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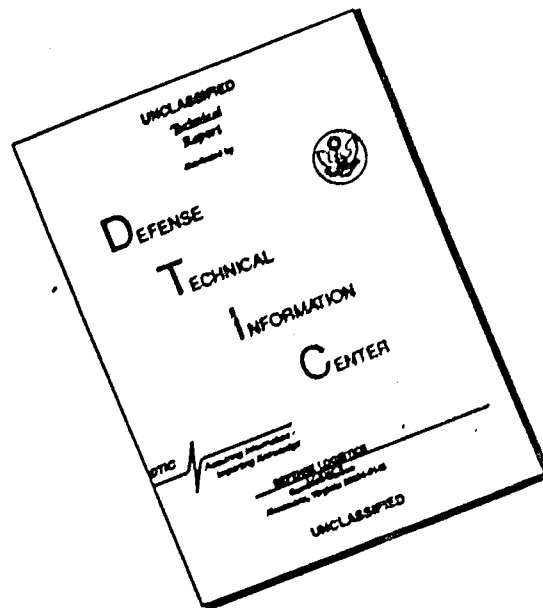
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DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310

IN REPLY REFER TO

AGDA (M) (28 Oct 69) FOR OT UT 693138

5 November 1969

SUBJECT: Operational Report - Lessons Learned, Headquarters, 269th Aviation Battalion, Period Ending 31 July 1969 (U)

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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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**DEPARTMENT OF THE ARMY
HEADQUARTERS 269TH AVIATION BATTALION (COMBAT)
APO 96353
"DISCIPLINED PROFESSIONALS"**

AVBACA-F-SC

1 August 1969

SUBJECT: Operational Report-Lessons Learned for the Period Ending 31 July 1969 (UIC: WDUTTO) (MCS CSFOR - 65) (RI)

SEE DISTRIBUTION

1. References AR 525-15 and USARV Regulation 525-15.
2. Attached is the Operational Report-Lessons Learned covering the activities of the 269th Aviation Battalion (Combat) for the period 1 May 1969 through 31 July 1969.

FOR THE COMMANDER:

1 Incl
as

Philip H. McClary, Capt, Asst Adj.
for DENNIS A. RALEIGH
1LT, CG
Asst. Adjutant

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DEPARTMENT OF THE ARMY
HEADQUARTERS 269TH AVIATION BATTALION (COMBAT)
APO 93353
"DISCIPLINED PROFESSIONALS"

AVFACA-F-SC

1 August 1969

SUBJECT: Operational Report-Lessons Learned of the 269th Aviation Battalion (Combat) for the Period 1 May 1969 through 31 July 1969 (U)

SEE DISTRIBUTION

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

a. Mission: During this reporting period there has been no change in the 269th Aviation Battalion (Combat) mission.

b. Organization: During this reporting period there has been no change in the organization of the 269th Aviation Battalion (Combat). Present organization attached as Inclosure 1.

c. Personnel:

(1) Commander: The Commanding Officer of the 269th Aviation Battalion (Combat) is LIEUTENANT COLONEL WILLIAM A. LAWRENCE, 546-38-1843, Field Artillery, who replaced LTC GEORGE W. MC ILWAIN on 13 June 1969.

(2) Staff: The principal staff officers during the reporting period were:

(a) Executive Officer: MAJOR RICHARD J. HUSTON, 279-26-8229, Armor, who replaced MAJOR GARY L. KEEFER, on 13 July 1969.

(b) S-1: 1ST LIEUTENANT FRANCIS R. BASKIND, 122-34-4210, Adjutant General Corp, no change.

(c) S-2: 1ST LIEUTENANT THOMAS G. GARDNER, 237-72-3407, Infantry no change.

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(d) S-3: MAJOR GERALD R. KUNDE, 394-34-6505, Infantry, who replaced MAJOR RICHARD J. HUSTON, on 22 July 1969.

(e) S-4: CAPTAIN JOHN W. DAVIS JR, 414-78-4171, Transportation Corp, who replaced CAPTAIN GEORGE D. CRITTENDEN, on 23 July 1969.

(3) Subordinate Unit Commanders:

(a) Headquarters Company: CAPTAIN RONALD M. DAVIS, 004-42-9980, Infantry, who replaced CAPTAIN BALLARD M. BARKER, on 5 July 1969.

(b) 116th Aviation Company (Assault Helicopter): MAJOR ALVIN T. JONES, 175-30-0056, Infantry, who replaced MAJOR JAMES F. SOSSAMON, on 13 July 1969.

(c) 187th Aviation Company (Assault Helicopter): MAJOR JERRY R. STRATTON, 522-40-6923, Infantry, no change.

(d) 242nd Aviation Company (Assault Support Helicopter): MAJOR MRS M. NAKAJO, 561-54-9711, Field Artillery, no change.

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2. (C) S-1

Personnel and Administration:

a. Maintenance of Unit Strength: The Battalion strength as of 31 July 1969 is shown as Inclosure 2. The summary of projected losses during the next 90 days is shown in Inclosure 3.

b. Replacements have been requisitioned in accordance with current directives. Although there remains some critical enlisted MOS shortages, the overall replacement program has functioned smoothly and efficiently. Following is a summary of personnel gains and losses during the period 1 May to 31 July 1969.

(1) Assignments:

<u>OFFICERS</u>	<u>WARRANT OFFICERS</u>	<u>ENLISTED</u>
27	25	169

(2) Rotation to CONUS:

<u>OFFICERS</u>	<u>WARRANT OFFICERS</u>	<u>ENLISTED</u>
11	21	131

(3) Casualties Returned to Duty:

<u>OFFICERS</u>	<u>WARRANT OFFICERS</u>	<u>ENLISTED</u>
1	1	5

(4) Casualties Evacuated:

<u>OFFICERS</u>	<u>WARRANT OFFICERS</u>	<u>ENLISTED</u>
4	2	13

(5) Killed in Action:

<u>OFFICERS</u>	<u>WARRANT OFFICERS</u>	<u>ENLISTED</u>
1	2	5

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c. Reenlistment: There was a total of five (5) reenlistments in the Battalion during this quarter.

d. Promotions: Promotion during this quarter were as follows:

<u>CPT</u>	<u>1LT</u>	<u>CW2</u>	<u>E-8</u>	<u>E-7</u>	<u>E-6</u>	<u>E-5</u>	<u>E-4</u>
16	0	21	1	4	5	25	37

e. Reclassifications: A total of 111 enlisted personnel were administratively reclassified during the quarter. The primary reason for this action was upgrading of MOS skills, adjustments in MOS to jobs performed and enlisted promotions.

f. Retirements: There were no retirements or reversion to retired status during the quarter.

