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AGO ltr 29 Apr 1980 ; AGO ltr 29 Apr 1980

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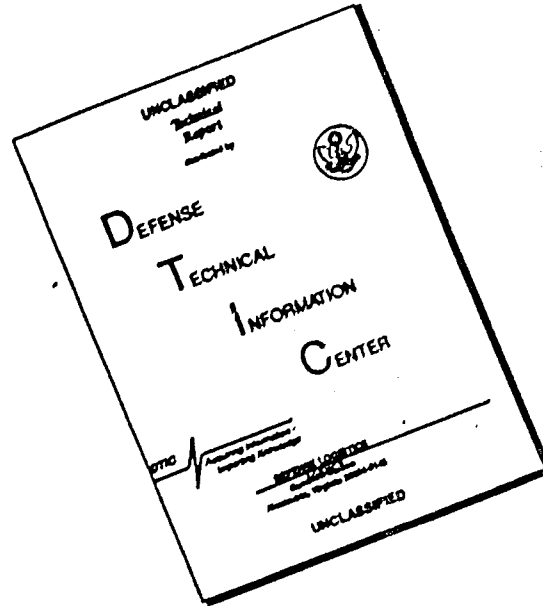
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DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310

IN REPLY REFER TO

AGDA (M) (9 Mar 70) FOR OT UT 694092

16 March 1970


SUBJECT. Operational Report - Lessons Learned, Headquarters 223d Aviation
Battalion, Period Ending 31 October 1969 (U)

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1. Subject report is forwarded for review and evaluation in accordance with paragraph 4b, 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:


ROBERT E. LYNCH
Colonel, AGC
Acting The Adjutant General

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DEPARTMENT OF THE ARMY
HEADQUARTERS, 223D AVIATION BATTALION (COMBAT)
APO San Francisco 96238

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5 November 1969

SUBJECT: Operational Report of 223d Aviation Battalion (Combat) for Period
Ending 31 October 1969, RCS CSFOR-65 (R1) (U)

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1. Section 1, Operations: Significant Activities.

a. (U) General. This report covers the period 1 August 1969 through 31 October 1969, and is submitted in accordance with AR 525-15 and USARV Regulation 525-15. The report includes the Headquarters and Headquarters Company 223d Aviation Battalion (Combat), 18th Aviation Company (Utility Airplane), 163d Medical Detachment, 183d Aviation Company (Utility Airplane), 185th Aviation Company (Utility Airplane), 203d Aviation Company (Utility Airplane), 219th Aviation Company (Utility Airplane), and the 225th Aviation Company (Surveillance Airplane).

b. ~~(c)~~ Personnel.

(1) Infusion Program: There have been no significant problem areas in the infusion program during this quarter. The large number of automatic curtailments during the quarter did not cause any significant turmoil. This headquarters has been able to resolve conflicts internally, without recourse to outside assistance. The present outlook indicates that our major problem will be with the 163d Medical Detachment, which will lose all of its personnel in January. No programmed replacements are available. Outside assistance will most likely be required to alleviate this problem. Internal adjustments are planned and will be accomplished to solve other problem areas. Experience on extensions of overseas tours indicates that these should prevent any future problem areas without resorting to reassignment action, providing the flow of replacements continues.

(2) Replacements:

(a) Enlisted replacements were satisfactory during the first third of the quarter, but deteriorated in the latter part of the quarter. This was due to receiving personnel in excess MOS's and not in the MOS's needed, particularly those in the administrative area. A recent change to AR 611-201 further restricts the utilization and classification of individuals in

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Inclosure

1

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AVBACB-DE

5 November 1969

SUBJECT: Operational Report of 223d Aviation Battalion (Combat) for Period Ending 31 October 1969, RCS CSFOR-65 (R1) (U)

the personnel specialist and company clerk fields. Current directives preclude the award of the MOS without school training and/or correspondence lessons. This prohibits the use of OJT for personnel specialist positions. Personnel are placed in needed positions in OJT status when possible and not in contravention of AR 600-200 or DA Circular 611-4. Rehabilitative measures are taken with individual replacements who lack motivation or have limited capability to perform their assigned MOS. Major shortages are in the following areas: MOS 70A10 (Auth 17, Assg 2), 71B20 (Auth 9, Assg 3), 71T20 (Auth 10, Assg 5), and 91B20 (Auth 7, Assg 4). During this quarter 136 enlisted replacements were received, leaving the battalion at 96% of its enlisted strength at the end of the quarter.

(b) The quality of officer replacement personnel has been satisfactory. Fifty-four percent of the aviator replacements arrived directly out of flight school with minimum aviation experience. However, shortages of commissioned officers and aviators are becoming critical. A total of 30 commissioned officers and 7 warrant officers were received during the quarter, leaving the battalion at the end of the quarter with only 70% of its authorized commissioned officers and 86% of its authorized warrant officers strength. At current replacement levels, further depletion of strength will occur in the coming quarter.

(3) Reenlistment: During this reporting period, the battalion continued a vigorous reenlistment program. A total of 28 visits were made to outlying companies. The results were 6 reenlistments of career soldiers and 10 first term reenlistments.

(4) Current status of the 223d Aviation Battalion (Combat) is attached as Inclosure #1.

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

(a) LTC Robert F. Mc Guffin, [REDACTED] assumed command of the 223d Aviation Battalion (Combat) on 11 Sep 1969, vice LTC Robert G. Cooper, [REDACTED]

(b) MAJ Kennis F. Snyder, [REDACTED] assumed duties as Battalion Executive Officer on 1 Sep 1969, vice MAJ Robert L. Rackley, [REDACTED] who assumed duty, vice MAJ Kenneth S. Womack, [REDACTED] on 23 Aug 1969.

(c) CPT Thomas E. Higdon, [REDACTED] assumed duties as Battalion S-3 on 31 Aug 1969, vice MAJ Earl Williams, [REDACTED]

(d) CPT Burnell M. Mercer, [REDACTED] assumed duties as Battalion S-2 on 5 Aug 1969, vice CPT Terrance E. Wehrkamp, [REDACTED]

(e) CPT Earle Steinberg, [REDACTED] assumed duties as Battalion S-1/Adjutant on 15 Aug 1969, vice CPT Thomas E. Higdon, [REDACTED]

~~CONFIDENTIAL~~

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AVBACB-DE

5 November 1969

SUBJECT: Operational Report of 223d Aviation Battalion (Combat) for Period Ending 31 October 1969, RCS CSFOR-65 (R1) (U)

(f) CPT John H. Grilli, [REDACTED] assumed duties as Battalion Aviation Safety Officer on 23 Sep 1969, vice CPT Donald C. Fricks, [REDACTED]

(g) MAJ Arlie Deaton, [REDACTED] assumed duties as Battalion Liaison Officer on 23 Sep 1969.

(h) CPT David L. Fore, [REDACTED] released by early DEROS as Battalion Medical Officer on 30 Aug 1969.

(i) CPT DeWayne F. Butcher, [REDACTED] assumed duties as Battalion Aviation Medical Officer on 14 Oct 1969.

(j) CPT Lamar B. Pridgen, [REDACTED] released by DEROS as Battalion Chaplain on 30 Aug 1969.

(k) MAJ Arvis R. Hall, [REDACTED] assumed duties as Battalion Chaplain on 20 Sep 1969.

(l) CPT Larry E. Norton, [REDACTED] released by early DEROS as Assistant Battalion S-3 on 8 Oct 1969.

(m) CPT William E. Wahl, [REDACTED] assumed duties as Assistant Battalion S-3 on 17 Sep 1969.

(n) CPT John C. Schindler, [REDACTED] assumed duties as Assistant S-4 on 14 Oct 1969.

(o) MAJ Manuel Carnero Jr., [REDACTED] assumed command of the 185th Aviation Company (UA) on 15 Sep 1969, vice MAJ Duane M. Lane, [REDACTED]

(p) MAJ William C. Page Jr., [REDACTED] assumed command of the 225th Aviation Company (SA) on 11 Sep 1969, vice MAJ Ronald N. Peterson, [REDACTED]

(6) Casualties: The battalion casualties for the period were four wounded and six MIA. (See Inclosure #2)

(7) Awards: A breakdown of unit awards appears in Inclosure #2.

c. ~~(6)~~ Intelligence.

