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AUTHORITY

31 May 1982, DoDD 5200.10; OAG, D/A ltr., 29 Apr 1983

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

IN REPLY REFER TO

AD 5092
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AGDA (M) (11 May 70) FOR OT UT 701129 21 May 1970

SUBJECT: Operational Report - Lessons Learned, Headquarters, 268th
Aviation Battalion, Period Ending 31 January 1970 (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:

KENNETH G. WICKHAM
Major General, USA
The Adjutant General

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DEPARTMENT OF THE ARMY
HEADQUARTERS, 268th AVIATION BATTALION (COMBAT)
APO San Francisco 96316

AVRACB-EC

8 February 1970

SUBJECT: Operational Report Lessons Learned of 268th Aviation Battalion
(Combat) for Period Ending 31 January 1970, AFS 268000-100
(R2) (U)

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1. Section 1. Operational Significant Activities

a. (U) General: This report covers the period 1 November 1969 through 31 January 1970, and is submitted in accordance with Ar 525-15 and USARV Regulation 525-15. During the reporting period the 268th Aviation Battalion (Combat) continued to provide support to the Free World Military Assistance Forces in the II Corps Tactical Zone. This support was primarily provided in Pleiku, Binh Dinh, Phu Bon, and Phu Yen Provinces.

b. (C) Replacements: In general replacements during the last quarter have slightly increased and have been arriving steadily after the rotation of the individuals they are to replace. In MOS groups 05C, 35D, 44E, 55B, 67W, 68P, 68H, and 92B the Battalion is under-strength. The Battalion received a total of 101 replacements in November, 205 in December, and 187 in January. As of 31 January 1970 there were 322 assigned Officer Personnel (121 Officers and 201 Warrant Officers) compared to an authorized total of 362 (143 Officers and 239 Warrant Officers). Enlisted strength maintained an assigned strength of 1423, compared to an authorized strength of 1513. The 268th Aviation Battalion is 92% overall filled with a breakdown as follows: 85% Officer, 85% Warrant Officer and 74% Enlisted.

c. (U) Personnel:

(1) The following changes took place within the Battalion Staff:

Executive Officer - 15 January 1970 COOPER, Nelson J., MAJ, AR,
[REDACTED]

Vice: JOHNSTON, Francis E. III, MAJ, FA, [REDACTED]

S-1 Adjutant - 13 January 1970 SQUIRE, Willard S., CPT, IN, [REDACTED]

Vice: CHAPMAN, Jessie L., CPT, IN, [REDACTED]

FOR OT UT

701129

Inclosure

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Battalion (Combat) for Period Ending 31 January 1970,
RCS CSFJR-65 (RI) (U)

S-2 - 9 January 1970 HOLMES, Miles W., CPT, IN, [REDACTED]

Vice: WATSON, James G., CW2, [REDACTED]

S-3 - 15 January 1970 ROUNTREE, Thomas E., CPT, IN, [REDACTED]

Vice: TAYLOR, William R., MAJ, IN, [REDACTED]

Chaplain - January 1970 RICHARDSON, Charles D., CPT, CH, [REDACTED]

Vice: HARTYCK, Paul W., CPT, CH, [REDACTED]

(2) The following company changes of command occurred:

129th AC(AH) - 15 January 1970 TAYLOR, William R., MAJ, AR, [REDACTED]

Vice: COOPER, Nelson J., MAJ, AR, [REDACTED]

100th AC(AH) - 31 December 1969 SUTTON, William F., MAJ, AR, [REDACTED]

Vice: RAAB, Robert W., MAJ, IN, [REDACTED]

238th AC(AH) - 7 January 1970 STULTS, Claude L., JR, MAJ, IN, [REDACTED]

Vice: KAUFMAN, Lewis E., MAJ, IN, [REDACTED]

355th AC(HH) - 19 January 1970 REYNOLDS, Troy JR., MAJ, FA, [REDACTED]

Vice: SMITH, Paul M., MAJ, IN, [REDACTED]

d. (C) Unit strength is attached as Inclosure 1.

e. (C) Civilian Strength is attached as Inclosure 2.

f. (C) Intelligence: Enemy initiated activity has been moderate during the reporting period and appears to be increasing with the advent of Tet. In Binh Dinh Province there has been a significant increase in enemy initiated activities. Recently the 3rd NVA Division moved from Quang Nam Province into Binh Dinh Province, probably for increased activity during the Tet season. In Phu Yen Province, activity has been generally light. The enemy has restricted himself to harassing actions (mining, sniping), with an occasional ground attack. Hooby-traps have accounted for many of the friendly wounded. The enemy continues to place the majority of his emphasis on the disruption of the pacification program, propaganda activities, and

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the collection of taxes and rice. Enemy forces have also increased their attacks against the Vietnamese Government Forces. During this reporting period the enemy has increased his effort to shoot-down aircraft by massing small arms fire. Most aircraft have received hits in the vicinity of the An Khe Pass or in close proximity to LZ English. There has been increased emphasis placed on sapper training throughout the II Corps Tactical Zone.