g. Civilian Personnel: There has been no change in the civilian personnel program administered by this battalion. Permanent hire personnel levels continue to be allocated by 12th Aviation Group (Combat) IAW USARV Regulation 690-7. There has been a general cut back in the number of daily hire personnel. This reduction has been necessary in light of the reduced funds available.

h. Awards and Ceremonies: Forty-three (43) awards ceremonies have been held during the quarter. Headquarters Company held 11 ceremonies, with the Company Commander presenting the awards. One award ceremony was held at the 116th Aviation Company (Assault Helicopter) with the Company Commander presenting the awards. Six (6) awards ceremonies were held at the 187th Aviation Company (Assault Helicopter) with the Company Commander presenting the awards. The 242nd Aviation Company (Assault Support Helicopter) held 25 awards ceremonies with the Company Commander presenting the awards. Awards ranging from the

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Distinguished Flying Cross to the Purple Heart were presented. A Change of Command Ceremony was conducted on 13 June 1969, LTC WILLIAM L. LAWRENCE assumed command of the 269th Aviation Battalion (Combat). On 13 June 1969, MAJOR ALVIN T. JONES assumed command of the 116th Aviation Company (Assault Helicopter). On 5 July 1969 CAPTAIN RONALD M. DAVIS assumed command of HHC 269th Aviation Battalion (Combat).

i. Morale and Personal Services: The overall morale of the battalion personnel remains at an excellent level. Contributing factors toward the maintenance of this morale have been increased attention to personal services, an active program and an enlivened spirit of competition within and between subordinate units.

(1) The R&R program is continually stressed throughout the battalion. During the quarter the battalion received and filled 227 quotas.

(2) Leaves granted during the quarter were as follows:

	<u>OFFICERS</u>	<u>WARRANT OFFICERS</u>	<u>ENLISTED</u>
EMERGENCY	1	3	7
COMPASSIONATE	0	0	0
SPECIAL	2	1	26
ORDINARY	10	4	6

(3) Postal Service: Postal services have continued to be excellent thereby greatly assisting the morale of battalion personnel.

j. Discipline, Law and Order: During the past quarter the following disciplinary actions have been conducted:

- (1) Special Court Martial - 9
- (2) Summary Court Martial - 1

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(3) General Court Martial - 0

(4) Article 15 Impositions - 48

(5) 4 Cases of Confinement have been suspended.

k. Marriage to Foreign Nationals: None

l. Exchange Facilities, Clubs and Messes: There has been no change in these facilities during the quarter.

m. Information Activities:

(1) No major changes have been made in the command information program of this battalion, although new ideas and concepts have been incorporated into the existing information program.

(2) Command emphasis at all levels has increased participation and resulted in more personal interest stories, stressing on individuals achievements and job performed by the personnel. The number of hometown news releases have been increasing, and the primary objective being stressed is the achievements in all areas of aviation and combat operations.

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3. (U) S-2

Intelligence and Security:

a. The intelligence section continues its primary mission of gathering and disseminating timely and accurate intelligence from all reliable sources for use by the staff and the companies to assist in the accomplishment of their assigned mission.

b. It was noted in correspondence received by the intelligence section during the reporting period that a more vigorous program was needed to insure that all personnel assigned to this command were aware of established procedures for the disposal of personal correspondence, the reporting procedures for SAEDA violations, and the necessary steps to be initiated when an individual receives any unsolicited correspondence. To insure that all individuals within this command are aware of this information, it is now required by this headquarters that all companies, in addition to the required in-country security briefing, give a class monthly on this information.

c. All frequently used facilities within the command continue to be inspected on a daily basis for possible acts of sabotage. Reports are due from the companies to the S-2 office the date following the date of the inspection. The company reports are consolidated into a monthly report by the Battalion S-2, reviewed by the Battalion Commander and filed in the S-2 section.

d. Because of the ready availability of secret documents to the companies on Cu Chi Base Camp from the Battalion Repository, companies stationed at the same installation as Battalion Headquarters will no longer maintain a Secret Document Register. Secret documents needed by the companies will be receipted on a DA Form 1203 on a short period basis. Companies not stationed at the same

facility as Battalion Headquarters will continue to maintain a Secret Document Register.

c. The 269th Aviation Battalion (Combat) continues the mission of commanding Sector "E" of the Cu Chi Base Camp defensive perimeter.

4. (U) S-3

Operations and Training:

a. Operations: The frequency of combat assaults performed by the battalion has remained at the same high level as the past quarter. The battalion continues to be committed daily to tasks varying from combat support missions to battalion sized combat assault operations, with emphasis being placed on company sized combat assault operations. The battalion flew a total of 178 combat assault days of the possible 184 days. For more statistical data, see Inclosure 5. The battalion is normally committed daily for two combat assault companies, two general support aircraft (UH-1D/H) and six (6) CH-47L aircraft for general support from the 242nd Aviation Company (Assault Support Helicopter). The normal mission profile for the assault helicopter company is nine (9) UH-1D/H lift helicopters, one command and control helicopter and four armed helicopters from the units assets.

(1) The 116th and the 187th Aviation Companies (Assault Helicopter) continue as the primary non-divisional aviation support for the 25th Infantry Division. A breakdown of percent of support per flying hour is as follows: JUNE

(a) 116th Aviation Company (Assault Helicopter):

- 1 48% - 25th Infantry Division
- 2 38% - CMAC
- 3 12% - 9th Infantry Division
- 4 2% - Navy

(b) 187th Aviation Company (Assault Helicopter):

- 1 93% - 25th Infantry Division
- 2 3% - 1st Infantry Division

3 4% - 5th Special Forces Group

JULY

(a) 116th Aviation Company (Assault Helicopter):

- 1 54% - 25th Infantry Division
- 2 29% - MAC and 9th Infantry Division
- 3 5% - Other

(b) 187th Aviation Company (Assault Helicopter):

- 1 97% - 25th Infantry Division
- 2 3% - 5th Special Forces Group

(2) The 242nd Aviation Company (Assault Support Helicopter) maintained its high level of support for all allied forces in the III Corps Tactical Zone. The 242nd Avn Co is normally committed each day for three (3) aircraft in support of the 25th Infantry Division and three (3) aircraft in support of II Field Forces. With the use of our organic Pathfinder Detachment, the 242nd has expedited the movement of artillery batteries and large scale troop movements. The pathfinders being more experienced in aviation operations, can assist the ground commander in rigging heavy loads, positioning troops in the PZ and actual radio control of aircraft in the PZ's and LZ's.

