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AGO ltr 29 Apr 1980 ; AGO ltr 29 Apr 1980

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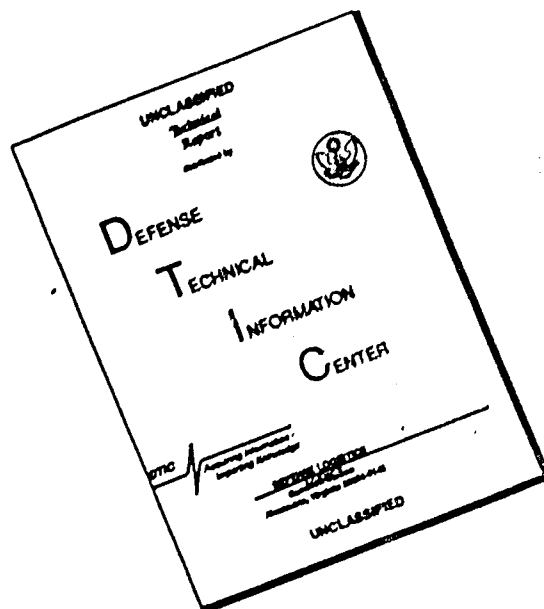
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DEPARTMENT OF THE ARMY
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WASHINGTON, D.C. 20310

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AGDA (M) (20 Oct 69) FOR ¹⁹OT-UT-693174

~~31 October 1969~~

SUBJECT: Operational Report ⁶ Lessons Learned, Headquarters, 13th Aviation Battalion, ~~Period Ending 31 July 1969~~ (U), ⁸

AD505535

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(Combal)

1. Subject report is forwarded for review and evaluation in accordance with paragraph 5b, AR 525-15. Evaluations and corrective actions should be reported to ACSFOR OT UT, Operational Reports Branch, within 90 days of receipt of covering letter.
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.

BY ORDER OF THE SECRETARY OF THE ARMY:

Kenneth G. Wickham

KENNETH G. WICKHAM
Major General, USA
The Adjutant General

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⁹ Operational rept for quarterly period ending 31 Jul 69

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13th Aviation Battalion

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DEPARTMENT OF THE ARMY
Headquarters, 13th Aviation Battalion (Combat) ✓
APO San Francisco 96296

AVBASN-GC

14 August 1969

SUBJECT: Operational Report - Lessons Learned of the 13th
Aviation Battalion (Combat) for the period ending
31 July 1969, RCS CSFOR-65 (RI) (U).

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

a. Unit Mission: There has been no change to the unit mission during this period.

b. Organization: At the close of the reporting period the organization of the 13th Aviation Battalion (Combat) was as follows: (See Incl 1)

- (1) Headquarters and Headquarters Company
- (2) The 114th Aviation Company (Combat)
- (3) The 121st Aviation Company (Combat)
- (4) The 175th Aviation Company (Combat)
- (5) The 336th Aviation Company (Combat)
- (6) The 221st Aviation Company (Utility Airplane)

c. Changes in Command and Staff:

(1) LTC VELVA F. PARKER, 239-32-6648, FA, was assigned as the Battalion Commander on 15 July 1969, LTC Thomas E. Anderson, 516-28-2802, INF, was assigned to G-1 1st Aviation Brigade.

(2) MAJ JOSEPH V. LENOCI, 137-28-5322, INF, was assigned as the Executive Officer on 20 July 1969, MAJ Ralph E. Nauman 116-26-2958, INF, was reassigned to CONUS.

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(3) CPT THOMAS S. CATALANO, 043-32-9006, ARMOR, was assigned Adjutant on 25 July 1969. CPT John H. Daane, 167-34-2152, INF, was reassigned to CONUS.

(4) CPT THOMAS S. CATALANO, 143-32-9006, ARMOR, was assigned S-2 on 11 July 1969. CPT Charles Steiner was assigned to D troop 7/1 Cavalry. CPT Robert L. McCrarey, 409-76-4641, was assigned as S-2 on 25 July 1969 when CPT Catalano was reassigned within the Battalion.

(5) MAJ WILLIAM E. CALLENDER, 417-42-4379, INF, was assigned as S-3 on 13 July 1969. MAJ Ronald H. Thornquist, 525-34-5993, INF, was reassigned within the Battalion.

(6) CPT GEORGE F. CLOSE JR., 021-36-3767, INF, was assigned as Assistant S-3 on 3 May 1969. CPT Wilson Williams, 442-42-6292, FA, was reassigned to CONUS.