(1) Units of the Battalion have received hostile fire two times during the reporting period as follows:

<u>Location</u>	<u>Date</u>	<u>No & Types of Rds</u>	<u>Damage</u>	<u>Casualty</u>
Phu Hiep AAF	3 Nov 69	25Rds 82mm	Neg	Neg
An Khe	3 Nov 69	5Rds 122mm	Neg	Neg

(2) Units of this Battalion were under sapper attacks two (2) times during the reporting period as follows:

<u>Location</u>	<u>Date</u>	<u>Damage</u>	<u>Casualty</u>
An Khe	15 Nov 69	Neg	Neg
Phu Hiep	2 Dec 69	Neg	Neg

(3) Aircraft of this Battalion have received hostile fire thirty-seven (37) times. (See Inclosure 3)

(4) The 268th Aviation Battalion (Combat) has been credited with one hundred thirty-four (134) KBA's as follows:

<u>Unit</u>	<u>No KBA</u>
61st AC (AW)	34
129th AC (AH)	35
134th AC (AH)	24
238th AC (AW)	41

g. (C) Operations:

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(1) Units of this Battalion have engaged in combat operations each of the ninety-two (92) days covered by this reporting period. Two (2) major combat airmobile assaults were conducted by this Battalion during this reporting period as indicated below.

<u>Date</u>	<u>Supported Unit</u>	<u>NO A/O Employed</u>	<u>Sorties</u>	<u>Cargo (tons)</u>	<u>Tons</u>
19 Nov 69	WHRID	50	722	77.0	2013
24 Jan 70	CRID	52	876	94.5	2014

(2) The After Action Report for the operation conducted on 19 Nov 69 is inclosed as Inclosure 4.

(3) The After Action Report for the operation conducted on 24 Jan 70 is inclosed as Inclosure 5.

(4) The Capitol ROK Infantry Division (CRID), 173rd Airborne Brigade, and the 22d ARVN Division continued to be the major units supported by the 268th Aviation Battalion (Combat). The White Horse ROK Infantry Division has received substantial support from the Battalion and the 4th Infantry Division has received CH-47's and CH-54's on an almost daily basis. Numerous other support requirements were fulfilled on a mission basis.

(5) The 238th Aviation Company (Aerial Weapons) was redeployed on 10 Dec 69, from An Khe to Phu Hiep AAF, RVN by authority of the Commanding General IFFV, under Frag Order 62-69 061200Z December 1969. The closing date was 10 Dec 69.

(6) Operational results appears as Inclosure 6.

h. (C) Training:

(1) All units published weekly training schedules and conducted mandatory training as required with emphasis on Aviation crew-member standardization and safety. Training was integrated with operational requirements to the maximum degree possible.

(2) A mandatory training program has been initiated for all replacement personnel processing through the 268th Aviation Battalion (Combat). Classes are conducted on an average of twice weekly. Personnel are given six (6) hours of in-country training on the following subjects:

Orientation on VC Tactics and Techniques

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Mines and Booby-traps
Defense against Subversion and Espionage
Safeguarding Defense Information
Survival (escape and evasion)
Security and Sentry Duty
Convoy Procedures
POW and Detainee Handling
Weapons and Driving Safety
Geneva Conventions
Code of Conduct
Military Justice
Psychological Warfare
Civil Affairs

(3) Instructor pilots conducted 90 days standardization flights as required. The Battalion Standardization Officer held monthly meetings for all SIP's and IP's of all assigned units covering all aspects of standardization and aviation safety. The following is a list of IP's made during this reporting period by unit:

<u>Unit</u>	<u>New IP's</u>	<u>Unit</u>	<u>New IP's</u>
61st AC (AH)	0	196th AC (ASH)	3
129th AC (AH)	3	238th AC (AW)	0
134th AC (..H)	0	355th AC (HH)	2
180th AC (ASH)	2		

(4) During this reporting period the following school quotas were filled:

<u>School</u>	<u>Quotas Filled</u>
Armament Officer	3
Armament EM	1
Tech Supply	6
Tech Inspector	9
Maintenance Test Pilot Course (Officer)	5
Maintenance Test Pilot Course (Enlisted)	3
UH-1 Instructor Pilot	4

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<u>School (Cont'd)</u>	<u>Quotas Filled</u>
AH-1G/UH-1C Helicopter Repair	3
UH-1D/H Helicopter Repair	4
CH-47 Helicopter Repair	9
T-53-L-11 Engine	4
T-53-L-13 Engine	5
T-55-L-7 Engine	2
T-55-L-11 Engine	2

i. (C) Logistics:

(1) The following are existing equipment shortages within the 268th Aviation Battalion (Combat)

- (a) M-16 Rifles
- (b) Wreckers
- (c) Tool Kit 2d Echelon
- (d) Survival Radios
- (e) Truck, Fork Lift
- (f) Survival Kits

(2) The following cleaning supplies required for sanitary mess operations are in short supply:

- (a) Brooms, straw
- (b) Detergent, Dishwashing
- (c) Scouring Powder

(3) During this reporting period the 61st Aviation Company (Assault Helicopter) and the 355th Aviation Company (Heavy Helicopter) received 1st Aviation Brigade CMMI inspections and both units achieved an outstanding rating.