(3) This battalion attempts to maintain the habitual association down to company level by assigned missions to specific brigades within the division. The 116th Aviation Company (Assault Helicopter) located at Cu Chi provides the primary air assets for the 2nd Brigade located at Cu Chi. The 187th Aviation Company (Assault Helicopter) located at Tay Ninh provides the primary air assets for the 1st Brigade located at Tay Ninh. Both companies work for 3rd Brigade located at Bao Trui.

(4) The majority of the combat assaults conducted by the battalion are controlled by the individual companies. The 25th Infantry Division seldom initiates assaults of multi-company size. During the past quarter two (2) battalion lifts were conducted and controlled by the battalion. Coordination of effort of all assigned units is maintained through the battalion operations center. By maintaining a close monitoring of mission progress and unit status, BOC Duty Officers can readily shift assets within the battalion to meet unforeseen requirements.

(5) During the last reporting period the 187th Avn Co (Aslt Hel) was assigned three (3) AH-1G (Cobras). They have worked into the assault helicopter operations very well. The 187th is still waiting to receive issue of three (3) more AH-1Gs to make its gun platoon complete with six (6) AH-1Gs.

b. Training:

(1) During the reporting period the 269th Aviation Battalion (Combat) sent 149 individuals to the Vietnam In-Country Training Program conducted by the 25th Infantry Division located in Cu Chi. The five (5) day course is designed for personnel assigned to one of the field units, but it is also very advantageous to individuals such as clerks, mechanics, and aviation personnel who would not otherwise receive this type of training. This training provides the individual with a basic knowledge of the combat skills he will be expected to know and use during his tour in Vietnam. Some of the subjects covered are enemy weapons, enemy mine, booby traps, patrolling, land navigation, ambush and counter ambush techniques. The training course also includes instruction in weapons familiarization to include the M-14, M-16, M-60, M-79 grenade launcher and zeroing of individual weapons. This is an outstanding program and the

269th Battalion will continue to send members as long as quotas are available.

(2) Army Aviation Refresher Training School (AARTS): The following AARTS school quotas were received and filled by personnel from units indicated:

<u>COURSE</u>	<u>116th</u>	<u>187th</u>	<u>242nd</u>	<u>HHC</u>
AH-1G/UH-1C Airframe	1	2	0	0
CH-47 Airframe	0	0	4	0
T-53-L-13	1	1	0	0
T-55-L-7	0	0	2	0
Tech Supply	1	2	0	0
Enlisted Armament	0	1	0	0
Officer Armament	1	0	0	0
Tech Inspector	1	1	0	0
CH-47 Maint Supervisor	0	0	1	1

(3) Aviator Training and Standardization:

(a) Two (2) allocations for AH-1G transition were received and filled by the 187th Avn Co (Aslt Hel).

(b) One (1) allocation for UH-1 Instructor Pilot was received and filled by the 187th Avn Co (Aslt Hel).

(c) Primary training to newly assigned aviators is conducted at subordinate unit level. In-country orientations are given by company level instructor pilots, as are the various stages of training required to insure an aviators proficiency in the techniques peculiar to combat operations in Vietnam.

(d) Standardization is maintained throughout the battalion through 90 day standardization checkrides. These rides are given by company and batta-

lion instructor pilots who insure adherence to battalion standards. Battalion standardization pilots continually monitor the standardization program with an aggressive policy of frequent flying with the subordinate units.

5. (U) S-4

Logistics:

a. Recently, some question arose pertaining to the accountability of the rockets this headquarters is allocated. Previously, our allocation was received by 25th Infantry Division so that they could account for and order rockets that our gunships would fire during a given time frame. Subsequently, this headquarters had little knowledge concerning the number and type of rockets that we were allocated. After this problem came to light, our S-4 coordinated closely with 12th Aviation Group S-4, 25th Inf Div G-4 and the Division Area Officer to make us more aware of the rocket situation. Resolution of this question came about by having 12th Aviation Group (Combat) Headquarters send the rocket allocations to this S-4 and, in turn, the allocation is hand carried to Division. The 116th and 187th Aviation Companies (Assault Helicopter) are notified as to the number and type of rockets they may fire during the given time period, in order that they too are aware of our available rocket assets.

b. Automotive Maintenance: Through a process of transferring and giving needed parts from one company in our battalion to another, we have realized a decline in our rate of deadlined vehicles. This same system is being attempted on a Group-wide scale and preliminary reports show a tendency toward favorable results.

c. Construction: The 242nd Aviation Company (Assault Support Helicopter) hangar project is presently number 21 in the priority 2 category with no definite starting date available. Their revetment area, number 4 in the priority 1 category, is approximately 74% complete with three (3) revetments yet to build. HHC 269th Aviation Battalion (Combat) VLP/Transit Billets work orders

are still pending approval by the Installation Engineer's Office.

d. Aircraft Maintenance:

(1) Through the combined efforts of the Battalion Maintenance Section, this battalion has maintained its high availability rate. The combined average for this quarter is 83.7 percent, a decrease of 2.1 percent from the last quarter. While the availability percentage shows a decrease, the flying hours have increased. The 116th and 187th Aviation Companies (Assault Helicopter) have flown an average 103.2 hours per aircraft per month during this reporting period, an increase of 7.7 hours per aircraft. The 242nd Aviation Company (Assault Support Helicopter) has flown 74.7 hours per aircraft per month during this reporting period, an increase of 8.1 hours per aircraft.

(2) The 242nd Aviation Company (Assault Support Helicopter) has been presented the 1st Aviation Brigade Safety Plaque for the last quarter fiscal year 1969. This is due to outstanding efforts of the unit maintenance personnel and crews.

(3) The airmobile shop sets have been issued minus a few components. These items were kept from the old shop sets, and are now in full use at the 116th and 187th Aviation Companies (Assault Helicopter). The airmobile shop sets for the 242nd Aviation Company (Assault Support Helicopter) was issued minus the number 3 set (sheet metal), to preclude a work stoppage because of sheet metal, the old sheet metal van was retained, but will be turned in when the airmobile set number 3 is issued. All unit report that the old sets have been turned in to the 20th Transportation Company at Cu Chi.

(4) The chief problem area in this field has been obtaining parts for CH-47s. These parts, combining boxes and rotor blades in particular, have been acquired by transferring parts off retrograded and damaged aircraft to potentially flyable aircraft.