(7) 1LT JAMES E. BELLION, 536-42-2286, FA, was assigned as BOC Officer on 25 June 1969. CPT David Hall, 517-50-9902, FA, was reassigned to CONUS.

(8) MAJ PETER J. BARRITT, 051-30-8710, INF, was assigned as CO, 114th Aviation Company on 2 June 1969. MAJ Walter W. Powell, 431-48448, INF, was reassigned to 17th Aviation Group (Combat).

(9) MAJ CHARLES A. ROBINSON, 023-28-582, INF, was assigned as CO, 121st Aviation Company on 15 May 1969. MAJ Harold N. Raney, 519-34-3401, INF, was reassigned to CONUS.

(10) MAJ LEO A. KRAMEL, 230-44-2781, INF, was assigned as CO, 175th Aviation Company on 13 July 1969. MAJ William E. Callender, 417-42-4379, INF, was reassigned within the Battalion.

(11) MAJ RONALD H. THORNQUIST, 535-34-5998, INF, was assigned as CO, 221st Aviation Company on 4 July 1969. MAJ Anthony Ortner, 449-64-4405, INF, was reassigned to CONUS.

(12) MAJ JESSE W. GLANCE, 564-50-2905, INF, was assigned as CO, 336th Aviation Company on 12 May 1969. MAJ Leonard L. Boswell, 478-34-4240, INF, was reassigned to CONUS.

(13) CPT MARVIN E. MCGRAW, 262-50-8864, INF, was assigned as CO, HHC, 13th Aviation Battalion on 12 July 1969. CPT Larry E. Stuart, 257-54-1141, INF, was reassigned to CONUS.

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- d. Unit Strength as of 31 July 1969: See Incl 2
- e. Aircraft Status as of 31 July 1969: See Incl 3
- f. Operational Results as of 31 July 1969: See Incl 4
- g. Operations:

(1) The 13th Aviation Battalion, during the last quarter of FY '69 continued to provide aviation assets for preplanned airmobile assaults, troop insertions and extractions, tactical and administrative resupply, command liaison, medical evacuation, direct fire support, artillery adjustment, and detailed reconnaissance, in direct support of the Vietnamese IV Corps in the Republic of Vietnam. The 13th Aviation Battalion was mainly in support of 21st ARVN Division and the 44th Tactical Zone. Support was also given to Military Advisor Groups, IV Corps Headquarters, 5th Special Forces, and COORDS. Support is still given to the US Navy Seals, however with lesser intensity than occurred in the previous quarter.

The 13th Battalion has increased it's *K-Bar operations while decreasing the number of primary - ten (10) ship operations. This has been due to the recent activation of the 217th VNAF Squadron which is now operational with UH-1H models. When VNAF aviation assets are employed, the 13th Battalion supplies a C&C aircraft with crew and gunships from one of the attached units.

A mission recently acquired by the 13th Aviation Battalion is the night Hunter Killer mission. This mission employs five (5) UH-1D aircraft and either three (3) or two (2) AH-1G or UH-1C gunships. Of the five (5) UH-1D's one (1) is a C&C aircraft and one (1) is a flare ship. It is used strictly in the 44th Special Zone along the border and is employed to impede enemy infiltration during periods of darkness by using the immediate reaction of ground troops to places of known enemy activity which have been uncovered by the flare and armed aircraft. The bases for these operations are the airfields located at Moc Hoa and Chi Lang. It's effectiveness is not known at this time.

(2) Airmobile Operations: The Battalion supported four hundred and twenty five (425) airmobile operations during the last quarter. The Battalion participated in combat assaults in every day of the last quarter. Some of the more significant operations are listed below.

(a) Combat Assault Operations, 3 June 1969: The 175th Aviation Company supported the 21XX in an AM K-BAR and the 9XX in a P K-BAR. The AM operation was staged out of Can Tho. The task organization

* K-BAR: Term used to describe an airmobile package consisting of 5 UH-1D's, a heavy fire team of gunships, and one (1) command and control aircraft.

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SUBJECT: Operational Report - Lessons Learned of the 13th Aviation Battalion (Combat) for the period ending 31 July 1969, RCS CSPOI-65 (RI) (U).

consisted of 5 UH-1D (175th) and 3 UH-1C (175th). All assets arrived Can Th at 0730 hours. From this stagefield 40 troops were inserted at 0845 hours with negative contact into WS 012 397. From PZ XR 985 982, fifty troops were inserted at 0903 hours into WS 142 873. Claims for this operation were a weapons cache consisting of 20 B-40 rounds, 51 handgrenades, 12 40mm -79 rounds, and 1 VC POW with grenade.