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for Period Ending 31 January 1970, ACo 05-00-65 (R1) (U)

- (4) Aircraft status appears as Inclosure 7.
- (5) Aircraft availability appears as Inclosure 8.

j. (C) Organization: See Inclosure 9.

k. (C) Civil Affairs:

(1) This Battalion has conducted weekly MDCAP's in the village La Ba, and the Battalion Flight Surgeon treats an average of ten (10) Vietnamese people each day in the Battalion Dispensary.

(2) On 27 Nov 69 the Sand Pebble Special Services Club entertained 150 children from two (2) orphanages, 74 from Keung Leng Orphanage and 76 from Lac Thien Orphanage, both located in Tuy Hoa. After entertaining the children in the Service Club for approximately one hour the children were broken down into small groups and taken to various aviation companies with escorts for a Thanksgiving dinner.

The following is a breakdown by unit and number of children entertained by each company:

<u>Unit</u>	<u>No. of Children</u>
HHC, 268th AvnBn (Cbt)	20
134th Avn Co (AH)	38
180th Avn Co (ACH)	20
203d Avn Co (AR)	12
225th Avn Co (AW)	40
355th Avn Co (RH)	20

Upon completion of the meal the children were consolidated at the Service Club where transportation was provided for their return trip.

l. (U) Chaplain:

(1) The 268th Aviation Battalion (Combat) Chaplain during the reporting period conducted a total of 28 weekly services, 23 Sunday Protestants Religious Services and 3 memorial services with a total attendance of 1631.

(2) Religious services were held at Phu Hiep AAF, MACV

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Team 28 in Tuy Hoa, 48th AC(AH) at Ninh Hoa, 632d Artillery at Phu Hiep, Lia 593-2 at Phu Hiep, and Lane Army Heliport, at An Son.

(3) The 268th Aviation Battalion (Combat) Chaplain attended the Brigade Chaplain's conference at Long Binh on 13 and 14 Jan 70.

(4) The Battalion Chaplain has made twenty-nine (29) visits to units stationed at Ninh Hoa, Tuy Hoa, An Khe, An Son, and Phu Hiep, spending 285 hours in individual counseling.

(5) The Battalion Chaplain has conducted Character Guidance Classes for the reporting period with a total of 928 men present at 13 classes.

(6) The Phu Hiep Army Airfield Memorial Chapel has given to Maug Leng Orphanage, Tuy Hoa 48 gallons of milk, and to Lac Thien Orphanage 100 gallons of milk, 25 cases of canned food, 1 box of toys, 7 boxes of candy, and 2 boxes of clothes.

(7) Through its Protestant offerings the Phu Hiep Army Airfield Memorial Chapel has donated \$197.05 to the Tin Lenh Children's Fund of the Evangelical Mission in Tuy Hoa, \$33.95 to World Wide Relief (SOS) of the World Council of Churches and \$59.00 to the American Bible Society. Through its Catholic offerings the chapel has donated \$130.95 to the Lac Thien Orphanage, Tuy Hoa, and \$130.95 to the Maug Leng Orphanage, Tuy Hoa.

m. (U) Safety:

(1) The following is a summary of accidents during the reporting period:

(a) Major accidents	7
(b) Minor accidents	0
(c) Incidents	13
(d) Forced landings	3
(e) Precautionary landings	14
(f) Fatalities	1

(2) Cumulative aircraft accident rate per 100,000 flying hours for the reporting period was 19.2

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n. (U) Surgeons:

(1) On 12 Nov, CPT James H. Rose became the Battalion Flight Surgeon replacing CPT Edward A. Glenn, acting Battalion Flight Surgeon.

(2) CPT Dennis W. Strauss replaced CPT Edward A. Glenn as Commander of the 433d Med Det on 14 Jan 70.

(3) CPT Earl J. Rogers replaced CPT James Konrad as Commander of the 193d Med DET on 3 Dec 69.

(4) CPT Randall H. Maharry replaced CPT Allan R. Kniz as Commander of the 546th Med DET on 19 Dec 69.

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

a. (C) Personnel:

(1) Non-rated Supply Officer

(a) Observation: A full time property book officer is necessary to properly manage supply matters within the aviation company.

(b) Evaluation: At present one assigned aviator must be given the additional duty of property book officer. This duty greatly reduces the aviators efficiency in his primary MOS 1003.

(c) Recommendations: That MTOE be changed to add a 671A Supply Warrant Officer.

(d) Command Action: A consolidated recommended change to the TUE is being prepared for submission. The recommendation above will be included.

(2) Shortage of critical personnel

(a) Observation: This Battalion has a critical shortage of 67W30 (Technical Inspectors)

(b) Evaluation: Experienced personnel from areas such as maintenance are required to fill above slots without proper training thus leaving their slots open.