6. (U) Signal

a. The secure voice (TSEC/KY-28) program has progressed slowly due to a couple of setbacks. It was found that a large number of the ZYS modifications have been incorrectly wired and has to be returned to the LSI team for correction. A trouble spot also was not all the AN/LRC-54 radios had received the module modification required to insure secure voice adaptability. This is a recurring problem since the units constantly receive DX LRC-54's which have not been modified. The last problem area encountered was with the KYK-28 keying gun. The gun will go out of adjustment and not set the proper key for the day. Installation of KYK-28 in the CH-47's are still pending a control head modification which was not as yet been authorized.

b. Outside Plant. Work on the installation of new outside plant telephone cabling was postponed pending the completion of the power wiring systems for the new central power plant. New power cables should be up and the old ones down by mid-August. The new 50 pair telephone cable may be strung on the new power poles within the area.

c. FM Antenna-90' Pole. Plans for erection of a 90' telephone pole for the FM antenna complex has been temporarily interrupted. The pole has been obtained and the "top-hat" complex has been constructed. Final approval for its erection from the airfield commander is still pending.

7. (U) Surgeon

a. The 269th Aviation Battalion (Combat) Dispensary is presently working under its new TO&E. The dispensary is on central power and has all of its air conditioners in operation. With its X-ray and audiometer equipment, this dispensary now can do a complete flight physical. Medical personnel are attached to the various 269th Aviation Battalion (Combat) units at Cu Chi base camp for lodging to be available in emergency situations.

b. The 541st Medical (OL) Detachment supports the 187th Aviation Company (Assault Helicopter) at Tay Ninh. The dispensary was hit by a rocket and burned to the ground on 6 June 1969. A temporary location was set up for the dispensary and it was fully operational within 8 hours.

c. The battalion preventive disease rate remains low with very few man hours lost to illness. This factor is a tribute to the high standards of sanitation and hygiene maintained in the battalion. This quarter there were 10% orthopedic, 10% skin diseases, 20% URI, and the rest were other medical and surgical problems. There were no reported cases of malaria during this quarter.

3. (U) Safety

a. During the month of May, the 269th Aviation Battalion (Combat) increased command emphasis towards the Aviation Safety Program in an effort to derive complete effectiveness. Command emphasis continued on safety, not only by this headquarters but by higher headquarters in an effort to bring about a substantial reduction in aviation accidents within the 1st Aviation Brigade. The month of July, bearing the full effort of command emphasis on the Safety Program, began to reveal the effects of what can be accomplished when all personnel are made aware of safety. Safety is each individual's job and it is the Commander's responsibility to see that all personnel within the command instill into their environment the policy of good safe habits.

b. The 269th Aviation Battalion (Combat) "Safety Disc" awarded to the individual platoons of the assault companies for flying the most safe flying hours, was presented to the first platoon of the 116th Aviation Company (Assault Helicopter) for the months of May and July. Headquarters and Headquarters Company was presented the "Safety Disc" for the month of June.

c. The 242nd Aviation Company (Assault Support Helicopter) was recognized as the safest assault support helicopter company for the fourth quarter in the 1st Aviation Brigade. The Brigade Safety Plaque was presented to the 242nd Aviation Company for this accomplishment. The 242nd Aviation Company had a safety record of eight accident free months, flying 9,192 accident free hours.

9. (U) Chaplain

a. Religious Services and Character Guidance.

(1) Religious services for the three major faiths are available to all personnel within the command. Denominational Services are also available for various Protestant denominations. Services for Roman Catholic personnel are provided by Chaplains from the 25th Infantry Division. Roman Catholics in HHC 269th Aviation Battalion (Combat) have a mass in the Battalion Chapel, those in the 242nd Aviation Company (Assault Support Helicopter) have a Mass in the dayroom, the 116th and 187th Aviation Companies attend mass in the Division Memorial Chapel and Brigade Memorial Chapel respectively, due to the close location of each. Jewish personnel in the units located at Ou Chi base camp attend services in the 25th Division Memorial Chapel. Special arrangements are made for those at Tay Ninh. All Jewish personnel are provided arrangements to attend days of special obligation such as Passover. The Battalion Chaplain conducts Protestant Worship Services for the units as follow:

(a) HHC 269th Aviation Battalion (Combat):

- 1 SUNDAY: 1100 hours Battalion Air High Chapel.
- 2 TUESDAY: 1930 hours Battalion Air High Chapel.

(b) 116th Aviation Company (Assault Helicopter):

- 1 SUNDAY: 1000 Hornet's Pool Area.
- 2 MONDAY: 1930 Hours Hornet's Pool Area.

(c) 187th Aviation Company (Assault Helicopter):

- 1 SUNDAY: 1930 Hours Crusader Moss Hall

(d) 242nd Aviation Company (Assault Support Helicopter):

- 1 SUNDAY: 0900 hours Muleskinner's Day Room
- 2 THURSDAY: 1930 hours Muleskinner's Day Room.

1 SUNDAY: 0900 hours Muleskinner Dayroom.

2 THURSDAY: 1930 hours Muleskinner Dayroom.

Attendances at Protestant and Roman Catholic Services is on the increase. Greater emphasis on worship services and additional opportunities for attendance have helped create this.

b. The Battalion Chaplain has continued a program of education and consultation through a briefing and letters of welcome given to all new arrivals. He also conducts daily visits to subordinate units to better avail himself to all personnel who may need his assistance.

c. Memorial Services are held for all personnel who lose their lives while in this command. These services are normally conducted by the Battalion Chaplain, in cases of Roman Catholic personnel, a Catholic Chaplain is also present to say the Requiem Mass. These services are held in the Division or Brigade Memorial Chapels or in the area of the unit concerned.

d. Character Guidance: Classes are held each month on the topic proscribed by higher headquarters. The Chaplain conducts these classes for subordinate units whenever requested. In addition, a supplemental orientation sheet is prepared by the Chaplain and distributed in sufficient numbers to the unit training officers for all officers and enlisted men unable to attend class.

II. Section 2. Lessons Learned.

1. (U) Personnel:

a. Recording of Awards and Decorations.

(1) **OBSERVATION:** Recent inspection of our Awards and Decorations log book revealed that the system we were using was very inefficient and almost impossible to suspense.

(2) **EVALUATION:** Under the old system we used one log book for all the companies in the battalion. The log book was divided into three different sections. The first section contained the man's name, unit, award and the date we received the recommendation for the award. The second section contained the same information as the first section except for the date. Here we placed the date it was forwarded to 12th Aviation Group (Combat). The third section contained the same information as the first two with the date again the only exception. Here we placed the date which it was sent back to the individual's unit.

(3) **RECOMMENDATION:** That we do away with the three separate sections of the log book. When a recommendation for an award reaches this headquarters, place his rank, name, award, date forwarded to 12th Aviation Group (Combat), General Order number and date, and date returned to individual's unit all on the same page.

(4) **COMMAND ACTION:** This system has been adopted by the Awards and Decorations Section of this unit and has thus far proved very successful.

b. Elimination of the Intelligence Officer and Noncommissioned Officer from MTOF 1-77G.