The PM K-BAI was staged out of Sa Dec with the task organization arriving at 1225 hours and the task force commander at 1305. From the first PZ fifty troops were lifted at 1328 hours from WS 8721 into WS 895 202. In this AO claims were 5 structures, 2 sampans and 6 KIA all at WS 895 209. Two LFT (235) were employed in WS 8721 at 1645 hours as the VC were running in the area. All assets were released at 1655 hours.

(b) Combat Assault Operation, 10 July 1969: The 121st Aviation Company supported the 7th XX in an operation staged out of Ben Tre with the center of mass XR 8090 utilizing a task organization consisting of 5 UH-1D's, a heavy fire team and one C&C aircraft. Assets arrived at Ben Tre at 0700 hours and began the operation at 0850 hours with an insertion of 50 troops from PZ Den Tre into landing zone XR 793 923 and 20 troops into XR 785 896. The lifts were completed at 1025 hours. At 1120 hours fifty troops were extracted from XR 792 923 and returned to Ben Tre. This extraction drew heavy fire with one UH-1B returning to Soc Trang with bullet damage. This aircraft returned to the AO in time for the afternoon portion of the operation. The claims of the air assets were 7 KIA; 15 sampans; and 10 structures at XR 793 916. In the vicinity of the first LZ the ground troops had 2 VCI KIA, 14 VC POW and 1 weapon captured. In the morning operation the Command and Control aircraft claimed two KIA's and five sampans at XR 826 937. The afternoon operation began at PZ Den Tre with the insertion of 20 troops into XR 827 945 at 1440 hours. Extractions were initiated from PZ XR 814 918 with 50 troops returned to Ben Tre at 1630 hours. Ground troops claimed 4 VCI KIA, 4 POW's and several captured documents in the vicinity of XR 823 944. All assets were released at 1700 hours. The air mission commander commented that there was an excellent element of surprise for the day and that in almost every landing zone the enemy were found running around as the slicks touched down. He said the operation was well planned and executed.

(c) Combat Assault Operation, 17 July 1969: The 336th Aviation Company supported the 21st ARVN Division in an operation staged out of Rach Gia with a center of mass WS 440 020. The task organization consisting of 1 C&C aircraft, 5 UH-1D's, and a heavy fire team which arrived at Rach Gia at 0730 hours. The first lift of 50 troops was from PZ Kien Binh in LZ WS 460 030 at 0950 hours. The second lift at 1010 hours, from the same PZ was 50 troops into WS 460 035. Ground elements had heavy contact in the AO claiming 10 VC KIA, while losing 3 KIA and 6 CIA.

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Gunships in support of the ground elements claimed 20 KIA at WS 502 060, 10 structures and 2 sampans. Ground troops destroyed 2000 lbs. of rice and captured 2 AK-47's, 1 B-40 round, and 1 kilo of documents. Air assets received a cancellation of the afternoon K-DAR at Vi Thanh and stood by to give support at Rach Gia. At 1510 hours, the first of two extractions began from PZ WS 460 035 to LZ Kien Binh. A total of 100 troops were lifted with the last lift completed at 1525 hours. Assets had negative contact and negative claims for the extractions and were released at 1530 hours.

(d) Combat Assault Operations, 2 June 1969: The 121st Aviation Company supported the IV Corps in a combined VNAF and US operation staged out of Bac Lieu with a center of mass of WR 92 42. The task organization consisted of nine VNAF UH-1H's, one platoon of gunships, and one C&C aircraft. One slick was lost at approximately 0915 hours when one of its crew was wounded. The aircraft then returned to Binh Thuy. The operation began at 0800 hours with the first lift from Bac Lieu into 992 434. It consisted of eighty troops and landed at 0820. Following that were seven lifts including a total of 590 troops inserted from WR 884 452 into five LZ's XR 020 430 (2), XR 046 424, WR 918 417, WR 947 436 (2), and WR 957 449. The seven insertions began at 0839 and terminated at 1157. There were both ground and air contact with the ground elements claiming 20 VC KIA, one M-16 captured, one M-79 captured, and two Russian made weapons captured. The elements claimed 67 structures, 25 sampans and seven KIA's all within an area with center of mass at WR 360 990. The extractions started at 1615 hours and consisted of four lifts, one from WR 975 365, and three from WT 984 375, all landing at WT 896 329. A total of 280 troops were extracted between 1615 hours and 1642 hours. One lift of 60 troops was made by a CH-47. All assets were released at 1705 to terminate the operations.