(c) Recommendation: This Battalion receive more personnel with the experience and MOS necessary to alleviate this problem.

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for Period Ending 31 January 1970, RCS CSFOR-65 (RI) (U)

(d) Command Action: Higher headquarters has been informed of this problem.

(3) Service Platoon NCOIC, for CH-47 units

(a) Observation: MTO# 102586 authorizes a SFC E-7 as NCOIC of the service platoon.

(b) Evaluation: The NCOIC of the service platoon in a medium helicopter company has a supervisory responsibility for ninety-six (96) enlisted personnel to include four E-7's. In addition to controlling the daily activities of the largest number of enlisted personnel in the company, the NCOIC of the service platoon schedules mission aircraft and is responsible for a smooth flow of aircraft into scheduled maintenance.

(c) Recommendation: That action be taken to modify the medium helicopter company TOE to up-grade the service platoon NCOIC's position to Master Sergeant E-8.

(d) Command Action: A consolidated recommended change to the TOE is being prepared for submission and it includes the above proposed change.

b. Intelligence: None

c. (C) Operations:

(1) Issue of two (2) UH-1H utility helicopters in lieu of the two (2) authorized OH-6A observation helicopters to CH-47 units.

(a) Observation: CH-47 units are currently authorized two OH-6A under present MTOE.

(b) Evaluation: At present CH-47 aircraft were required to carry parts and maintenance recovery teams to downed CH-47 aircraft in the field. UH-1H could have carried out these missions where an OH-6A could not due to its limited cargo space and load capacity.

(c) Recommendation: That CH-47 units be issued two (2) UH-1H in lieu of two (2) OH-6A's to conduct maintenance, courier and liaison flights.

(d) Command action: A letter of justification for the issue of UH-1H aircraft has been forwarded to higher headquarters.

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SUBJECT: Operational Report of 268th Aviation Battalion (Combat)
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(2) Consolidation of the 355th Avn Co (HH)

(a) Observation: At present the CH-54 company has one platoon located in Fleiku over 100 air miles from its parent unit which is located at Phu Hiep AAF.

(b) Evaluation: The CH-54 unit has experienced difficulties in maintaining an adequate number of mission ready aircraft at the Fleiku platoon due to inadequate spare parts located there. Parts have to be flown to Fleiku from Phu Hiep AAF and it often requires as long as 24 hours before parts arrive in Fleiku.

(c) Recommendation: The 1st Platoon should be relocated to Phu Hiep AAF, where maintenance is available, which would greatly increase the number of mission ready aircraft available and increase the support provided to the entire II Corps Tactical Zone.

(d) Command Action: A letter of justification is presently being prepared for higher headquarters.

(3) Conservation of CH-47 assets

(a) Observation: CH-47 units have been over committed during periods of aircraft and personnel shortages.

(b) Evaluations: CH-47 units are normally committed for six (6) aircraft daily but with no limit as to the number of hours to be flown by each. During January 1970 a six (6) hour limitation per aircraft was imposed to conserve CH-47 assets. This six hour limitation has boosted crewmember morale and has enabled CH-47 units to provide better and more consistent support.

(c) Recommendation: That higher headquarters continue the six (6) hour limitation in order to maintain improved aircraft availability and to conserve CH-47 assets.

(d) Command Action: CH-47 units will continue to monitor missions for misutilization of CH-47 assets.

(4) Misutilization of CH-54 aircraft

(a) Observation: The CH-54 unit has experienced a marked increase in unsatisfactory missions during this reporting period. Aircraft have departed on missions only to find upon arrival at the destination that the mission was not requested or that a different aircraft could have performed the same mission. Aircraft have frequent-

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SUBJECT: Operational Report of 262nd Aviation Battalion (Combat)
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ly departed on missions without landing or pick-up zone coordinates, call signs, frequencies, number of sorties, or type of load.

(b) Evaluation: This gross misutilization has affected aircraft scheduling to the point that the availability of mission ready heavy lift helicopters to the II Corps Tactical Zone has been significantly reduced.

(c) Recommendation: That the supported unit furnish with the mission request, the LZ, and PZ coordinates, call signs, frequencies, number of sorties, and type and weight of loads.

(d) Command Action: The CH-54 unit will continue to submit unsatisfactory mission reports in an attempt to correct this problem.

d. Organization: None

e. Training:

(1) Failure of aviators to renew tactical instruction tickets for not passing the oral examination.

(a) Observation: Numerous aviators have failed the oral examination for renewal of Tactical Instrument Tickets.

(b) Evaluation: Although an aviator may be able to fly the aircraft under instrument conditions, he is unable to renew an instrument ticket due to lack of knowledge of instrument procedures.

(c) Recommendation: That material be furnished companies so that an instrument ground school can be given in each company in order to better prepare the aviator for an instrument renewal.

(d) Command Action: This Battalion has initiated an instrument ground school in each company.

f. Logistics:

(1) Office Machines:

(a) Observation: Inadequate and untimely repair of office machines in the Phu Hiep area.