(1) **OBSERVATION:** The modification to TOE 1-77G excluded the Company Intelligence Officer and Noncommissioned Officer.

(2) **EVALUATION:** The assault helicopter company is required to hold a sufficient amount of classified material to warrant the authorization of qualified personnel to insure proper dissemination and maintenance. The company is required to conduct a vigorous security program on a continuing basis, i.e., security and intelligence briefings, debriefings, to include censorship and escape and evasion programs. There are not sufficient numbers of personnel authorized the Operations Section of the company so that required emphasis may be placed on the intelligence/security programs; nor are those personnel authorized by present MTOE MOS-qualified to function as intelligence and security personnel.

(3) **RECOMMENDATION:** That the duty of Company Intelligence Officer be an additional duty of the Assistant Operations Officer, and that the position of Company Intelligence Noncommissioned Officer be reinstated to the MTOE 1-77G.

2. (U) Operations:

a. Combat Damage Due to Mines.

(1) OBSERVATION: Three aircraft in the 242nd Aviation Company (Assault Support Helicopter) have incurred minor damage from detonating mines within the past 60 days.

(2) EVALUATION: During three separate incidents aircraft received damage from exploding mines while hovering or setting down in a landing zone. One incident was due to a friendly mine which was located too close to the resupply pad and two were due to enemy mines which were detonated. Each time, the aircraft had landed where smoke was thrown. In the first incident, the ground personnel failed to notify the aircraft commander of the mine field. During the second two incidents, the personnel in the landing zone failed to clear an area sufficiently large enough to land a CH-47.

(3) RECOMMENDATION: That aviation liaison officer stress the importance of properly preparing a landing zone for landing aircraft.

(4) COMMAND ACTION: Commanders of units in areas normally mined or booby trapped have been advised that CH-47's will not land until assurance is given that the landing zone has been cleared.

b. Preparing UH-1 Aircraft for CH-47 Recovery.

(1) OBSERVATION: During two recent recovery missions of UH-1C gunships belonging to the 187th Aviation Company (Assault Helicopter), the recovered aircraft was found to be too heavy for the CH-47.

(2) EVALUATION: The cause of the excessive weight was that the aircraft was not properly prepared. In one case the UH-1C still had two full rocket pods, both machine guns and ammunition and the crew's body armor.

(3) RECOMMENDATIONS:

(a) That pathfinder personnel remove all weapons, ordnance and other loose items from the aircraft.

(b) That, if practical, the fuel be drained prior to recovery.

(c) That pathfinder personnel coordinate by radio with the aircraft commander prior to recovery to insure that loose items, weapons, etc, have been removed.

(4) COMMAND ACTION: Pathfinder personnel have been briefed on the above requirements.

c. Safety After Autorotation.

(1) OBSERVATION: Recently a CH-47A experienced an engine fire in flight, and an hazardous incident came about.

(2) EVALUATION: The fire was extinguished and successful autorotative landing was made. After shut down, the crew chief climbed up the side of the ship to determine the extent of damage, prior to ascertaining that the rotor blades had come to a complete stop. As a result, the crew chief was struck in the chest by a rotating blade and knocked from the top of the aircraft, luckily without sustaining any injury except a sore chest.

(3) RECOMMENDATION: No crewmember should climb top-side of a rotary wing aircraft during emergency or normal shut down while the rotor blades are in motion.

(4) COMMAND ACTION: This unit has started giving an aviation safety class to all newly assigned crewmembers and they receive a refresher class monthly. This class have been supplemented into the unit training SOP.

d. Placement of CH-47, CH-54 POL Points.

(1) OBSERVATION: Most helicopter refueling areas in Vietnam have CH-47, 54 POL points constructed on one end of the refueling line.

(2) EVALUATION: As landing directions change, the CH-47 points are often on the upwind side of the refueling area. This causes the CH-47 to often make an approach passing along side the smaller parked aircraft. The strong rotor wash of the CH-47 is often hazardous to smaller aircraft and could be minimized if CH-47 refueling points were constructed at both ends of a refueling area. Regardless of wind direction, an approach could be made and terminated without passing in close proximity to smaller refueling aircraft.

(3) RECOMMENDATION: That engineer units charged with the construction of refueling areas be advised of this so that in the future, this is taken into consideration.

e. Accidental Release of External Cargo.

(1) OBSERVATION: Recently, an external load was accidentally released by a flight engineer.

(2) EVALUATION: The reason the accident occurred was that the cargo hook release button on the winch hoist control grip was pressed by mistake when the flight engineer attempted to press the microphone button which is $\frac{1}{8}$ inch below the hook release button on the control grip. This would have been avoided if the control grip was equipped with a protective flip-cover over the cargo release button.

(3) RECOMMENDATION: That the winch/hoist control grip be modified by adding a protective cover guard over the cargo release button.

(4) **COMMAND ACTION:** This unit will be submitting an Equipment Improvement Recommendation as outlined above.

g. Inadequate Aircraft Pre-Flight.

(1) **OBSERVATION:** Prior to 1 July 1969, the policy of the 116th Aviation Company (Assault Helicopter) was to let the pilot pre-Flight the aircraft and run it up for a communication and operational check. Due to the inexperience of the pilot a lot of discrepancies were missed.

(2) **EVALUATION:** Starting 1 July 1969, a new policy was initiated and made standard for all pre-Flights. The policy is that aircraft commanders will assist the pilots on his pre-Flight and operational check. Since this policy has been in effect we have had a great deal less problems with our flight during the mission because the experience aircraft commander has found many discrepancies the pilots have overlooked and maintenance has been able to correct them before take off time.

(3) **RECOMMENDATION:** On all pre-Flights and post flights utilize the experience of the aircraft commander to check the aircraft thoroughly to detect any discrepancies the pilot may overlook.

(4) **COMMAND ACTION:** This unit's SOP has been revised to insure aircraft commanders participate in pre-flights and post flights.

g. Artillery Coordination and Combat Assaults.

(1) **OBSERVATION:** Some artillery units do not have close coordination between the forward observer and batteries resulting in close calls for helicopters or short final into a landing zone.

(2) **EVALUATION.** Because of distance, bad communication could be

one cause; however, last minute changes in LZ's length of prep, etc, are frequent causes of an ill-timed prep.

(3) RECOMMENDATION: That a closer working relationship between artillery FO's and Air Mission Commanders begin.

(4) COMMAND ACTION: Air Mission Commanders have been instructed to maintain a close coordination with artillery liaison officers on the utilization of preps during combat assaults.

h. Accidental Discharge of Weapons.