H. Training - The 13th Aviation Battalion continued in their mission of providing UH-1 transition training to VNAF aviators.

(1) VNAF class number 5, consisting of seven students, graduated five (5) of these on 25 May 1969. The other two (2) attended the staff officer course and graduated seven weeks prior. Of the five (5) students on 25 May 1969 that graduated, all had an excess of 130 hours transition time.

(2) VNAF class number 6, graduated five (5) officers on 22 June 1969. Again, two (2) students had graduated previously in the staff officer course. The staff officers accrued close to fifty (50) hours transition time while the others accrued in excess of 150 hours during their transition.

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(3) VMAF class number 7 graduated four (4) students on 27 July 1969. Again, two (2) staff officers had graduated previously. The students in this class were from the 215th Squadron at Nha Trang and did exceptionally well in their transition. All had in excess of 170 hours of transition time and were extremely receptive during the entire training program.

(4) As of 31 July 1969 class 8 had graduated three staff officers while four (4) transition students were still in training. As of 31 July they completed the minimums as required in the Letter of Instruction concerning the VMAF Transition Course. These students, from the 213th Squadron based at Da Nang, were very receptive and cooperative to all instructions.

(5) The above mentioned graduates bring the total number of VMAF personnel that have graduated from the UH-1 transition course to forty five (45) with nine (9) of these staff officers.

(6) The 13th Aviation Battalion supplied twenty-seven (27) personnel to the Army Aviation Refresher Training School (AARTS) at Vung Tau during the period 1 May - 31 July 1969.

(7) The 13th Battalion sent one (1) person to the Jungle Environmental Survival Training School (JESTS) in the Philippines. During this time period six (6) personnel attended the 1st Aviation Brigade Instructor Pilot School located at Long Binh.

I. Morale and Discipline:

(1) The number of approved recommendations for awards received during this period are shown by type and totals awarded:
Distinguished Flying Cross - 4, Bronze Star - 8, Air Medals - 190,
Army Commendation Medals - 1, Air Medal with V Device - 4.

2. During this reporting period the number of approved disciplinary actions taken under UCMJ were:

	Officers	WO	EM
GENERAL	0	0	0
SPECIAL	0	0	0
SUMMARY	0	0	0
ARTICLE 15's	0	3	51

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(4) The number of personnel that took R&R or leave to various countries is denoted below: Australia - 53, Hawaii - 77, Bangkok - 31, Hong Kong - 20, Manila - 7, Singapore - 16, Taipei - 17, Tokyo - 10, and Kuala Lumpur - 5.

J. Safety:

(1) During the reporting period, the Battalion experienced four (4) reportable accidents, approximately one accident per 9,700 flying hours. Two of the accidents were a result of material failure; one was the result of pilot error, and one cause is unknown at this time. The accident rate reflects a marked decrease over the previous reporting period which was one accident per 3,400 flying hours. The Battalion at the close of FY 69 had logged 162,218 flying hours. This is greater than any other Combat Aviation Battalion in RVN.

(2) The Battalion experienced eight (8) hydraulic failures, an increase from the previous reporting period. Six (6) of the hydraulic failures were attributed to the improper securing of lines allowing chafing and weakening of the hydraulic lines to occur. This problem was primarily due to improper maintenance and inspection. As a result of the above indications, an extensive study is underway in an attempt to increase the quality of aircraft maintenance.

(3) Since the previous reporting period, three (3) aviation companies within the Battalion have had a zero (0) accident rate. Two of the companies are assault helicopter, and the third is an utility airplane company. This is attributed to an increased safety conscious attitude by all commanders within the Battalion and the attached units.

(4) Accident/Incident statistics and flying hours for 1 May 69-31 July 69 are as follows:

UNIT	ACCIDENT	INCIDENT	FORCED LANDING	PRECAUTIONARY FLYING RATE	
				LANDING	HOURS
HHC, 13th AB	0	0	0	0	1,213 0
114th AHC	1	0	1	9	7,050 14.3
121st AHC	3	3	3	2	8,099 37.0
175th AHC	0	3	1	3	7,417 0
221st RAC	0	0	1	1	6,316 0
336th AHC	0	4	3	11	9,740 0
TOTAL	4	10	9	26	39,835 10.0

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Battalion (Combat) for the period ending 31 July 1969, RCS
CSFQR-65 (RI) (U).