(1) Enemy Situation: Enemy activity was generally low during August and September, with two exceptions. On the 11th and 12th of August, 92 standoff fire attacks were directed against friendly positions throughout II Corps, but hitting hardest in Binh Dinh Province. Again during the first week in September, numerous standoff fire attacks were directed against friendly bases in II Corps, but concentrating in the southern area

3

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~~CONFIDENTIAL~~

AVBACB-DE

5 November 1969

SUBJECT: Operational Report of 223d Aviation Battalion (Combat) for Period
Ending 31 October 1969, RCS CSFOR-65 (R1) (U)

of II Corps. In the second and fourth weeks of October, strong standoff fire attacks hit bases in Khanh Hoa Province and elsewhere in II Corps. Aside from these activities, small scale harassment continues to be the primary method of enemy operation.

(2) Ground Attacks: During the period 1 August 1969 thru 31 October 1969 there were 16 standoff fire attacks directed against airfields where elements of the 223d Aviation Battalion are located. The majority of these attacks fell upon Ban Me Thout Airfield. The 223d Aviation Battalion suffered three EM wounded and light damage from these attacks.

(3) Air Activity: Units of the 223d Aviation Battalion reported 72 significant shot-at incidents for this reporting period. The battalion lost two OV-1's and three O-1's to enemy action. The following is a breakdown by unit:

<u>UNIT</u>	<u>SHOT-AT*</u>	<u>HIT</u>	<u>DESTROYED</u>	<u>TOTAL JSIDR'S</u>
18th Avn Co (UA)	0	0	0	0
183d Avn Co (UA)	0	2	0	2
185th Avn Co (UA)	29	3	1	32
203d Avn Co (UA)	14	4	0	18
219th Avn Co (UA)	24	4	2	28
225th Avn Co (SA)	<u>6</u>	<u>3</u>	<u>2</u>	<u>9</u>
TOTAL	73	16	5	89

* Shot-At reports are not inclusive of hit and destroyed reports.

(4) Collection Plan:

(a) The four O-1 companies of the 223d Aviation Battalion flew 6,631 visual reconnaissance sorties, reporting 2,981 significant sightings. The 225th Surveillance Airplane Company flew 238 SLAR targets, 3,904 IR targets and 479 V/P targets.

(b) Several OIR's (Other Intelligence Requirements) were levied on the 223d Aviation Battalion, requesting the expeditious reporting of cultivated fields in non-populated areas, traffic stopped along highways (probable VC extortion points), surveillance of pipelines for possible sabotage and suspected radar controlled A/A sites.

(5) Administrative Intelligence Activities:

(a) Security Clearances: During the past quarter, the 223d Aviation Battalion processed 84 SECRET clearances, 23 CONFIDENTIAL clearances and 3 requests for National Agency Checks.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

AVBACB-DE

5 November 1969

SUBJECT: Operational Report of 223d Aviation Battalion (Combat) for Period Ending 31 October 1969, RCS CSFOR-65 (R1) (U)

(b) War Trophies: There was one war trophy reported and processed during this reporting period.

(c) Dissidence Report: The 223d Aviation Battalion reported no dissident personnel for this period.

(d) Survival, Escape and Evasion:

1 All aviators assigned to the 223d Aviation Battalion received a thorough briefing on Survival, Escape and Evasion as part of their unit in-processing orientation. Emphasis was placed on the survival, escape and evasion equipment available and the proper procedures for employment of the equipment in order to provide for an efficient, effective recovery of downed aircrew personnel.

2 Many newly assigned aviators have attended one of the three available survival, escape and evasion courses while enroute to the Republic of Vietnam. Available schools for enroute and assigned personnel are:

a PACAF Jungle Survival School (PJSS), Clark AFB, Phillipines.

b PACAF Life Support School (PLSS), Kadena AFB, Okinawa.

c PAETUP Jungle Environmental Survival School (JEST), Cubic Point NAS, Phillipines.

3 At the present time, the battalion has 32 survival, escape and evasion school trained personnel assigned throughout its units. During this reporting period quotas were received allowing eight crewmembers from units of this battalion to attend the PLSS course in Okinawa. No quotas for other schools were received.

d. ~~(C)~~ Operations.

(1) The 223d Aviation Battalion (Combat) continued to provide fixed wing aviation support to the US and Free World Forces located primarily in the II Corps Tactical Zone, Republic of Vietnam. This support was rendered utilizing the assets of one U-1A company, four O-1 companies, and one OV-1 company. The battalion flew a total of 26,662 hours of combat support with an aircraft availability rate of 88.0% during this reporting period. Both normal and special operations were supported by units of the battalion. Large scale operations were minimal due to recent high level tactical decisions and general use of small units operating in search of enemy supply caches, infiltration routes, and anti-aircraft, mortar and rocket firing positions.

(2) During the current reporting period this headquarters conducted two subject studies. The first concerned proposed rocket safety procedures and recommended changes to current procedures. It was submitted through

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

AVBACB-DE

5 November 1969

SUBJECT: Operational Report of 223d Aviation Battalion (Combat) for Period
Ending 31 October 1969, RCS CSFOR-65 (R1) (U)

channels to 1st Aviation Brigade. The other article was on search and rescue procedures and was submitted directly to "Aviation Digest" and "Uptight" magazines for wider dissemination.

(3) Intensive inspections of subordinate operation sections were conducted during the quarter. Inspection checklists prepared from pertinent regulations and covering all aspects of operations were distributed to subordinate unit in advance. These were followed by in-depth inspections by battalion staff personnel with written inspection results sent through channels. Subsequent follow-up inspections were then conducted to insure correction of weak areas.

(4) 18th Aviation Company (Utility Airplane): The 18th Aviation Company continued to fulfill its ten allocated mission requirements throughout all Corps areas of the Republic of Vietnam. The first platoon at Nha Trang flew five aircraft daily to support 5th Special Forces Group, JUSPAO, 17th Aviation Group and IFFV. The first flight section of the second platoon at Holloway field in Pleiku flew two aircraft daily to support II Corps Headquarters and "B" Company, 5th Special Forces Group. The second flight section, second platoon, located at Marble Mountain, Da Nang, flew three aircraft daily in support of III MAF. The only mission change during the period was the deletion of one mission for II Corps Headquarters and the addition of one mission for IFFV in its place. Three additional aircraft were flown daily for IFFV between 7 and 14 August. Assigned aircraft flew a total of 2,633 hours during this reporting period with an average availability of 93.1%.

(5) 183d Aviation Company (Utility Airplane): The 183d Aviation Company continued to support ground forces in the southeast section of the II Corps Tactical Zone. Supported units remained the same during the past quarter. "C" Company Rangers, 75th Infantry (Airborne) continued special operations in the Phan Thiet area supported by two O-1's from the second platoon. The unit had one accident during the reporting period. Improvements in the company area during the last quarter included building a wash rack for vehicles, and a grease pit for the motor pool, remodeling and painting the day room, repainting the company mess hall, and building several foot bridges to cross ditches in the company area. The 183d flew a total of 5,107 hours with an average availability rate of 92.0%.

(6) 185th Aviation Company (Utility Airplane): The 185th Aviation Company provided support for Darlac, Phu Bon, Quang Duc and Lam Dong Provinces. Support for Command and Control South was continued from Ban Me Thout and Pleiku. Aviation operations were hampered by rain, low ceilings and poor visibility during the monsoon season, but continued on a daily basis nevertheless. Special operations included vectoring herbicide missions, aiding in the recovery of three downed aircrews in Lam Dong Province, forming "Hunter-Killer" teams with the 7/17th Cav, and combined Army-Air Force operations with Air Force FAC's riding 185th aircraft to provide immediate artillery, gunship or airstrike capability for the

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AVRACB-DE

5 November 1969

SUBJECT: Operational Report of 223d Aviation Battalion (Combat) for Period
Ending 31 October 1969, RGS CSFOR-65 (R1) (U)

defense of Phu Prang base camp. The 135th Aviation Company flew 4,370 hours, including 101 hours of night security, with an average aircraft availability rate of 88.0%.