(1) OBSERVATION: Incidents in the past few months reveal that the bolts of M-60 machine guns on UH-1H models are worn to the extent that when weapons are cleared, a round is still chambered.

(2) EVALUATION: A worn bolt was the direct cause of an M-60 accidentally discharging a round while being cleared.

(3) RECOMMENDATION: That all M-60 bolts be inspected carefully to prevent a round from remaining chambered.

(4) COMMAND ACTION: If bolt still remain a problem, a better method of clearing a weapon will be enforced, i.e., removing the barrel.

i. Transition from UH-1C Gunships to AH-1G (Cobras).

(1) OBSERVATION: In performing operations combining AH-1G and UH-1C model gunships, we have experienced two problems.

(2) EVALUATION: The Cobra pilots we were assigned did not have prior experience with assault helicopter company operations. This retarded the efficiency of their performance for a period of time. The other problem area was in the maintenance section. We didn't have experienced personnel to

perform the maintenance on the Cobras. This also limited the mission readiness of the aircraft.

(3) RECOMMENDATION: That before assigning Cobras to another unit that experienced personnel also be assigned, which will definitely make the transition more efficient.

J. Air Movement of the Fire Support or Patrol Base.

(1) OBSERVATION:

(a) It has been noted on recent pathfinder operations involving the installation of new fire support or patrol bases, that the air movement of materials for construction, Class V, and artillery pieces can be greatly expedited if:

1 Pathfinder support is requested well in advance of the planned movement, and the pathfinder support is requested from the Aviation element supporting the movement.

2 Pathfinder team leader for the operation makes coordination with the Infantry unit S-4 rather than the S-3.

3 All coordination between the pathfinder and infantry unit, and pathfinder and aviation element is made well in advance of the planned movement.

4 All loads are rigged the day prior to the actual move.

(2) EVALUATION:

a. Because the pathfinder detachments organic to aviation battalions are familiar with the operation procedures of their battalion, they will consistently be able to provide more valuable support than pathfinders from other units.

(b) Because the air movement of supplies within the infantry battalion is controlled by the Infantry Battalion S-4, pathfinders working on air movement operations involving supply material should make all coordination with the infantry battalion.

(c) Because coordination between the aviation element, the infantry unit, and the pathfinders is the key to the success of an air movement operation, as much advance time as possible should be allowed for coordination.

(d) Because all loads can be picked up in the PZ and delivered to the LZ with a minimum amount of lost blade time while the aircraft waits for loads to be rigged, all loads for an air movement should be rigged and ready to move on the day prior to the actual move.

(3) RECOMMENDATION:

(a) Pathfinders support for air movement operations should always be made well in advance of the operation, and the pathfinders should be requested from the aviation unit supporting the operation.

(b) Pathfinder coordination with the infantry unit for air movement operations should be made with the Infantry Battalion S-4.

(c) As much time as possible should always be allowed for coordination between the infantry unit, the aviation unit, and the pathfinders in all air movement operations.

(d) All loads for an air movement to a new fire support or patrol base location should be rigged a day prior to the actual move.

(4) COMMAND ACTION: That commanders make maximum utilization of warning orders with respect to logistical moves. Non organic aviation units should be included in the issuance of warning orders.

3. (U) Intelligence:

a. Handling of Secret Material.

(1) **OBSERVATION:** Companies stationed on the same installation as Battalion Headquarters should not be required to store or maintain secret material.

(2) **EVALUATION:** Because of the ready availability of the Battalion Repository to subordinate companies stationed at the same installation there is no need for the companies to maintain secret material.

(3) **RECOMMENDATION:** That all subordinate companies stationed on the same installation as Battalion Headquarters discontinue maintaining secret materials on a permanent basis.

(4) **COMMAND ACTION:** Subordinate companies stationed on Cu Chi Base Camp along with Battalion Headquarters, no longer maintains secret materials on a permanent basis.

4. (U) Logistics:

a. Rocket Allocations.

(1) OBSERVATION: It has been noted that 2.75 inch rockets were refused to our units by the 25th Division because we were not supporting the Division on a certain day.

(2) EVALUATION: The rocket allocations that we are given for any period are sent directly to Division. Therefore, there was some misunderstanding as to the control of these rockets. They are intended for our gunships in support of any unit, the 25th Division or otherwise, with which we may be working.

(3) RECOMMENDATION: That the rocket allocations be forwarded to this headquarters rather than to Division so that we may coordinate and regulate our operational use of rockets.

(4) COMMAND ACTION: A system has been devised whereby the 269th Aviation Battalion (Combat) will directly receive rocket allocations from 12th Aviation Group (Combat) Headquarters and then hand carry these allocations to Division G-4 for further coordination. Each of our units will be given a quota as to the number of rockets they may expend in a certain time frame. A small number will be kept in reserve in the event these units have need to exceed their quota.

b. Motor Maintenance Parts Distribution.

(1) OBSERVATION: It has been noted that there had been a recent trend throughout our units of an increasingly high percentage of deadlined vehicles and generators.

(2) **EVALUATION:** Lack of replacement parts for this equipment was apparently the chief cause of the increasing percentile.

(3) **RECOMMENDATION:** In order to lower this rising deadline rate, we must first be able to supply our units with necessary materials to repair their equipment. All the needed parts had been placed on requisition but their arrival was not anticipated in the near future. Therefore, the only immediate way to decrease our deadline rate was to swap parts among the companies within the battalion.

(4) **COMMAND ACTION:** Presently, through the S-4 and particularly, automotive maintenance section, we are initiating a program whereby we have one unit give (if it is an expendable item) or transfer a part, of which they have an ample number, to a sister unit in the battalion. This has been working quite well and our decreasing deadline rate is a reflection of our progress.

c. Motor Maintenance M151A1 Jeep.

(1) **OBSERVATION:** The M151A1 Jeep has a fault in the manufacturing of the universal joint companion flange.

(2) **EVALUATION:** The universal joint companion flange is made in two parts, the flange and a screw in center. When in operation the center backs out or works loose allowing the axle to wobble excessively which in turn causes the axle universal joints to fail. It also allows grease to leak from the differential which could cause it to fail if neglected for a time.

(3) **RECOMMENDATION:** To correct this deficiency remove the flange from the differential, tighten the center as tight as possible, then braze

it in place. This will keep the center from working loose which will greatly lengthen the life of the universal joints and the differential.

(4) **COMMAND ACTION:** This unit has presently modified one M151A1 jeep and the results have been favorable.

d. Aircraft Maintenance - Fuel Starvation.

(1) **OBSERVATION:** A UH-1C was experiencing engine failures at flight idle RPM on starting and/or shutdown operation.