2. (C) Section 2, Lessons Learned; Commander's Observations, Evaluation, Recommendations and Command Action.

(A) Personnel: NONE

(B) Operations:

(K) Navigational Aids:

(a) Observation: There are very few electronic aircraft navigation aids in the IV Corps area.

(b) Evaluation: The IV Corps area is quite large, and, at present, operational Army aircraft navigational aids are limited to Soc Trang, Vinh Long Binh Thuy, Ca Mau and Dong Tam. During the dry season, when the rice paddies are burning, visibility frequently is reduced to less than a mile for extended areas. During all seasons there are heavy winds which hamper dead-reckoning and, unless really familiar with local canals and rivers, contact flying with anything smaller than a 1:250,000 is difficult with anything larger is cumbersome.

(c) Recommendations: That additional low frequency beacons be installed and maintained at secure locations in the vicinity of Tra Vinh, Vi Thanh, Rach Gia, Chi Lang and Moc Hoa.

(d) Command Action: No command action has been taken at this time.

(2) Friendly Fire.

(a) Observation: Air craft have been taking hits from friendly ARVN troops who recon by fire as soon as they depart the aircraft in the LZ.

(b) Evaluation: Most formation used with the exception of trail, which is seldom used, have aircraft generally landing abreast of each other. When troops depart both doors and recon by fire, they endanger not only other aircraft but also other friendly troops. Also, while they fire, it is extremely difficult to determine if enemy fire is being received in the LZ. If troops are traveling light, and, if they expend a lot of ammunition reconning by fire, then there might not be sufficient ammunition when needed. Once in the LZ, door gunners do not fire unless fired upon for fear of hitting friendly troops or other aircraft.

(c) Recommendation: That troops departing aircraft in an LZ do not recon by fire or fire at all unless fired upon.

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(d) Command Action: All air mission commanders have been briefed to inform the task force commanders to keep friendly fire to a minimum until the troop transports are clear of the immediate area. Unsatisfactory mission reports are submitted after each incident of this type.

(3) Refueling:

(a) Observation: The hoses at many refueling areas are too short.

(b) Evaluation: When the gas hose is too short, aircraft are required to set down with the gas entrance nearest the hose. Many times this requires hovering with a strong tail wind and is a potentially dangerous situation.

(c) Recommendation: Lengthen refueling hoses so that as a minimum the hose is long enough to go under the tail boom to the gas tank. Establish a policy where possible, that refueling trucks will be available whenever the wind is in excess of 20 knots so that the aircraft will not have to turn their tails into the wind if refueling hoses are too short.

(d) Command Action: No command action has been taken at this time.

(4) Mixed Fire Teams:

(a) Observation: There is a necessity when using a mixed fire team of AH-1G's and UH-1C's for an altitude difference between the UH-1C lead and the AH-1G wingman.

(b) Evaluation: Due to the steep angle of attack necessary for the AH-1G to place effective fire on a target, as compared to the UH-1C, there is a need for altitude separation.

(c) Recommendation: When using mixed fire teams, the altitude separation be at least 100 feet or more. Altitude separation being based on type of terrain and target location.

(d) Command Action: All mixed fire teams of this unit use a minimum of 100 feet altitude separation to assure maximum fire power.

(5) Aircraft Hits:

(a) Observation: Door gunners and crewchiefs on UH-1C aircraft take a great deal of hostile fire in their area of the aircraft.

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(b) Evaluation: Due to the low level tactics used in UH-1C gunships and relative slow speed, most hits are taken in the cargo area.

(c) Recommendation: That armor plating should be used under all crewchiefs and door gunners' seats on the UH-1C gunships. The armor plates can consist of steel plate, scrap seat armor from pilot seats, or back plates from the crews body armor. The protective plating to be placed on such an angle so that any projectiles penetrating the bottom of the aircraft would be deflected toward the open door. These armor plates must be properly secured to the aircraft.

(d) Command Action: All crewchiefs and gunners are required to place protective plates beneath their seats on an angle so that any projectiles penetrating the bottom of the ship will be deflected out the open door.

(6) Crew Seating:

(a) Observation: It has become apparent that crewchiefs and gunners are riding in the cargo compartment and not in their assigned locations.

(b) Evaluation: This practice defeats the purpose of having people in those positions. The purpose is to detect any unusual noises or fuel odors from the transmission and engine areas as well as to man their M-60 machine guns should the need arise.