(7) 203d Aviation Company (Utility Airplane): The 203d Aviation Company continued to support units of the 41st and 52d Artillery Groups, as well as 6/32d Artillery, 173d Airborne Brigade, 1st Brigade, 4th Infantry Division, C/75th Rangers, and MACV elements in Phu Yen and Binh Dinh Provinces. At An Khe, support was provided for Operation Wayne Javelin, still in progress. Smaller separate operations supported were Operation Gaffey Blue, 5 August to 25 August 1969, and Operation Wayne Boulder, 11 September to 15 October 1969. AT LZ English, two major operations were supported; Washington Green, a combined US, ARVN and Korean operation began 15 April 1969, and Darby Trail Three began 27 September 1969. Both operations are still in progress. During the quarter, the 203d Aviation Company flew a total of 4,523 hours with an average availability rate of 88.7%.

(8) 219th Aviation Company (Utility Airplane): The 219th Aviation Company continued its mission of providing aviation support to the 4th Infantry Division, 52d Artillery Group, 5th Special Forces and MACV elements in Pleiku and Kontum Provinces. No large scale operations were conducted by supported units during the quarter. On 9 October 1969, an O-1D, #55-4090, piloted by 1LT George L. Aiken, [REDACTED] failed to return from a reconnaissance mission north of Kontum. On 10 October 1969, an O-1G, #51-11942, piloted by 1LT Franklin L. Wiesner, [REDACTED] failed to return from a search mission for 1LT Aiken. Search and rescue operations located the wreckage of 1LT Wiesner's aircraft at ZB 043721, on 13 Oct 1969. No evidence was found of 1LT Aiken's aircraft and search and rescue efforts were terminated on 18 October 1969. Status of both personnel involved is unknown at this time. Several unit projects were carried out which included painting the exterior of all company buildings and interior of the EM billets. All sandbag revetments, with the exception of operations, were replaced using corrugated sheet metal. New kitchen equipment was installed, improving the efficiency and morale of the cooks and allowing a more varied menu, thus improving company morale. The 219th Aviation Company fulfilled its mission requirements flying a total of 5,627 hours for the quarter with an average availability rate of 88.0%.

(9) 225th Aviation Company (Surveillance Airplane): During this reporting period, the 225th Aviation Company continued to support the 4th Infantry Division, 173d Airborne Brigade, II ARVN Corps, Task Force South, Republic of Korea 9th and 10th Divisions, and Quang Duc Province. Types of missions provided were visual/photographic, infrared and SLAR surveillance. Night photo techniques were also tested during this period and a capability now exists for night photo missions. On 3 October 1969, an OV-10, #61-2679, piloted by 1LT Paul L. Gaffie, [REDACTED] with PFC Kenneth L. Cunningham, [REDACTED] on board, failed to return from an infrared mission.

~~CONFIDENTIAL~~

AVBACB-DE

5 November 1969

SUBJECT: Operational Report of 223d Aviation Battalion (Combat) for Period Ending 31 October 1969, RCS CSFOR-65 (R1) (U)

A two day search by aircraft of the 225th and 219th Aviation Companies located the wreckage in vicinity of coordinates ZB 109553. Attempts to extricate the wreckage and identify any remains were blocked by adverse terrain, weather and hostile ground activity. An MIA Board officially declared the crew missing. On 14 October 1969, an OV-10, #61-2691, piloted by CPT Mark A. Babson, [REDACTED] with SP4 James T. Savage, [REDACTED] on board, failed to return from an infrared mission. A search and rescue operation was conducted for seven days with negative results. An MIA Board was convened, but results have not been published at this time. On 22 October 1969, the 225th Aviation Company completed its 27th month of accident free flying, having accumulated 24,781 accident free hours. A total of 4,019 hours were flown during the quarter with an average aircraft availability rate of 82.7%.

e. (U) Training.

(1) All quarterly training requirements were met by the units of this battalion. Areas of emphasis have been OJT training of clerical personnel to fill needed MOS positions and aviation standardization and safety, with special emphasis on inexperienced aviators.

(2) Aviator safety classes were conducted monthly in all subordinate units while the bi-monthly safety meeting was held at battalion level. The quarterly standardization meeting was held also at battalion on 3 Nov 1969.

(3) During this reporting period the battalion training program underwent extensive upgrading and inspection. Checklists and SOP's concerning training were published at battalion level and distributed to all subordinate units. Inspection visits were then made by battalion staff personnel and lists of discrepancies forwarded through channels to unit commanders for action. Follow-up inspections showed noteworthy improvements.

(4) The 219th Aviation Company conducted an Aerial Observer Training School. Forty-two new observers were trained for supported units in a 5-day course.

f. (U) Logistics.

(1) Assistance Visits: A total of 32 assistance visits were conducted by members of the battalion S-4 during the past quarter. These were primarily directed toward improving the degree of maintenance on aircraft and vehicles.

(2) Excess Equipment: Command emphasis on the disposition of excess equipment has substantially reduced excesses within the battalion. All equipment carried as excess to the TOE/MTOE has been requested on a temporary basis or is in the process of being turned in to supporting DSU's.

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AVB:CB-DE

5 November 1969

SUBJECT: Operational Report of 223d Aviation Battalion (Combat) for Period Ending 31 October 1969, RCS CSFOA-65 (R1) (U)

(3) Vehicle Maintenance: Increased training of maintenance personnel and improved overall vehicle maintenance has succeeded in lowering the vehicle deadline rate to 11%. The present goal is a rate of less than 6%.

(4) Aircraft Maintenance:

(a) Corrosion: Corrosion in O-1 aircraft continues to be a problem. The latest noted is intergranular corrosion on the landing gear brackets, FSN: 1560-040-9656 (LH) and FSN: 1560-323-2880 (RH). A total of seven brackets have had to be replaced on twenty-eight aircraft inspected. A one-time inspection of the remaining brackets is scheduled at the next periodic inspection.

(b) Increased staff emphasis in aircraft PLL areas has resulted in the discovery that additional training and supervision is required to establish a satisfactory proficiency in records maintenance for PLL. Training in the provisions of Air 735-35 and 1st Aviation Brigade Regulation 735-35 is being conducted during assistance visits to each unit. Significant improvements have been noted during the past quarter with additional emphasis scheduled for the coming quarter.

g. (U) Organization. Organizational chart and station listing appears as Inclosure #3.

h. (U) Chaplain.

(1) This ORLL report includes only the Chaplain's activities since the arrival of the new Battalion Chaplain on 18 September 1969. There are no records for the first 7 weeks of this quarter.

(2) The following information should be included in the reporting period ending 31 October 1969:

(a) The 223d Aviation Battalion Chaplain has conducted a total of ten Sunday Protestant religious services with the total attendance of 204 soldiers.

(b) The Battalion Chaplain has supervised 11 Denominational Sunday and weekday services with laymen leading.

(c) During this period the Chaplain has made 18 visits to troops located at Ban Me Thout, Dong Ba Thia, Phu Hiep, Pleiku, Kontum, Dalat and Phan Thiet.

(d) Area coverage is provided to Lane Army Heliport on Sunday and throughout the week.

(e) Sunday services are held weekly at the 223d Aviation Battalion Headquarters and Lane Army Heliport.

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AVBACB-DE

5 November 1969

SUBJECT: Operational Report of 223d Aviation Battalion (Combat) for Period
Ending 31 October 1969, RCS CSFOR-65 (R1) (U)

(f) The Battalion Chaplain attended the Religious Day of Recollection for the 12 Chaplain's in the Qui Nhon area on 3 October 1969.