(b) Evaluation: The 5th Maintenance Det located at Phu Hiep is not augmented with office machine repairmen. This type

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equipment must be sent to Qui Khon Support Command for repair. This adds additional days in which units are left without needed office machines.

(c) Recommendation: That the 5th Maintenance DET located at Phu Hiep be augmented with an office machine repairman.

(d) Command Action: A command letter has been forwarded through 593d LSA-11 command channels outlining existing difficulties.

(2) Self Service

(a) Observation: Units have been unable to obtain necessary expendable items from self service supply support facilities.

(b) Evaluation: Approximately 75% of the items on the self service supply list cannot be obtained due to shortage.

(c) Recommendation: That self service centers request an immediate restockage of the items listed on the MSL.

(d) Command Action: A list of recurring non-obtainable items is being prepared for higher headquarters.

(3) Shortage of Intermediate and Periodic Inspection Kits

(a) Observation: The assault helicopter companies in this Battalion are experiencing a shortage of Intermediate and Periodic Inspection Kits.

(b) Evaluation: Due to the lack of inspection kits the inspections are less thorough than should be due to the lack of critical items in the kit, such as "O" rings and gaskets. An excessive strain is placed on the supply channels E.D.P. system due to the lack of kits for normal stockage.

(c) Recommendation: To reduce the strain on supply systems, it is suggested that larger quantities be authorized in supply channels for critical fast moving items such as these.

(d) Command Action: These items have been placed on E.D.P. so that inspection can be made according to the TM guide lines.

g. Communications:

(1) Existing cables for the KY-28 are cut too short

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(a) Observation: It has been found that the cables for the KY-28 are cut to the length of existing plugs on the KY-28 mount.

(b) Evaluations: Where the KY-28 is placed in the mount, the cables are too short to reach the jacks unless the harness is unlaced and in most, reworked. Future problems are anticipated due to the light wiring, and the vibrations inherent in the aircraft will result in broken wires.

(c) Recommendation: That the cable be increased in length by six (6) inches.

(d) Command Action: Higher headquarters has been notified of this problem.

(2) ZYS Modifications

(a) Observations: At present each aircraft ready for ZYS modification must be flown to the AVLL site for modification.

(b) Evaluation: This has proven to be a hardship on each unit, especially during periods of bad weather. Aircraft are scheduled for modification by tail number which disrupts maintenance scheduling.

(c) Recommendation: That a team from AVLL be sent to the different units to complete the modification there, also aircraft scheduled by a block of tail numbers to reduce maintenance scheduling problems.

(d) Command Action: Higher headquarters has been informed of this problem.

h. Material: None

i. Other: None

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NO. 120
8 February 1970
SUBJECT: Operational Report of 268th Aviation Battalion (Combat)
for Period Ending 31 January 1970, RCS DSFOR 65 (RI) (U)

William H. Hartmann
WILLIAM H. HARTMANN
LTC, IN
Commanding

- 9 Incl
1. Unit Strength
 2. Civilian Strength
 3. Hostile fire
 4. After Action Report (19 Nov 69)
 5. After Action Report (24 Jan 70)
 6. Operational Results
 7. Aircraft Status
 8. Aircraft Statistics
 9. Organization

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7 cy to: 17th Avn Gp (Cbt), AVBDOB_SC

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AVB:CB-SC (8 Feb 70) 1st Ind
SUBJECT: Operational Report - Lessons Learned of 26th Aviation
Battalion (Combat) for Period Ending 31 January 1970,
hCS CSFOR-65 (R1) (U)

DA, HEADQUARTERS, 17TH AVIATION GROUP (COMBAT), APO 96240 24 February 70

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

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

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

a. Section I, Operations: Significant Activities.

(1) Paragraph 1d, Page 2, Inclosure 1, Unit Strength as of 31 January 1970. Nonconcur. The reported figures should agree with the FDS reported 31 Jan 70. The total should be BH-1422 and the total 1744 when added correctly. The figures in Inclosure 1 don't agree with FDS for 31 Jan 70.

(2) Paragraph 1l, Page 4, Training. (U) This paragraph should indicate the number of days during the reporting period that the unit engaged in training. Reference USAF Regulation 525-15, Para. 5b(1)(c)

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

(1) Paragraph 2c(1), Page 10, LH-1H for CH-47 units. Nonconcur. Although CH-47 units are normally located with UH-1 companies, the UH-1 units are normally fully committed. Recommend that the CH-47 units be allocated one UH-1D or H in lieu of 2 LOH type aircraft.

(2) Paragraph 2c(2), Page 11, Consolidation of the 355th Avn Co (HH). This move has been planned and should be effected by the end of Mar 70.

(3) Paragraph 2c(3), Page 11, Conservation of CH-47 Assets. Statistics do not fully support comments in the paragraph. The implementation of a 6 flying hour limitation for the CH-47 has resulted in an increased Operational Ready rate and has assisted units in programming maintenance.