(c) Recommendation: Command emphasis should be placed on the importance of these people being in their proper positions within the craft. The Aircraft Commander should be made constantly aware of this situation and take steps to correct any deficiencies.

(d) Command Action: All commanders have been notified to insure that command emphasis is given to aircraft commanders to insure that all crew members ride in their proper places.

(7) Uncontrolled Airfields:

(a) Observation: All too frequently, fixed wing aircraft, and helicopters in particular, are landing at uncontrolled airfields throughout the Delta without giving any prior warning as to their location or intentions.

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(b) Evaluation: This practice has caused many near mishaps and further points out the unsafe and unprofessional attitudes which some aviators have.

(c) Recommendation: Strict emphasis on the use of Delta ground frequencies should be made at all company meetings and safety classes.

(d) Command Action: During the quarterly Aviation Safety Council meeting held on 24 June 1969, this subject was discussed, and the correct procedures involved were disseminated to the Battalion's subordinate units.

(3) Utilization of O-1 Aircraft:

(a) Observation: O-1 aircraft continues to be used for administrative tasks by those advisory personnel to whom they are assigned for operational control.

(b) Evaluation: Reference IV Corps Directive, 95-1, dtd 29 October 1968, para G., "... the O-1 is a valuable tactical tool in the counterinsurgency environment, and as such should not be used for administrative tasks for which alternate means are provided, and available. Only in cases of an administrative or tactical urgency should O-1 aircraft be utilized for other than, visual reconnaissance, artillery and naval gunfire adjustment, column cover, radio relay, airstrike marking, and message drops."

(c) Recommendations: That proper utilization of O-1 aircraft be stressed via aviation representatives, at command level.

(d) Command Action: Aviators continue to educate ground commanders as to the proper utilization of O-1 aircraft.

(C) Training: NONE.

(D) Intelligence: NONE

(E) Logistics: Survival Radios

(1) Observation: The availability of RT-10 survival radios is all but nonexistent.

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(2) Evaluation: Each aircraft is required to carry one of these radios in the survival kit. However, replacement radios are not available nor are the spare parts to fix unserviceable ones. There does not appear to be a clear and distinct channel through which these radios can be repaired or exchanged.

(3) Recommendations: That a study be initiated on this problem and a priority system be established if regular distribution of these radios is unfeasible.

(4) Command Action: The survival radios have been requisitioned through supply channels. A message has come to this Headquarters concerning these requisitions which states that no survival radios are presently in supply channels at this time nor will any be until October and November of 1969.

(F) Organization: NONE

(G) Maintenance: Aircraft Maintenance

(1) Observation: It has been found that a company effort on aircraft maintenance has eliminated many minor deficiencies. This effort is conducted every evening at 1830 hours, when most of the aircraft have returned to home station. At this time all crew chiefs, gunners and assigned aviators report to their respective aircraft. Under the supervision of the maintenance officer, the technical inspectors and line maintenance personnel are made available to find and correct minor discrepancies.

(2) Evaluation: through aircraft stables, the company is able to find and correct many deficiencies that may otherwise go unnoticed. This process also serves as a question and answer period which is very beneficial to all new aviators and crew chiefs.

(3) Recommendations: That aircraft stables be entered into the SOP of all aviation units.

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14 August 1969

AVTADN-GC

SUBJECT: Operational Report - Lessons Learned of the 13th Aviation
Battalion (Combat) for the period ending 31 July 1969, RGS
CSFQR-65 (RI) (U).

(4) Command Action: This Headquarters concurs with this program
of aircraft stables and urges other subordinate units to undertake
these same procedures if missions warrant.



VERA F. PARKER
LTC ADA
Commanding

4 Incl

as

Inc 2 wd HQ DA

DISTRIBUTION:

2-CINCUSARPAC

3-CG, USARV

2-CG, 1st Avn Bde

4-CO, 164th Avn Gp

8-S-3, 13th Avn Bn

1-CO, 114th Avn Co

1-CO, 175th Avn Co

1-CO, 121st Avn Co

1-CO, 336th Avn Co

1-CO, 221st Avn Co

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AVRAGE-C (14 Aug 69) 1st Ind
SUBJECT: Operational report - Lessons Learned of the 13th Combat Aviation
Battalion for the Period Ending 31 July 1969, RCS, CSFOR-65