(g) The battalion's offerings were designated for the Qui Nhon Poor House, Binh Khe Orphanage, Cheah Rang Refugee Center and Protestant Missions in Binh Dinh Province.

i. (U) Aviation Safety. The 203d and 18th Aviation Companies each had two major accidents, one in August and one in October. The 183d and 185th Aviation Companies each had one major accident in October. During the quarter there were eleven precautionary landings, one forced landing and one incident. Units of this battalion lost four O-1's through accidents during this reporting period. (NOTE: For hostile losses, see Section C-Intelligence) The following chart shows the breakdown of accidents by companies:

<u>UNIT</u>	<u>ACCIDENTS</u>	<u>CUMULATIVE RATE</u>
HHC, 223d Avn Bn (Cbt)	0	0.0
18th Avn Co (UA)	2	60.4
183d Avn Co (UA)	1	14.7
185th Avn Co (UA)	1	16.0
203d Avn Co (UA)	2	33.8
219th Avn Co (UA)	0	0.0
225th Avn Co (SA)	0	0.0
TOTAL	6	17.5

j. (U) Civil Affairs.

(1) HHC, 223d Aviation Battalion continues to support the Qui Nhon Poor People's Home with extensive contributions of food and construction. Recent projects included repairing the main gate and extending the foot stand around their water well. Arrangements have been made for student teachers from the local teacher's college to visit the poor house and conduct classes in two new classrooms. School materials such as paints, pencils, and writing paper were donated through HHC, 223d Aviation Battalion, along with recess toys such as balls and jump ropos.

(2) The 18th Aviation Company has continued its support of the Da Nang Orphanage with gifts of food and 150 pounds of clothing. The company headquarters in Qui Nhon has continuously assisted in a project caring for displaced persons in the Qui Nhon area.

(3) The 183d Aviation Company completely painted the playground equipment at the local school with materials and labor volunteered by members of the unit. Ten gallons of paint were used to complete the project on 25 August 1969. Members of the 183d have written their hometown churches asking for used clothing and personal items for needy Vietnamese. These articles will be held by the Civic Actions Officer and distributed during the Christmas season to the local village children. One thousand board foot of scrap lumber was donated to the local school for repairs in September.

~~CONFIDENTIAL~~

AVBACB-DE

5 November 1969

SUBJECT: Operational Report of 223d Aviation Battalion (Combat) for Period Ending 31 October 1969, RCS CSFOR-65 (R1) (U)

(4) 185th Aviation Company at Ban Me Thout is aiding in the construction of a six-room school for the Vietnam Protestant Evangelistic Church. Several men of the 185th are teaching 11-13 year old students at the Vinh Son Catholic School three times a week. The men of the 185th donated 14,160 piastres to the newly proposed Ban Me Thout Skin Clinic which will be primarily concerned with the treatment of leprosy. After hearing of the need, the 185th arranged for a Medcap/Dentcap team to visit the Chieu Hoi Center. All Hoi Chanh in need of medical or dental attention were treated. While this treatment was being given, members of the 185th distributed toothpaste and toothbrushes to the Hoi Chanhs and demonstrated how to use them for good dental hygiene.

(5) The 203d Aviation Company has continued to support the Hang Yang Orphanage in Tuy Hoa. They provided assistance to solicited projects in the local area in conjunction with the MACV Civic Actions office. Donation of old and new building materials for the Phu Yen Province hospital was made along with individual contributions of soap and medical supplies.

(6) The 219th Aviation Company continued its support of the Christian Missionary Alliance Compound in Pleiku. One project, the building of a church at Plei Mrong City neared completion with voluntary time and labor from members of the 219th. Clothing and health articles were distributed to the patients of the Pleiku Province hospital.

k. ~~(c)~~ Signal.

(1) ZYR Program: The ZYR Program provides for the modification of all US Army aircraft in RVN to accept the new family series of radios, (AN/ARC-51 and AN/ARC-54). At the close of this reporting period, 93% of all aircraft assigned to units of the 223d Aviation Battalion have had the modification installed. Shortage of one modification for U-1A aircraft #55-3299 prevents the program from being 100% complete. Recent information indicates that kits should arrive incountry within the next 30 days.

(2) ZYS Program: The ZYS Program provides for the modification of all O-1 and OV-1 aircraft for installation of the TSEC/KY-23 secure voice equipment.

(a) All O-1 aircraft have been retrofitted and have the capability to transmit voice secure. Twelve O-1 aircraft are assigned to insecure airfields and therefore do not carry voice secure equipment. Three aircraft are located at Dalat and nine aircraft at Gia Nghia, Leo Leo and Theo Keo. Current security guidance prevents the mounting of secure equipment in aircraft assigned to insecure installations. However, such equipment may be installed and operationally employed on short notice if requested by the supported unit.

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AVBACB-DE

5 November 1969

SUBJECT: Operational Report of 223d Aviation Battalion (Combat) for Period
Ending 31 October 1969, RCS CSFOR-65 (R1) (U)

(b) The OV-1 aircraft ZYS modification must be performed stateside prior to the arrival of the aircraft in-country. Five of the 17 OV-1 aircraft assigned to the 225th Aviation Company within this battalion have not been retrofitted. An RVN wide shortage of control heads and mounts prevents the OV-1 aircraft from operating voice secure. Higher headquarters has been made aware of this problem.

(c) The five crypto accounts and storage facilities within the battalion were established, approved and became operational on their target date of 3 August 1969.

(3) High Frequency Radio Teletypewriter System: The 223d Aviation Battalion's HF radio teletype net is entering the final stages of being completely operational. Lack of qualified and experienced operators of the AN/VSC-2 RATT equipment caused considerable delay in the establishment of the net. Operators unfamiliar with this radio have caused considerable delay and some maintenance downtime. To prevent the reoccurrence of similar situations, a two-day course on the operation of the AN/VSC-2 radio was conducted at this headquarters by the factory service representative from General Dynamics. This training, in addition to the operator's increased familiarity with the equipment, has largely contributed to the nearing operational status of the HF net.

1. (U) Public Information.

(1) The 223d Aviation Battalion Information Office continued its mission of supplying material to all subordinate units for use in their information programs and publishing the battalion monthly newspaper, "The Griffin Gab".

(2) Support from units in the Hometown News Release Center for this period was as follows:

<u>UNIT</u>	<u>AUG</u>	<u>SEP</u>	<u>OCT</u>	<u>TOTAL</u>
HHC, 223d Avn Bn (Cbt)	4	3	9	16
18th Avn Co (UA)	10	7	12	29
183d Avn Co (UA)	9	6	14	29
185th Avn Co (UA)	8	4	12	24
203d Avn Co (UA)	4	2	6	12
219th Avn Co (UA)	6	8	13	27
225th Avn Co (SA)	<u>16</u>	<u>12</u>	<u>27</u>	<u>55</u>
TOTAL	57	42	93	192

(3) During this reporting period, 52 written news releases were cleared by the 223d Aviation Battalion Information Office and forwarded to the 17th Aviation Group for use in other Command Information media.

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AVBACB-DE

5 November 1969

SUBJECT: Operational Report of 223d Aviation Battalion (Combat) for Period Ending 31 October 1969, RCS CSFOR-65 (R1) (U)

2. Section 2. Lessons Learned: Commanders Observations, Evaluations and Recommendations.

a. (U) Personnel. None

b. ~~(C)~~ Operations.

(1) Search and Rescue Procedures for Downed Aircraft:

(a) Observation: Extreme difficulty was encountered in coordinating search and rescue (SAR) operations and recovery of equipment through supporting aviation units.

(b) Evaluation: Whenever an aircraft is discovered to be missing, excessive time is lost before other aircraft can be diverted to search for it. In addition, sending other observation or surveillance aircraft to search for an aircraft probably downed by enemy action merely increases the exposure of these aircraft, thereby increasing the chances of losing more aircraft. Searches for three missing aircraft during the past reporting period resulted in the loss of a fourth. In addition, armed aircraft used for SAR from units not organic to this battalion have presented major coordination and communication problems due to the remoteness of search areas and uniqueness of such SAR operation.

(c) Recommendation: That an armed self-sufficient unit be established at aviation group level with a mission of providing on-call SAR operations. This unit should have well established means and lines of communication, prearranged SAR plans for its area of responsibility on file, and organic means for immediate extraction of wounded or deceased crewmembers and sensitive equipment from downed aircraft.