(4) Paragraph 2c(4), Page 11, Misutilization CH-54 Aircraft. This Headquarters and IFFV aviation section closely monitor the CH-54 missions and will continue to place emphasis on proper utilization by the supported units.

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AVB, CB-55 (8 Feb 70) 1st Ind 24 February 1970
SUBJECT Operational Report - Lessons Learned of 268th Aviation
Battalion (Combat) for Period Ending 31 January 1970,
ACB CSFOR-65 (R1) (C)

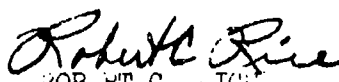
(5) Paragraph 2c(1), Page 12, Tactical Instrument Tickets. The program text used by the United States Army Aviation School would provide a good reference for teaching the academic portion of instrument qualification and training.

(6) Paragraph 2f(2), Page 13, Self Service. There is an inadequate stockage of self service supply stores. Recommend a larger stockage of items such as soap, paper and napkins, etc., be maintained.

(7) Paragraph 2g(1), Page 13, Existing Cables for the KY-28 are cut too short. One manufacturer of the KY-28 connecting cable has constructed cables that are too short. 1st Aviation Brigade is attempting to secure the correct length cables for forced issue to subordinate units. Subordinate units have been directed to cancel all requisitions and wait for the forced issue of cables.

(8) Paragraph 2g(2), Page 14, ZYS Modifications. Nonconcur. Except for specific cases, ZYS modifications are not scheduled by tail number. Beginning 16 February 1970, modification teams were sent to battalion level units to perform ZYS modifications on an experimental basis.

FOR THE COMMANDER:


ROBERT C. RICE
1LT, AGC
Adjutant

CF:
CO, 268th AB(C)

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AVFA-GC-HIST (8 Feb 70) 2d Ind

SUBJECT: Operational Report-Lessons Learned, 268th Aviation Battalion
(Combat) for Period Ending 31 January 1970, RGS, COMBAT-05 (U)
(U)

DA, Headquarters, I Field Force Vietnam, APO 96350

TO: Commanding General, 1st Aviation Brigade, APO 96384

1. This headquarters has reviewed and evaluated subject Operational Report-Lessons Learned and forwarding indorsement and comments.
2. Reference shortage of equipment paragraph 1i (1). There is no shortage of M-16 rifles and distribution is being effected as requirements are received. There is a shortage of wreckers, forklifts and 2d chain hoists. USARV message AVHAV-LOG, DTG 060748Z Jan 70, Subject Survival Kits, indicate that survival radios were force issue to the majority of addressees and that stocks were sufficient to support normal supply procedures. All requisitions for survival radios submitted prior to 3 Jan 70 were cancelled if a requirement exists new requisitions are required.
3. Reference shortage of cleaning supplies paragraph 1i (2). Self Service Supply Center deficiencies are known to exist. This headquarters, in conjunction with 1st Log Command and Qui Nhon Support Command, has initiated action to improve the level of stockage at Self Service Supply Centers.
4. Reference untimely repair of office machines paragraph 2f (1). Office machine repair at Phu Hiep is inadequate because a repairman is not available for this location. A Qui Nhon Support Command plan, to do considerable office machine repair by contract should free a military repairman for this location by July 1970.
5. Reference shortage of Intermediate and Periodic Inspection kits, paragraph 2c (3). All aviation and support elements are aware of this problem and every effort is being made to resolve it.

FOR THE COMMANDER:

Daniel I. Ledda
DANIEL I. LEDDA
Colonel, AGC
Adjutant General

CF:
1 - CO, 17th AVN GP (CBT)
1 - CO, 268th AVN BN (CBT)

AVBAGC-O (8 Feb 70) 3rd Ind
SUBJECT: Operational Report - Lessons Learned, 268th Aviation Battalion
(Combat), for Period Ending 31 January 1970, RCS, CSFOR-65 (R2)
(U)

DA, HEADQUARTERS 1ST AVIATION BRIGADE, APO 96384

17 MAR 1970

THRU: Commanding General, United States Army Vietnam, ATTN: AVHGC (DST),
APO 96375

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

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

1. This headquarters has reviewed subject report and concurs with the contents as indorsed.

2. The following comments are considered pertinent:

a. Paragraph 1i(1)(a), page 6, addresses shortage of M-16 rifles within the Battalion. At this time M-16 rifles are being issued for turn in of M-14 rifles and chrome barreled M-16 rifles are being issued for turn in of the M-16 rifles without the chrome lined barrel. These two exchange activities require that distribution be carefully monitored to avoid shortages in individual companies. Country wide, there is no shortage of M-16 rifles. This headquarters is advising subordinate units to monitor M-16 distribution.

b. Paragraph 2a, page 9, addresses the need for a non-rated supply Warrant Officer at company level. This recommendation has been addressed previously to DA. The request was not favorably considered.

c. Paragraph 2e, page 12, states the need for training literature to teach ground school subjects in instrument flying programs. This headquarters will advise units to requisition literature from Publications Non-Resident Instruction, US Army Aviation School, Ft. Rucker, Alabama 36360.