(2) **EVALUATION:** The engine failures were traced to fuel starvation. The engine failures occurred intermittently at flight idle RPM only. The aircraft could be restarted and flown for a week, day or an hour with no failure or indication of impending failure, and then suddenly quit. Replacement or inspection of the fuel control unit, fuel lines and check valves, electrically operated valves and fuel pumps produced negative results. It was finally found that the main fuel switch was not maintaining proper electrical contact when subjected to certain frequency vibrations at flight idle RPM. The switch was replaced and no further trouble was experienced.

(3) **RECOMMENDATION:** Before expending many maintenance man hours of work and down time on the aircraft replacing fuel system components, it is suggested that the main fuel switch be removed and inspected for cleanliness and that proper electrical connection is maintained at all RPM.

(4) **COMMAND ACTION:** All main fuel switches were removed and thoroughly inspected and cleaned. All switches were tested by an electrician for proper installation and proper electrical contact during all ranges of RPM.

5. (U) Safety:

a. Analysis of Accident Files and Safety Records.

(1) OBSERVATION: Analysis of accident files and safety records indicates that more emphasis on proper emergency procedures is surely needed by the units. Recent analysis indicates that most emergencies encountered in flight result in an unsuccessful landing.

(2) EVALUATION: Each company safety and standardization officer must monitor and follow up all unit aircraft mishap reports and investigations. Thru analysis of these investigations at the company level many dangerous trends are discovered. Recent experience indicates knowledge of these trends are the prime tool in any accident prevention program. Unit accident prevention programs must undergo continuous analysis, to keep the program up dated. All accident prevention programs must meet the individual aviator in a workable condition. An accident prevention program which is not workable to the aviator serves no purpose in preventing accidents.

(3) RECOMMENDATION: That all accident prevention programs undergo continuous analysis, to keep them up dated and workable. All accident prevention programs need to stimulate the aviators interest and intelligence rather than a forced program which tends to simulate adverse reactions with in the aviator.

(4) COMMAND ACTION: Command emphasis in the field of accident prevention is the most vital tool of the program. However, over emphasis and threats of command discipline cause apprehension in the aviators. Maintained supervision with continuous adherence to established directives accentuates and fosters a working accident prevention program. When safety is an attitude

fostered by association with experience and education; accident prevention programs are vital working programs.

6. (U) Headquarters and Headquarters Company:

a. Emergency Electrical Power Sources.

(1) OBSERVATION: PA&E generator supplied electrical power is proving to be erratic and unreliable in some areas.

(2) EVALUATION: Due to excessive age of generators, near continuous operation, a shortage of repair parts; and in some cases, improperly trained maintenance personnel, PA&E generators may be inoperative for several days. This causes obvious problems with operations of essential items such as Battalion Operations Center (BOC), dispensary's and mess halls.

(3) RECOMMENDATION: That all units establish as SOP to cover power outages and maintain operations as near to normal as possible. This SOP should include what organic generators will be hooked up to specific buildings at specific, marked junction box is for example.

(4) COMMAND ACTION: This unit had the communications section examine our power network and available organic generators, and establish a simple SOP for hasty substitution of organic power for PA&E power.

5 Inclosures

- ~~1. 269th Avn Bn (Cbt)~~
 - ~~2. Unit Strength~~
 - ~~3. Summary of Losses~~
 - 4. Aircraft Status
 - 5. Operational Statistics
- Incls 1 - 3 wd HQ, DA


WILLIAM A. LAWRENCE
LTC, FA
Commanding

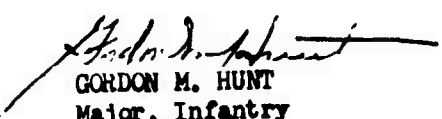
AVBACA-SC (1 Aug 69) 1st Ind
SUBJECT: Operational Report-Lessons Learned of the 269th Aviation Battalion
(Combat) for the Period 1 May 1969 through 31 July 1969 (U)

DA, HEADQUARTERS 12TH AVIATION GROUP (COMBAT), APO 96266 24 August 1969

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

In accordance with USARV Reg 525-13, subject report is forwarded.

FOR THE COMMANDER:


GORDON M. HUNT
Major, Infantry
Adjutant

AVFHC-RE-H (1 Aug 69) 2d Ind

SUBJECT: Operational Report-Lessons Learned of the 269th Aviation Battalion
(Combat) for the Period 1 May 1969 through 31 July 1969 (U)

DA, HQ II FFORCEV, APO San Francisco 96266 8 SEP 1969

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

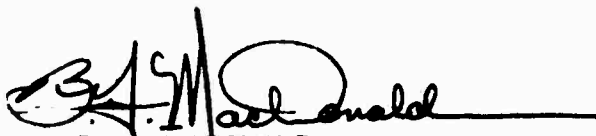
Commanding General, US Army Vietnam, ATTN: AVHGC(DST), APO 96375

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 Headquarters, 269th Aviation Battalion (Combat) for the
period ending 31 July 1969.

FOR THE COMMANDER:


B.G. MACDONALD
ILT, AGC
Asst AG

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AVBACC-O (1 Aug 69) 3d Ind

SUBJECT: Operational Report - Lessons Learned of the 269th Aviation Battalion (Combat) for the Period 1 May 1969 through 31 July 1969 (U)

DA, HEADQUARTERS, 1ST AVIATION BRIGADE, APO 96384 18 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. Section I, paragraph 6a, page 17, discusses secure voice radio equipment installation.

(1) Problems with the wiring in the ZYS modification were experienced. However, in all cases where the unit brought the wiring problems to the attention of the ZYR/ZYS installation team, the wiring problems were corrected.

(2) The module modification for the AN/ARC-54 is MWO 11-5821-244-30/2. This MWO modifies the transmit audio module for xmode operation. This MWO was published in 1966. Coordination with 34th General Support Group shows all modules passing through the General Support Shops have been modified.

(3) There has been no evidence in the 1st Aviation Brigade to support the statement that the KYK28 Key Gun goes out of adjustment. The only time this is experienced is when the code setting is not properly seated.