D., H., 164TH AVIATION GROUP (CBT), APO 96215, 29 August 1969

TO: SEE DISTRIBUTION

1. The attached 13th CAB ORIL for the period ending 31 July 1969 has been reviewed by this Headquarters.
2. The following comments are made on the report:
 - a. Para. 2B (1), (c), page 8: Concur.
 - b. Para. 2B (2), page 8: The 13th CAB submitted an unsatisfactory mission report on 27 July 1969 and 7 August 1969. These reports have been forwarded to IV Corps. Liaison Officers have been notified of these occurrences and have been directed to inform the advisors of this problem area.
 - c. Para. 2B (3), (c), page 9: Non-concur. Miniport hoses from connecting pipelines are a standard length - 25 ft. This length allows the pilot to position the aircraft so that the 25 ft hose can be brought under the tailboom irrespective of wind direction. If specific exceptions are brought to the attention of this headquarters, corrections can be made.
 - d. Para 2B (4) (c), page 9: Concur.
 - e. Para 2B (5) (c), page 10: Concur.
 - f. Para 2B (6) (c), page 10: Concur.
 - g. Para 2B (7) (c), page 11: Concur. 165th Aviation Group RVN Frequency Publication gives the correct procedure when using uncontrolled airfields.
 - h. Para 2B (8) (c), page 11: It is the policy of this command that O-1 aircraft will not be used for administrative missions. This headquarters does not schedule such missions and constantly advises liaison officers to inform supported units of this policy.
 - i. Para 2E (1), (c), page 12: On 20 Jun 69, the communications section of the 164th CaG submitted a compiled report of Status of Survival Radios to 1st AVN Bde, listing the equipment on hand; operative; inoperative; and equipment on requisition. VRC 68 radios are arriving in this unit. The 244th AVN Co. (Surveillance Airplane) has received 12 radios. Priority is for the 244th AVN Co., the two O-1 companies and then helicopter units.

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

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AVBAGE-C (14 Aug 69) 1st Ind 29 August 1969
SUBJECT: Operational Report - Lessons Learned of the 13th CAB for the
Period ending 31 July 1969, ACS, ACSFOR-65 (RI)

j. Para 2G (1), page 12: The basic concept of this type aircraft maintenance is good. Further investigation reveals that the aircraft stables consists of the maintenance officer, maintenance supervisors and line personnel plus the crew chief and gunner perform immediate maintenance on the aircraft. This procedure is followed in the majority of the units in this command.

JACK M. TUMLINSON
JACK M. TUMLINSON
Colonel, Infantry
Commanding

DISTRIBUTION:
2-Da, ATTN: ACSFOR
1-CG, 1st Avn Bde, ATTN: AVBAGE-C

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AVBAGC-O (14 Aug 69) 2d Ind

SUBJECT: Operational Report - Lessons Learned of the 13th Aviation Battalion (Combat) for the period ending 31 July 1969, RCS CSFOR-65 (RI) (U)

DA, HEADQUARTERS, 1ST AVIATION BRIGADE, APO 96384

9 SEP 1969

THRU: Commanding General, United States Army Vietnam, ATTN: AVHGC-DST, 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 subject report and concurs with the contents as indorsed except as noted below.

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

a. Paragraph 2(B)(1), page 8, addresses insufficient electronic navigational aids in the Delta region of South Vietnam. The feasibility of placing navigational aids at Tra Vinh, Vi Thanh, Rach Gia and Moc Hoa has been referred to the 165th Aviation Group (Combat) for evaluation and recommendations.

b. Paragraph 2(E)(1), page 11, addresses the shortage of aircrewman RT-10 survival radios in the supply system. The RT-10 radio is being replaced by the AN/URC-68 as the standard survival radio. 3600 AN/URC-68 radios are expected to arrive in Vietnam by the end of calendar year 1969. These radios are USARV command controlled items. Priority of issue has been established as follows: Aviation Company (Surveillance Airplane), Aviation Company (Observation), Aviation Company (Assault Helicopter), and Aviation Company (Assault Support Helicopter)/(Heavy Helicopter). Units have been advised to requisition radios through AMTC channels and repair parts through 1st Logistical Command supply channels. Responsibility for repair has been delegated to the aviation electronics support companies of the 34th General Support Group. 120 AN/URC-68 radios have arrived to date and been distributed in accordance with the above priority.

c. Paragraph 2(G)(1), page 12, proposes that a daily supervised aircraft maintenance period be conducted at company level. Concur in principle. Although a supervised maintenance period for all assigned aircraft and crews at a specific time each day can be a workable solution for some units, it is not possible for all aviation units because of varying missions.