(d) Command Action: Subordinate units have coordinated directly with armed units and graves registration personnel to establish quick reaction procedures for future use if necessary. Articles proposing establishment of SAR units have been forwarded directly to "Aviation Digest" and "Uptight" magazines.

(2) Installation of KY-28's:

(a) Observation: KY-28 voice secure transceivers have been installed in all O-1 aircraft of this battalion, but are not being fully utilized.

(b) Evaluation: Only a few of the higher headquarters of supported units have voice secure equipment. As a result, there is little chance to use this equipment and less experience on using it.

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AVBACB-DE

5 November 1969

SUBJECT: Operational Report of 223d Aviation Battalion (Combat) for Period
Ending 31 October 1969, RGS CSFOR-65 (R1) (U)

(c) Recommendation: That procedures for use of the KY-28 equipment be disseminated among those ground units currently in possession of this equipment and that aviators practice to remain current in its use. As the equipment becomes available, more units should be furnished such equipment to net with our aircraft.

(d) Command Action: Special emphasis is being placed on use of secure voice equipment during proficiency rides and in-country checkouts by unit IP's and SIP's.

(3) Installation of XM-76 Anti-Oscillating Monoscopes:

(a) Observation: All O-1 companies in this battalion recently received a small number of XM-76 anti-oscillating monoscopes.

(b) Evaluation: Possible enemy positions are located in the wide angle 1.5 power position. Then the power zoom is employed bringing magnification to 12 power. The use of this equipment eliminates the necessity of making hazardous low passes for positive identification of personnel on the ground and gives positive high altitude sightings on suspected enemy locations. To install the XM-76, a modification is required which consists of the installation of an electrical outlet being tied into the aircraft power source to furnish power to the XM-76 control box.

(c) Recommendation: That enough XM-76's be made available to O-1 units in this battalion to allow installation of the XM-76 system in all observation aircraft.

(d) Command Action: Aircraft within this unit are being modified at this time to accept XM-76 systems as they are available.

(4) Shortage of School-Trained U-1A Aviators:

(a) Observation: Shortage of school-trained U-1A aviators.

(b) Evaluation: The existing and forthcoming shortage of U-1A qualified aviators has imposed certain hardships on this unit. It places a demanding load on unit instructor pilots to complete a minimum of twenty-five hours per individual as outlined in TC 1-34.

(c) Recommendation: That emphasis be placed on obtaining school trained U-1A aviators. That aviators completing the U-1A school at Fort Ord, California be given orders of assignment to U-1A units in the Republic of Vietnam.

(d) Command Action: Experienced aviators who are not qualified in the U-1A are currently receiving transitions IAW TC 1-34.

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AFBACS-DE

5 November 1969

SUBJECT: Operational Report of 31 Aviation Battalion (SABAT) for Period Ending 31 October 1969, RCS CSFAR-65 (4) (U)

(5) Fuel Contamination:

(a) Observation: Fuel contamination or suspected fuel contamination can delay or prevent the necessary ground preparations to be made.

(b) Evaluation: Fuel contamination, especially with JP-4, is very hard to detect. Even the air with fuels still experience difficulty in determining if a fuel is contaminated with other than water or solid particles. Moreover, fuel contamination at outlying sites causes undue delay because there is usually only one source for fuel. Replacement fuel must be airlifted and delays result while fuel samples are tested and normal fuel resupply systems operate.

(c) Recommendation: Fuel comparison kits be distributed to separate units showing proper coloration of uncontaminated fuel and fuel containing various amounts of contaminants. These kits could be made by filling clear bottles with samples of contaminated and uncontaminated fuel and then used to conduct classes for aviators and POL personnel. In addition, standby fuel supplies should be arranged to supply fuel on a temporary basis if a main source of fuel is suspected of contamination. Possible alternate fuel supplies would be bladders or 55 gallon drums with hand operated pumps.

(d) Command Action: Subordinate units have been directed to implement the suggestions in (c) above as they are able to obtain the necessary materials. Fuel test kits have also been ordered for distribution to separate units.

(6) Command and Control Over Contact Situations:

(a) Observation: There are no established procedures for the command and control of air units supporting friendly units in contact.

(b) Evaluation: When a ground unit makes a call for help, all nearby FAC's, Army O-1's, Gunships, C/B helicopters, etc., rush to the scene of battle. The skies over the ground unit become dangerously crowded, radio communication with the supported unit becomes impossible, and the ground unit suffers as a result of lack of control.

(c) Recommendation: That a definite priority of command and control of aerial forces supporting ground units in contact be established. A possible method would be for the first aircraft on the scene control all subsequent arrivals, including altitudes, direction of holding turns, and acting as a central station for the radio net. If a more appropriate aircraft arrived later, such as a C/B aircraft, then it could take over after being briefed by the prior control aircraft. Whatever procedure is selected, it should receive wide dissemination to all units and aviators to clear up the present confusion.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

5 November 1969

SUBJECT: Operational Report of 223d Aviation Battalion (Combat) for Period
Ending 31 October 1969, RCS CSFOR-65 (R1) (U)

(d) Command Action: Aviators in this battalion are briefed to avoid high density areas where they are not absolutely required and to use utmost discretion while operating over ground actions to prevent the possibility of midairs.

(7) Tactical Flight Following:

(a) Observation: There are insufficient radio flight following facilities to enable low level aircraft in mountainous areas to maintain continuous radio contact and, therefore, positive flight following.

(b) Evaluation: This battalion lost two OV-10 aircraft during the month of October 1969. In both cases, the aircraft were on Infrared, low level (1500 feet AGL) surveillance missions operating in extreme mountainous terrain during the hours of daylight. Mayday calls were not received from either aircraft and in both cases, flight following radio and radar were unable to maintain contact with the aircraft while in their assigned target areas. The result of this inadequacy was the lack of a definite location in which to conduct search and rescue operations. Present flight following techniques provided only a general area in which to organize the search, 4,000 Sq Km in one case and 9,600 Sq Km in the other. The enormity of those search areas considerably lessened the possibilities for success of the search and rescue effort.

(c) Recommendation: That airborne flight following stations be positioned at high altitudes over extreme mountainous terrain. These stations would enable solo tactical aircraft to maintain continuous radio contact and submit pinpoint position reports. In the event difficulties were encountered by the tactical aircraft, the resulting decrease in search and rescue time could more than make the difference between success and failure of the rescue operation.

(d) Command Action: Commencing 14 October 1969, all low level tactical missions flown by this unit are provided with a flight following aircraft. Through experimentation, it has been found that an OV-1 flying in excess of 20,000' AGL can communicate with and provide flight following for any aircraft within II Corps Tactical Zone.

c. (U) Training.

(1) Accounting Class Codes for Out of Country Schools:

(a) Observation: Accounting class codes for attendance at the out of country survival schools are not being received on a timely basis.

(b) Evaluation: Quotas for attendance at out of country survival schools are received on an average of five to seven days before the required reporting date. Funding codes are not received until an average of one day prior to the reporting date. The air base serving the school requires orders

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AVBACB-DE

5 November 1969

SUBJECT: Operational Report of 223d Aviation Battalion (Combat) for Period Ending 31 October 1969, RCS CSFOR-65 (R1) (U)

on the individual no later than 1200 hours on the day preceding his flight in order to reserve a seat on the flight. The quota for 1 Nov 69 was lost because fund codes were not received and therefore not cited on the individual's orders. The air base refused to honor the individual's orders and filled the aircraft with other standby personnel.

(c) Recommendation: That funding codes be made available on a more timely basis to using units. For best results funding codes should accompany school quotas, or be sent directly to battalions.

(d) Command Action: Unit has reallocated remaining quotas and requested expeditious handling of required fund codes from higher headquarters.

(2) MOI Course for IP/SIP's:

(a) Observation: There is no instructor pilot training school for fixed wing aviators in Vietnam.

(b) Evaluation: All prospective IP's and SIP's should be afforded the opportunity to attend some type of "methods of instruction" class. Such a course should include proper usage of standardized training forms, standard techniques of teaching and an understanding of general performance indicators as a guide for detecting weaknesses in aviators. This course could be given for combined classes of rotary and fixed wing IP/SIP's since forms and methods of instruction are the same.