d. Paragraph 2f(1), page 12 and 13, states a need for an office machine repairman to be stationed at Phu Hiep. There are no repairmen available for that location at this time. 5th Maintenance Detachment will continue to use Qui Nhon Support Command for repair until July 1970 when a repairman

AVBAGC-O (8 Feb 70) 3rd Ind
SUBJECT: Operational Report - Lessons Learned, 268th Aviation Battalion
(Combat) for Period Ending 31 January 1970, RCS,CSFOR-65 (R2)
(U)

17 MAR 1970

can augment the 5th Maintenance Detachment and provide support to Phu Hiep units.

e. Paragraph 2f(2), page 13, addresses a lack of inspection kits and recommends larger quantities be placed in supply channels. This headquarters has advised the unit that demand data establishes the amount of supply items in the system. AMMC has a balance on hand large enough to fill all normal and EDP requisitions. This headquarters has informed the 268th Aviation Battalion (Combat) that PMI and PMP kits have been replaced by maintenance kits for each type aircraft.

f. Paragraph 2g(1), page 13 and 14, states that cables on KY-28s are too short. This headquarters is aware of this problem and ZYS teams will correct the cables to proper length upon work order from owning unit.

g. This OR-LL contained limited information on aviation safety. Records at this headquarters reflect that the 268th Aviation Battalion (Combat) flew 30,464 hours with 7 accidents for an accident rate of 23.1.

FOR THE COMMANDER:



ARTHUR W. LITTLE
CPT AGC
Asst AG.

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AVHGC-DST (8 Feb 70) 4th Ind

SUBJECT: Operational Report Lessons Learned of 268th Aviation Battalion
(Combat) for Period Ending 31 January 1970, RCS CSFOR-65 (RI) (U)

Headquarters, United States Army, Vietnam, APO San Francisco 96475 29 MAR 1970

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

1. (U) This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 January 1970 from Headquarters, 268th Aviation Battalion (Combat) and concurs with the comments of indorsing headquarters.

2. (C) Comments follow:

a. (U) Reference item concerning "Shortage of 2d Echelon Tool Kits", page 6, paragraph 11(1)(c): concur. Contact with the unit revealed that these kits (FSN: 4910-754-0654) are for automotive maintenance. The 1st Aviation Brigade has been requested to resolve this matter. No action by higher headquarters is recommended.

b. (C) Reference item concerning "Survival Radios", page 6, paragraph 11(1)(d), and paragraph 2, 2d Indorsement: nonconcur. Unit has been issued 100 per cent of its authorized number of survival radios. No action by higher headquarters is recommended.

c. (C) Reference item concerning "Survival Kits", page 6, paragraph 11(1)(f): concur. The item to which this unit refers is the new SRU-21P survival vest. 3200 survival vests have been released to USARV by the Ogden Depot assembly point. Subsequent distribution of these vests to major commands within USARV will be made on a forced issue basis. No action by higher headquarters is recommended.

d. (C) Reference item concerning "Shortage of Personnel", page 9, paragraph 2a(2): concur. A critical shortage of rotary wing technical inspectors does exist in USARV: as of 21 March 1970, 479 were assigned versus 749 authorized. Commanders are aware of this problem and are emphasizing that OJT programs be established. Recommend that this matter be addressed by DA.

e. (U) Reference item concerning "KY-28 Cable", page 13, paragraph 2g(1), and paragraph 2f, 3d Indorsement. Nonconcur with the recommendation; concur with 3d Indorsement. This appears to be an isolated case because no other unit has reported this problem. Unit has been advised to submit an EIR. No action by higher headquarters is recommended.

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


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AVHGC-DST (8 Feb 70) 4th Ind

SUBJECT: Operational Report Lessons Learned of 268th Aviation Battalion
(Combat) for Period Ending 31 January 1970, RCS CSFOR-65 (RI) (U)

f. (U) Reference item concerning "ZYS Modifications", page 14, paragraph 2g(2): nonconcur. It is not considered practical to transport a team and its equipment to a unit to perform these modifications unless a large number of aircraft within a particular unit is involved. Scheduling aircraft for this modification by blocks of tail numbers is also not practical because unit aircraft commitments cannot be accurately forecast. Aircraft are scheduled in advance for this modification work based on the number requiring modification. When the time comes for the work to be performed, the owning unit determines which particular aircraft will be modified and in what sequence this will be accomplished.