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AVBAGC-O (14 Aug 69) 2d Ind ① SEP 1969
SUBJECT: Operational Report - Lessons Learned of the 13th Aviation Battalion (Combat) for the period ending 31 July 1969, RCS CSFOR-65
(RI) (U)

The recommending unit was notified of approval on daily supervised maintenance periods for their unit but not as a command policy.

FOR THE COMMANDER:



ARTHUR W. LITTLE
CPT AGC
Asst AG.

CF:
13th Avn Bn (Cbt)

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AVHGC-DST (14 Aug 69) 3d Ind

SUBJECT: Operational Report-Lessons Learned of the 13th Aviation Battalion
(Combat) for the Period Ending 31 July 1969, RCS CSFOR-65 (R1)(U).

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375 2 5 SEP 1969

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 1969 from Headquarters, 13th Aviation Battalion (Combat).

2. (C) Comments follow:

a. (C) Reference item concerning "Navigational Aids", section II, page 8, paragraph 2B(1); concur. The 165th Combat Aviation Group has coordinated with the 13th Combat Aviation Battalion for the establishment of the navigational aids. Personnel provided by the using unit will be trained by the 165th Combat Aviation Group as navigational aid operators. Using units will provide for site security. USARV has approved a request from the 165th Combat Aviation Group to laterally transfer six beacons to using units for their use at Vi Thanh, Tra Vinh and Rach Gia.

b. (C) Reference item concerning "Uncontrolled Airfields", section II, page 10, paragraph 2B(7); nonconcur. The Tactical Aerodrome Directory provides the correct procedures to be followed. In addition, the Directorate of Civil Aviation has established the VHF frequency of 118.1 as a common frequency at uncontrolled airfields.

FOR THE COMMANDER:



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

Cy furn:
13th Avn Bn
1st Avn Bde

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10**

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GPOP-DT (14 Aug 69) 4th Ind (U)

SUBJECT: Operational Report of HQ, 13th Aviation Battalion (Cbt) for
Period Ending 31 July 1969, RCS CSFOR-65 (R1) (U)

HQ, US Army, Pacific, APO San Francisco 96558 4 OCT 69

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

This headquarters concurs in the subject report as indorsed.

FOR THE COMMANDER IN CHIEF:


C. L. SHORTT
CPT, AGC
Asst AG

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AVTABN-GC

14 August 1969

SUBJECT: Operational Report - Lessons learned of the 13th Aviation Battalion (Combat) for the period ending 31 July 1969, RCS CSFQI-65 (RI) (U). 13th Battalion Aircraft Status

13th AVIATION BATTALION AIRCRAFT STATUS

Company	UH-1B		UH-1C		UH-1D/H		O-1		OH-6A	
	ACTN	O/TI	ACTN	O/H	ACTN	O/H	AVPT	O/TI	ACTN	D/H
1114th AC			8	6*	23	18				
121st AC	8	7			23	19				
175th AC			8	6	23	17				
336th AC			8	5	23	20				
221st AC							32	29		
LD					2	2			3	2**
TOTAL	8	7	24	11	92	76	32	29	3	2**

* 3 of these aircraft are replacement AH-1G aircraft
 ** Hand Receipted to 271st AHC

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AVBAEN-30

14 August 1969

SUBJECT: Operational Report - Lessons Learned of the 13th Aviation Battalion (Combat) for the period ending 31 July 1969, RCS CSFOR-65 (RI) (U). 13th Battalion Operational Statistics

AZ: Armed Transport

AH: Armed Helicopter

UNIT	JOINT S STAFF	GROUPS LINED	GROUPS (TMS)	UNIT DA	EMUCATED PERSONNEL	SAFETY INSTRUMENT	ACFT LOSSES	ACFT DAMAGE	TORPS KIA
121 AT	15,594	27,659	300	112	7	5	2	8	5,680
121 AH	2,212	3	N/A	14	455	517	4	24	1,740
175 AT	17,529	27,695	347	0	0	0	5	7	5,307
175 AH	2,320	N/A	N/A	146	106	135	9	13	1,280
121 AT	18,243	30,043	301	0	7	0	1	7	5,045
121 AH	1,506	N/A	N/A	182	133	177	11	12	1,089
221	5,720	N/A	N/A	124	63	86	3	6	5,473
336 AT	16,061	30,472	324	2	0	0	0	5	6,032
336 AH	1,864	N/A	N/A	118	793	106	1	13	1,465
HHD	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
TOTALS	81,722	115,659	1,335	704	1,606	1,026	23	95	33,466

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UNCLASSIFIED

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