(c) Recommendation: That an MOI class be conducted by a higher headquarters on a monthly or bi-monthly basis. All IP's and SIP's without prior training could be more effectively and efficiently taught by standardized instructors at a central location than as done currently at unit levels.

(d) Command Action: Current MOI instruction is given to IP's of this battalion on an individual basis by SIP's during the IP's course of instruction.

d. ~~(e)~~ Intelligence.

Perimeter Inspections:

(1) Observation: Recent inspections of perimeter defenses by subordinate units have shown evidence of sabotage by the enemy.

(2) Evaluation: Where barbed wire entanglements have been placed around perimeters, weeds and grass often grow up to obscure close inspection. Grass-hidden claymore mines have been found turned to face inward, trip flares disconnected, and wire in a poor state of repair. It is suspected that Vietnamese nationals used as civilian laborers may be responsible in part for these sabotage attempts.

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AVBACB-DE

5 November 1969

SUBJECT: Operational Report of 223d Aviation Battalion (Combat) for Period
Ending 31 October 1969, RGS CSFO-65 (R1) (U)

(3) Recommendation: That a defoliation program be instituted in conjunction with present perimeter defenses to prevent obscuration of defensive items.

(4) Command Action: Frequent perimeter inspections in depth are being conducted with emphasis on positioning of claymore mines and warning devices. Where foliage prevents close inspection, that foliage is being eliminated. Vietnamese nationals working close to perimeter defenses are under constant supervision.

e. ~~(S)~~ Logistics.

The Painting of Accessory Mounting Points:

(1) Observation: SHELTER Aircraft Company, during the process of overhauling R-1340-61 engines, paints all of the accessory mounting points.

(2) Evaluation: The painting of the accessory mounting points is unwarranted. This paint must be removed prior to installing the accessories on the R-1340-61.

(3) Recommendation: Since the Government Contract to overhaul the R-1340-61 has recently been awarded to United Aircraft of Canada, it should be brought to their attention that the process of painting the accessory mounting points should be eliminated. Instead it would be preferable to substitute a light coat of preservative on the bare metal of the accessory mounting points to prevent deterioration of the exposed areas while in transit to the using units.

(4) Command Action: Excess paint is presently removed from the accessory mounting points at the cost of twenty man hours per engine. A letter has been submitted to the Senior AUSCOM Representative to inform them of the existing problem and an EIR was submitted.

f. (U) Organizational. None

g. (U) Other. None


5 Incl

- ~~1. Unit Strengths~~
- ~~2. Unit Casualties and Awards~~
- 3. Operational Statistics
- 4. Aircraft Status
- 5. Organizational Chart

Incls 1 and 2 wd HQ, DA

DISTRIBUTION:

- 2 CINUSARPAC, ATTN: GPOP-DT, APO 96553
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- 3 CO, 17TH AVN GP (CBT), ATTN: AVBACB-SC, APO 96240


ROBERT F. MC GUFFIN
LTC, IN
Commanding

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AVB.CB-SC (19 Nov 69) 1st Ind
SUBJECT: Operational Report Lessons Learned of 2d3rd Aviation
Battalion (Combat) for Period Ending 31 October 1969,
REF CSFOR-65 (A1) (U)

DA, HEADQUARTERS, 17TH AVIATION GROUP (COMBAT), APO 96240 25 November 1969

TO: Department of the Army (AOSFOR, DA), Washington, D.C. 30310
Commanding General, I Field Forces Vietnam, APO 96350

1. (U) This headquarters has reviewed the attached report, considers it to be adequate, and concurs with the contents as stated, except as indicated below.

2. ~~(C)~~ The following comments and recommendations are submitted:

a. Section 1, Operations: Significant Activities.

(1) Paragraph 1b(1), Page 1, Personnel. Personnel to replace January losses in the 163rd Medical Detachment can be resolved at this headquarters since only three enlisted replacements are required.

(2) Paragraph 1c(3), Page 4, (C) Intelligence. First line of air activity should be corrected to read 73 significant shot-at incidents for this reporting period.

(3) Paragraphs 1d and e, Page 5, Page 8, Operations. Total amount of time spent in operations and training is not reflected in the report (ref Para 5b(1)(c) USARV 525-15).

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

(1) Page 13, Paragraphing of Section 2 is not in accordance with 17th Avn Gp Message AVB.CB-SC 4009-69, dated 140410Z Oct 69 which changed the order of the paragraphs in Para 5b(2), Page 3, USARV Regulation 525-15.

(2) Paragraph 2b(1)(b) and (c), Page 13, Search and Rescue Procedures for Downed Aircraft. Search and rescue (SAR) procedures were established by 17th Aviation Group Regulation 95-10, 12 November 1969. A Group level Search and rescue unit is considered impractical due to limited personnel and aircraft assets. SAR is the responsibility of the unit to which the mission aircraft is assigned. Group Headquarters assists by providing assets from other units to participate in the overall search plan.

(3) Paragraph 2b(2)(c), Page 14, Installation of KI-28's. This problem is being solved and the necessary command action has

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

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AVB.CB-SC

25 November 1969

SUBJECT: Operational Report Lessons Learned of 223rd Aviation
Battalion (Combat) for Period ending 31 October 1969,
ACS CSFCA-65 (nl) (U)

been initiated at higher headquarters. All major commands are implementing the use of NES10K equipment.

(4) Paragraph 2b(3), Page 14, Installation of XE-76 Anti-Oscillating Monoscopes. User test period was completed the end of Oct 69. Issue of the monoscopes is based on COMNAV message 51874, 25 May 1968 which set the basis of issue at 10 XE-76 per company.

(5) Paragraph 2b(6), Page 15, Command and Control over Contact Situation. Non-concur. Despite apparent confusion at an "in contact" call, there is a procedure that can be utilized. If there is a C&C ship over the area all other aircraft should report in on the appropriate frequency for instructions. Other aircraft not directly involved should remain at appropriate altitudes and out of the contact area. If a Tactical Emergency (TAC-E) is declared there are adequate procedures stated in Appendix 3, to Annex A, 17th Aviation Group (Combat) SOP.

(6) Paragraph 2c(1)(a), Page 16, Accounting Class Codes for Out of Country Schools. Accounting class codes are telephoned to the 17th Avn Gp from the 1st Avn Bde. approximately seven days prior to the school starting date. The codes are telephoned to the units which must publish and mail copies of the individuals orders to the Tri-Service ATCO by 1200 hours of day preceding the departure date.

FOR THE COMMANDER:



JAMES L. TRAVIS
CPT, ADA
Adjutant

CF:
223rd AB(C)

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AVFA-40-11ST (19 Nov 69) 2d Ind (U)
SUBJECT: Operational Report Lessons Learned of 223d Aviation
Battalion (Combat) for Period Ending 31 October 1969,
HQS CSFOR-65 (R2) (U)

DA, Headquarters, I Field Force Vietnam, APO 96350

TO: Commanding General, 1st Aviation Brigade, APO 96364

1. (U) This headquarters has evaluated subject OALL and forwarding
indorsement and concurs, except as indicated below.

2. (U) Reference para 1k(2)(a): On 26 Nov 69 this headquarters advised
Avn Gp (Col) of the basic security requirements for safeguarding aircraft
parked at insecure airfields, as outlined in change 6 to appendix 10,
CINRAC Directive 00200.1A.

FOR THE CG: ADEL:

FREDERICK E. HOLL
1st Lt
ASSISTANT

CF:
1- CC, 17th Avn Gp (Col)
1 - CC, 223d Avn Bn (Col)

21

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

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AVRIGS-O (5 Nov 69) 3 Ind

SUBJECT: Operational Report of 17th Aviation Group (Combat), 1st
Period Ending 31 October 1969, AFM 7-10.1 (1) (6)

DA, HAVQUARTERS, 1ST AVIATION BRIGADE, AFM 7-10.1 (1) (6)

17 Nov 1969

THRU: Commanding General, United States Army, Vietnam, AFM 7-10.1 (1) (6),
A.O. 96575
Commander-in-Chief, United States Army Pacific, AFM 7-10.1 (1) (6),
A.O. 96558

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

1. (U) This headquarters was reviewed only to report on compliance with
the contents as in force, except as noted below.