(4) There is no KYK-28 installation in any Army aircraft. The KYK-28 is a Key Gun. If the intent of this statement was to refer to the KY-28 installation, then it is in error. Neither this headquarters nor the U.S. ARV Avionics Office is aware of any modification for the control head in this system. The ZYS had an add-on modification which corrected the lack of FM volume control in the initial ZYS modification. This is a modification to the internal wiring of the aircraft and has nothing to do with the control head.

b. Section II, paragraph 1b, page 22, addresses the requirement for a Company Intelligence Officer and Noncommissioned Officer for the Aviation Company (Assault Helicopter), TOE 1-77G. Neither TOE 1-77G nor MTOE 1-77G, PAC 2/68, provides for a Company Intelligence Officer or

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AVBAGC-O 18 SEP 1969

SUBJECT: Operational Report - Lessons Learned of the 269th Aviation Battalion (Combat) for the Period 1 May 1969 through 31 July 1969 (U)

Noncommissioned Officer. The 269th Aviation Battalion (Combat) has been advised to submit a modification to the MTOE, in accordance with USARV Circular 310-44, dated 31 May 1968, with proper justification for a Non-commissioned Officer with an Intelligence MOS to be added to the Operations Section. Additional MTOE change is required if it is desired that the Assistant Operations Officer be identified by a remark in the MTOE as having the additional duty of Intelligence Officer.

c. Section II, paragraph 2d, page 26, addresses refueling hazards caused by CH-47 and CH-54 refueling points adjacent to those of lighter aircraft. A taxiway should be provided at all refueling areas to permit the ground taxiing of CH-54 and CH-47 helicopters without affecting other aircraft refueling. Most refueling area designs are based on existing real estate and user requirements. However, no refueling area design providing an approach directly to the refueling point should be approved since this violates safe operating practices. A letter is being prepared to CG, US Army Engineer Construction Agency Vietnam (USAECAV) recommending future refueling area designs provide an approach pad and an adequate taxiway to the refueling points to permit the safe movement of aircraft in and around the refueling area.

d. Section II, paragraph 4c(3), pages 33-34, discusses a faulty M51A1 jeep universal joint companion flange. Nonconcur. The removal of the flange from the universal gear is beyond the organization maintenance authorization. The unit has been advised to submit an EIR.

e. Section II, paragraph 4d, page 34, discusses fuel starvation at flight idle RPM on UH-1C helicopters. A DA Form 2028 will be submitted to Department of the Army recommending a change to TM 53-1520-220-20 trouble shooting section to include the inspection procedure for intermediate fuel starvation problems as stated by the 269th CAB OR-11. The unit has been advised to submit an EIR.

FOR THE COMMANDER:


E. M. GUGLIELMO
MAJ. AGC
Adjutant General

Cy of 3d Ind Furns
CO, 269th Avn Bn (Cbt)

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AVHGC-DST (1 Aug 69) 4th Ind
SUBJECT: Operational Report-Lessons Learned for the Period Ending 31 July
1969 (UIC: WDUTTO) (RCS CSFOR-65) (R1)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375 8 OCT 1969

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-DT,
APO 96375

This headquarters has reviewed the Operational Report-Lessons Learned
for the quarterly period ending 31 July 1969 from Headquarters, 269th
Combat Aviation Battalion and concurs with the report as indorsed.

FOR THE COMMANDER:


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

Cy furn:
269th CAB
1st Avn Bde

GPOP-DT (1 Aug 69) 5th Ind

SUBJECT: Operational Report of HQ, 269th Aviation Battalion (Combat)
for Period Ending 31 July 1969, RCS CSPOR-65 (R1)

HQ, US Army, Pacific, APO San Francisco 96558 18 OCT 69

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

This headquarters concurs in subject report as indorsed.

FOR THE COMMANDER IN CHIEF:


C. L. SHORTT
CPT, AGC
Asst AG

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Incl 4

AIRCRAFT STATUS
HEADQUARTERS 269TH AVIATION BATTALION (COMBAT)
31 July 1969

SUPERORDINATE UNITS	UH-1B		UH-1C		UH-1D		UH-1H		CH-47		CH-6		AH-1G	
	Auth	O/H	Auth	O/H	Auth	O/H	Auth	O/H	Auth	O/H	Auth	O/H	Auth	O/H
HQ 269th Avn Bn (Cbt)	0	0	0	0	0	2	0	0	0	0	3	0	0	0
116th Avn Co (Aslt Hel)	*	0	*	5	*	17	*	3	0	0	0	0	0	0
187th Avn Co (Aslt Hel)	**	0	**	3	**	0	**	19	0	0	0	0	0	3
242nd Avn Co (Aslt Spt Hel)	0	0	0	0	0	0	0	0	16	16	2	0	0	0
TOTAL 269th Avn Bn (Cbt)	0	0	0	8	0	19	0	22	16	16	5	0	0	3

* 116th Aviation Company (Assault Helicopter) is authorized 31 UH-1 model under MTOE 1-77G dated 28 Oct 68.
** 187th Aviation Company (Assault Helicopter) is authorized 31 UH-1 model under MTOE 1-77G dated 28 Oct 68.

INCLOSURE 4 (Aircraft Status)

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

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Incl 5

OPERATIONAL STATISTICS
HEADQUARTERS 269TH AVIATION BATTALION (COMBAT)
Quarter Ending 31 July 1969

UNIT	SORTIES FLOWN	TROOPS LIFTED	TONS CARGO LIFTED	VC KIA	STRUCTURES DAM DEST	SAMPANS DAM DEST	A/C LOST	A/C DAMAGE	FLYING HOURS	COMBAT ASSAULT DAYS
116th Avn Co (4slt Hel)	27,390	50,025	18.5	156	0	0	13	19	8,924	89
187th Avn Co (4slt Hel)	25,665	43,885	18.7	71	0	15	2	26	8,827	89
242nd Avn Co (4slt Spt Hel)	12,466	49,333	23,067.0	0	0	0	0	1	3,699	0
TOTAL	65,521	143,243	23,104.2	227	0	15	15	46	21,450	178

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INCLOSURE 5 (Operational Statistics)

45

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

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UNCLASSIFIED

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(Security classification of title, body of abstract and indexing annotation must be entered when the overall report is classified)		
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HQ, OACSFOR, DA, Washington, D.C. 20310		CONFIDENTIAL
		2b. GROUP
		4
3. REPORT TITLE		
Operational Report - Lessons Learned, HQ, 269th Aviation Battalion		
4. DESCRIPTIVE NOTES (Type of report and inclusive dates)		
Experiences of unit engaged in counterinsurgency operations, 1 May 69 to 31 July 69.		
5. AUTHOR(S) (First name, middle initial, last name)		
CO, 269th Aviation Battalion		
6. REPORT DATE	7a. TOTAL NO. OF PAGES	7b. NO. OF REFS
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c. N/A		9b. OTHER REPORT NO(S) (Any other numbers that may be assigned this report)
d.		
10. DISTRIBUTION STATEMENT		
11. SUPPLEMENTARY NOTES		12. SPONSORING MILITARY ACTIVITY
N/A		OACSFOR, DA, Washington, D.C. 20310
13. ABSTRACT		
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DD FORM 1473

UNCLASSIFIED

Security Classification