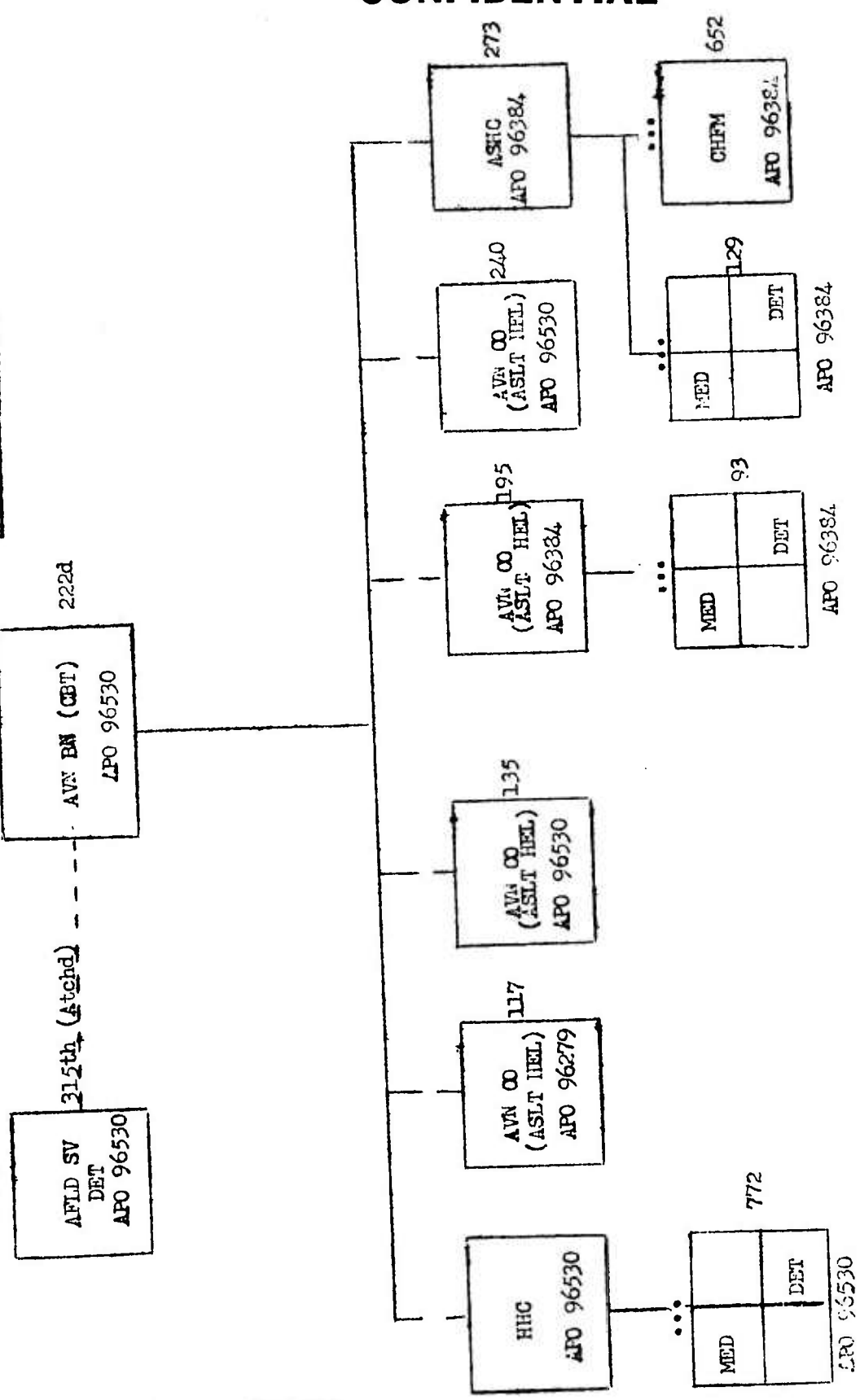
FOR THE COMMANDER IN CHIEF:


C. L. SHORT
CPT, AGC
AMM AG

Cy furn:
CG USARV

Incl 1 to 222d Avn Bn (Cbt) ORILL dtd 12 May 1969

ORGANIZATION CHART



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Incl 2 to 222d Avn Bn (Cbt) dtd 12 May 1969

222D AVIATION BATTALION (COMBAT) AIRCRAFT STATUS
20 APRIL 1969

	UH-1C		UH-1D/H		UH-1A	
	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD
Hq, 222d Avn Bn (Cbt)	0	0	2*	2	0	0
117th Avn Co (Aslt Hel)	8	7	23	19	0	0
135th Avn Co (Aslt Hel)	8	6	23	19	0	0
195th Avn Co (Aslt Hel)	8	7	23	19	0	0
240th Avn Co (Aslt Hel)	8	7	23	20	0	0
273d ASHC	..0	0	..	0	9	13**

*Bn Auth 3 OH-6A by TOE. Special Auth 1st Avn Bde Auth ? UH-1D in lieu of OH-6A.
 **1 - Maint Float
 **3 - Detachd from 478th ASHC (Hvy)

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18

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Incl 3 to 222d Avn Bn (Cbt) ORIL dtd 12 May 1969

OPERATIONAL STATISTICS FOR PERIOD ENDING 30 APRIL 1969

SUBORDINATE UNIT	SORTIES FLOWN	TROOPS LIFTED	CARGO TONS LIFTED	ENEMY KIA	STRUCTURES DAM / DEST		SAMPLES DAM/DEST		AIRCRAFT CONFIRMED LOSS	AIRCRAFT DAMAGED	AIRCRAFT RECOVERIES
					DAM	DEST	DAM	DEST			
117th Avn Co (Aslt Hel)	18,752	23,489	80	45	26	18	1	9	2*	5* 4**	0
135th Avn Co (Aslt Hel)	19,497	52,725	117	186	30	134	8	29	0	44* 15**	0
195th Avn Co (Aslt Hel)	16,374	16,763	128	12	2	0	0	0	2* 3**	4* 10**	0
240th Avn Co (Aslt Hel)	26,570	44,071	51	66	1	14	0	3	1**	1* 6**	0
273d ASHC(Hvy)	3,123	0	8,674	0	0	0	0	1***	3***	15	

*UH-1H
**UH-1C
***CH-54

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Inclosure 4 to 222d Avn Bn (Cbt) ORILL dtd 12 May 1969

AMMUNITION EXPENDITURES FOR PERIOD 1 FEBRUARY - 30 APRIL 1969

	<u>7.62</u>	<u>5.56</u>	<u>.45</u>	<u>.50</u>	12 GA <u>SHOTGUN</u>	<u>40MM</u>	<u>2.75 IN RKT</u>
HHC, 222d Avn Bn (Cbt)	3,860	0	0	0	0	0	0
117th Avn Co (Aslt Hel)	295,000	3,280	150	3,400	15	20	1,431
135th Avn Co (Aslt Hel)	473,500	8,800	40	0	36	15,050	527
195th Avn Co (Aslt Hel)	32,360	5,200	0	0	120	2,784	478
240th Avn Co (Aslt Hel)	100,000	0	0	0	0	0	423
273d Aslt Spt Hel Co	0	0	0	0	0	0	0

Incl 4

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UNCLASSIFIED

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		4
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