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

a. Paragraph 1b(1) and (2), page 1, discuss critical personnel
shortages. The 17th Aviation Group (Combat) has received a fair share
of all HQS's reported as critically short by the 17th Aviation
Battalion (Combat). The shortage of the 17th (Medical Specialist) can
only be partially corrected at this time. The 1st Aviation
Brigade has received a total of six (6) HQS's during the past 90 days,
two of which were assigned to the 17th Aviation Group (Combat). During
the same 90 day period, the 17th Aviation Group (Combat) has received
heavy rotational losses. In an effort to partially alleviate the
shortage, this headquarters has assigned a number of 17th (Medical
Company) inputs to the 17th Aviation Group (Combat).

b. Paragraph 1c(3), (4), page 5, discuss survival school training.
17th Aviation Group (Combat) was allocated a quota, and a fair and
equitable share of brigade allocations, for survival school training
reporting period. Having received 8 of the 10 quotas available, the
32 trained survival personnel exceed the 17th Aviation Battalion (Combat)
far above the brigade average in school trained personnel.

c. Paragraph 1f(4), page 9, discuss condition of C-1 aircraft.
Concur. 1st Aviation Brigade Report, AFM 7-10.1 (1) (6), 17 November
1969, subject: Inspection of C-1 Aircraft Main Landing Gear
Brackets, cited the same problem. Requests that a maintenance check
be performed at the next Preventive Maintenance Check.

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

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INRAGC-0

17 DEC 1969

SUBJECT: Operational Report of 25th Aviation Battalion (Combat) for
Period Ending 31 October 1969, AFS 03-OR-69 (1) (U)

d. Paragraph 1k(1), page 11, discusses the ZYK Secure Voice modification program. The modification kit for U-1A, 259-5294, was received by USAFV 20 November 1969 and is being sent to the retrofit team in Qui Nhon for installation.

e. Paragraph 1k(2)(a), page 11, addresses installation of secure voice equipment in aircraft at insecure airfields. This headquarters issued new instructions in accordance with COMUSMACV guidelines on 13 October 1969 (1st Aviation Brigade message 291-C-69, subject: HASTOP Physical Security Controls). The message stated that equipment can be installed in aircraft assigned to an insecure airfield so long as certain requirements set in the main were met. Since all aircraft within the 1st Aviation Brigade fall within these requirements, the K-1B equipment should be installed in aircraft even though assigned to insecure airfields.

f. Paragraph 1k(2)(b), page 12, discussed OV-1 ZYS secure voice modifications. Due to the time required for OV-1 modification in RVN, a shortage of control heads and mounts and insufficient justification for secure voice on OV-1 missions, USAFV position is not to modify these aircraft in country. This situation should be corrected as additional control heads and mounts become available.

g. Paragraph 2b(1), page 15, discussed difficulties in search and rescue operations and proposes organizing a special unit to perform this function. Neither operational commitments nor aviation assets permit such an organization. Prior to initiating search and rescue, responsible commanders should give a detailed briefing on what is required and areas to be covered. One controlling agency must be designated to insure continuity of effort. Aviation personnel should be trained in proper search and rescue procedures so that a portion of assets or an entire unit can be diverted for this type mission on short notice.

h. Paragraph 2b(4), page 14, discusses a shortage of U-1A aviators. This headquarters is aware of the problem and programs U-1A aviators against the two subordinate aviation groups which have U-1A companies. Coordination with USAFV discloses that commensurate with rank structure, all but two U-1A aviators have been programmed into U-1A units over the past five months.

i. Paragraph 2c(1), page 16, discusses late submission of accounting classification codes for out-of-country survival schools. This headquarters recognizes the shortcomings of present procedures and provides continuous

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AVBAGC-0

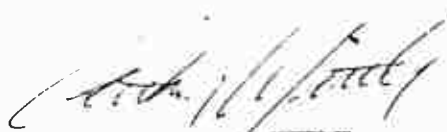
17 DEC 1969

SUBJECT: Operational Report of 223d Aviation Battalion (Combat) For
Period Ending 31 October 1969, 223 AVBAGC-01 (1) (3)

coordination with USAFV in an attempt to alleviate the situation. The
procedures should provide these codes no later than seven days prior to
the class starting date. USAFV is attempting to obtain a repetitive
classification code which will solve the future problems.

j. Paragraph 2e, line 18, discusses painting accessory mounting
points on R-1340-61 engines. Nonconform. The removal of the paint from
the accessory mounting points on the R-1340-61 engine is not required.
By painting the mounting points, the overhaul facility has provided the
best corrosion preventative available. Since all accessory drive assemblies
have internal seals to prevent oil leakage, the paint installed
between the assembly and the mounting point does nothing more than seal
metal to metal contact, friction damage, and/or possible corrosion. The
unit has been advised to discontinue the practice of removing the paint
from accessory mounting points.

FOR THE COMMANDER:



ARTHUR W. LITTLE

CPT AGC

Asst AG.

Cy of 3d Ind Furn:
CO 223d Avn Bn (Cbt)

~~CONFIDENTIAL~~

AVHGC-DST (5 Nov 69) 4th Ind
SUBJECT: Operational Report of 223d Aviation Battalion (Combat) for
Period Ending 31 October 1969, RCS CSFOR-65 (R2) (U)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375

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

1. This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 October 1969 from Headquarters, 223d Aviation Battalion (Combat) and comments of indorsing headquarters.

2. Comments follow:

a. Reference item concerning "Search and Rescue Procedures for Downed Aircraft", page 13, paragraph 2b(1); 1st Indorsement, paragraph 2b(2); and 3d Indorsement, paragraph 2g; concur with Indorsements. USAKV letter, AVHAV-OPT, 27 Nov 69, subject: Search and Rescue - Southeast Asia, provided information to all aviators concerning capabilities of the search and rescue resources controlled by the Joint Rescue Control Center (JRCC). Maximum utilization should be made of these dedicated assets.

b. Reference item concerning "Installation of XM-76 Anti-Oscillating Monoscopes", page 14, paragraph 2b(3), and 1st Indorsement, paragraph 2b(4); concur with 1st Indorsement. The XM-76 was procured under ENSURE request 244 and the BOI has been established as 10 per Reconnaissance Airplane Company.

c. Reference item concerning "Shortage of School-Trained U-1A Aviators", page 14, paragraph 2b(4), and 3d Indorsement, paragraph 2h; concur with 3d Indorsement. A check with the USARV AG (Aviator Assignments) reveals that USARV is currently short 17 U-1A aviators.

d. Reference item concerning "Command and Control Over Contact Situations", page 15, paragraph 2b(6), and 1st Indorsement, paragraph 2b(5); concur with 1st Indorsement. Action by higher headquarters is not required.

e. Reference item concerning "Tactical Flight Following", page 16, paragraph 2b(7); concur. It is not always possible to place flight following radio transmitters and receivers on high terrain because of the physical security problems associated with such locations. Every attempt is made to locate these stations to provide the maximum possible coverage to aircraft operation within the flight following station's area of responsibility. In the absence of coverage, the action taken by the unit is the best solution to the problem.

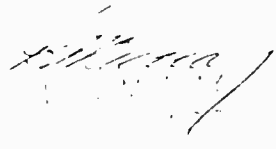
AVHGC-DST (5 Nov 69) 4th Ind
SUBJECT: Operational Report of 223d Aviation Battalion (Combat) for
Period Ending 31 October 1969, RCS CSFOR-65 (K2) (U)

f. Reference item concerning "Accounting Class Codes for Out of Country Schools", page 16, paragraph 2c(1); 1st Indorsement, paragraph 2b(6); and 3d Indorsement, paragraph 2i; concur. Funding codes accompany school quotas. Both are obtained and dispatched by USARV Aviation on a monthly basis, normally by the 15th of the preceding month.

g. Reference item concerning "MOI Course for IP/SIP's", page 17, paragraph 2c(2); nonconcur with the recommendation. Concur with the command action. Each SIP should be conducting MOI instruction with the IP's under his supervision. The standardization guides specify to the IP/SIP's the standards which must be met.

h. Reference item concerning "The Painting of Accessory Mounting Points", page 18, paragraph 2e, and 3d Indorsement, paragraph 2j; concur with 3d Indorsement. Action by higher headquarters is not required.

FOR THE COMMANDER:



Cy furn:
223d CAB
1st Avn Bde


GPOP-DT (5 Nov 69) 5th Ind (U)
SUBJECT: Operational Report of HQ 223d Aviation Battalion (Combat) for
Period Ending 31 October 1969, KCS CSFOR-65 (R1) (U)

HQ, US Army, Pacific, APO San Francisco 96358 5

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:


A. TUCKER
LTJG, AGC
Asst AG

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OPERATIONAL RESULTS

UNIT	SORTIES FLOWN	TROOPS LIFTED	CARGO LIFTED (TONS)	STRUCTURES		S.M.P.A.N.S		AIRCRAFT DAMAGED	AIRCRAFT CONFIRMED LOST
				DAM	DEST	DAM	DEST		
HHC, 223d Avn Bn	354	181	0	0	0	0	0	0	0
18th Avn Co (UA)	2959	9986	289	0	0	0	0	0	2
183d Avn Co (UA)	4236	43	0	0	0	0	0	3	1
185th Avn Co (UA)	2893	318	5	23	136	0	0	2	2
203d Avn Co (UA)	2952	0	0	38	364	4	7	2	0
219th Avn Co (UA)	5092	0	0	0	0	0	0	3	2
225th Avn Co (SA)	2749	257	3.3	0	0	0	0	1	2
T O T A L	21,235	10,785	302.3	61	500	4	7	11	9

AIRCRAFT LOST: 4 O-1G
 2 OV-10
 2 U-1A
 1 O-1D

AIRCRAFT D.MAGED: 9 O-1G
 1 O-1D
 1 OV-10

Incl 3

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AIRCRAFT STATUS AS OF 31 OCTOBER 1969

U N I T	O-1		U-6A		U-1A		OV-1	
	AUTH	O/H	AUTH	O/H	AUTH	O/H	AUTH	O/H
HHC, 223d Avn Bn (Cbt)	0	0	3	3	0	0	0	0
18th Avn Co (UA)	0	0	0	0	16	13	0	0
183d Avn Co (UA)	24	22	1	1	0	0	0	0
185th Avn Co (UA)	24	20	1	1	0	0	0	0
203d Avn Co (UA)	24	21	1	1	0	0	0	0
219th Avn Co (UA)	32	26	1	1	0	0	0	0
225th Avn Co (UA)	0	0	1	1	0	0	13	17
T O T A L	104	89	8	8	16	13	13	17

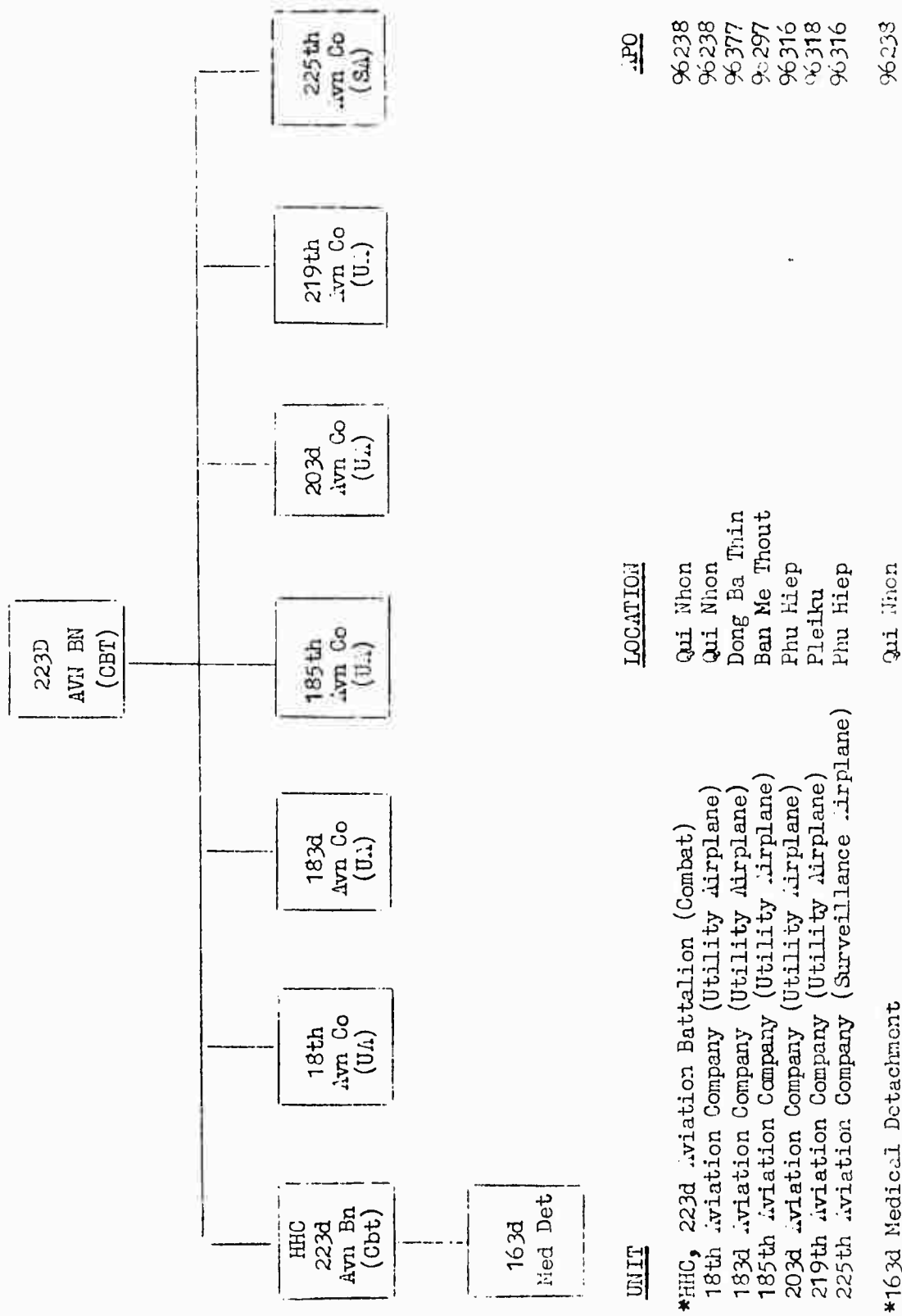
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29

O R G A N I Z A T I O N A L C H A R T



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UNCLASSIFIED

Security Classification

DOCUMENT CONTROL DATA - R & D

(Security classification of title, body of abstract and indexing annotation must be entered when the overall report is classified)

1. ORIGINATING AGENCY (Corporate author)		2b. SECURITY CLASSIFICATION	
HQ, OACSFOR, DA, Washington, D.C. 20310		CONFIDENTIAL	
3. REPORT TITLE		2c. NUMBER	
Operational Report - Lessons Learned, HQ, 223d Aviation Battalion		4	
4. DESCRIPTIVE NOTES (Type of report and inclusive dates)			
Experiences of unit engaged in counterinsurgency operations, 1 Aug 69 to 31 Oct 69.			
5. AUTHOR(S) (First name, middle initial, last name)			
CO, 223d Aviation Battalion			
6. REPORT DATE	7a. TOTAL NO. OF PAGES	7b. NO. OF REFS.	
5 November 1969	33		
8a. CONTRACT OR GRANT NO.	9a. ORIGINATOR'S REPORT NUMBER(S)		
b. PROJECT NO N/A	694092		
c.	9b. OTHER REPORT NUMBERS (Any other numbers that may be associated with this report)		
d.			
10. DISTRIBUTION STATEMENT			
11. SUPPLEMENTARY NOTES		12. SPONSORING MILITARY ACTIVITY	
N/A		OACSFOR, DA, Washington, D.C. 20310	
13. ABSTRACT			