FOR THE COMMANDER:



L. D. MURRAY
CPT, ~~ASG~~
Assistant Adjutant General

Cy furn:
268th Avn Bn
1st Avn Bde

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GPOP-DT (8 Feb 70) 5th Ind (U)
SUBJECT: Operational Report of HQ, 268th Aviation Battalion (Combat)
for Period Ending 31 January 1970, RCS CSFOR-65 (RI) (U)

HQ, US Army, Pacific, APO San Francisco 96558 10 APR 1970

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:



L.M. OZAKI
CPT, AGC
Asst AG

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Unit Strength as of 31 January 1970

1(C) Military Unit	<u>OFF</u>		<u>WO</u>		<u>EM,</u>		<u>Total</u>	
	Auth	Asg	Auth	Asg	Auth	Asg	Auth	Asg
HHC, 268th AB(C)	19	18	3	9	87	134	109	161
61st, AC (AH)	19	18	51	41	219	210	289	169
129th, AC (AH)	19	18	51	44	219	186	289	248
134th, AC (AH)	19	15	51	47	219	210	289	272
238th, AC (AW)	16	12	13	13	80	85	109	110
587th TC DET	1	1	1	1	57	46	59	48
180th, AC (ASH)	15	15	26	16	228	201	269	132
196th, AC (ASH)	15	12	26	17	228	196	269	225
355th, AC (HH)	16	8	16	12	97	78	129	98
662nd TC DET	1	1	1	1	57	53	59	55
193rd Med DET	1	0	0	0	8	7	9	7
433rd Med DET	1	1	0	0	7	8	8	9
546th Med DET	1	2	0	0	7	8	8	10
<hr/>								
268th, AB (C)	143	121	239	201	1513	1423	1895	1745

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(C) CIVILIAN STRENGTH

<u>UNIT</u>	<u>VN</u>		<u>CONTRACTOR</u>	<u>DAC</u>		<u>3rd NATL</u>	
	<u>AUTH</u>	<u>ASG</u>	<u>ASG</u>	<u>AUTH</u>	<u>ASG</u>	<u>AUTH</u>	<u>ASG</u>
HHC, 268th AB (C)	11	11	1*	0	0	0	0
61st AC (AH)	12	12	2	0	0	0	0
129th AC (AH)	8	3	0	2	2	0	0
134th AC (AH)	3	8	2	0	0	0	0
180th AC (ASH)	7	7	5/2*	0	0	0	0
196th AC (ASH)	12	12	2/1*	0	0	0	0
238th AC (LW)	0	0	2	0	0	0	0
355th AC (HH)	4	7	2*	1	1	0	0
<hr/>							
268th AB (C)	62	59	16/3*	3	3	0	0

* Technical Representative

Incl. 2

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UNIT	LOCATION	SHOT AT	HITS	DATE/TIME GI
1. 180th	YU484513	25-30	7	02 1430 Nov
2. 238th	BS783013	25-30	2	03 1730 Nov
3. 61st	BR760993	20-30	2	04 1350 Nov
4. 61st	BR760993	11-20	2	04 1350 Nov
5. 134th	Unk	7-10	2	08 0700 Nov
6. 134th	YU520520	1-10	1	13 1330 Nov
7. 134th	BS820070	1-10	1	16 0900 Nov
8. 196th	BS970162	11-20	1	16 1845 Nov
9. 134th	BS790090	11-20	5	17 1800 Nov
10. 134th	Unk	1-5	1	17 unk Nov
11. 134th	BS789119	25-30	1	17 1630 NOV
12. 61st	BS825102	25-30	14	19 1045 Nov
13. 129th	CS046865	11-20	7	20 1600 Nov
14. 355th	Unk	1-5	1	21 unk Nov
15. 180th	YU900790	1-10	1	27 1400 Nov
16. 196th	BQ960651	25-30	2	2 1020 Dec
17. 180th	CQ235379	15-25	0	8 0620 Dec
18. 180th	BQ950400	11-20	0	9 0940 Dec
19. 134th	BR973704	1-10	1	9 0900 Dec
20. 355th	ZB160469	1-5	1	11 1300 Dec
21. 134th	BQ910640	1-5	0	17 1710 Dec
22. 238th	CQ170570	1-10	0	23 1915 Dec
23. 238th	CQ130560	25-30	0	23 0630 Dec
24. 134th	BS697043	11-20	7	30 0915 Dec
25. 61st	BR6454 25	1-10	3	4 1430 Jan
26. 61st	BR64 5425	11-20	4	4 1430 Jan
27. 238th	BR019732	1-10	1	5 1500 Jan
28. 355th	Unk	1-10	1	6 Unk Jan
29. 238th	BR629464	20-25	2	10 1415 Jan
30. 129th	BR670419	20-25	6	10 1230 Jan
31. 129th	BR670419	11-25	6	10 1230 Jan
32. 238th	BR560450	10-25	1	18 1130 Jan
33. 134th	BR804107	1-10	1	23 1030 Jan
34. 134th	CQ044404	11-25	2	23 0830 Jan
35. 61st	BS816110	1-10	7	28 1630 Jan
36. 238th	BR774761	1-25	2	29 1410 Jan
37. 61st	BS865075	11-25	4	31 1430 Jan

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1: After Action Report

The following After Action Report is submitted in accordance with 1st Aviation Brigade Regulation 335-1, dated 5 March 1969:

1. (U) Combat Assault - 3 Phases
2. (U) 190730 November 1969 to 301800 November 1969

3. (C) A. Phase I

(1) Pick up zones were located at:

1. CQ 088359
2. CQ 154480

(2) Landing Zones were located at:

- | | |
|--------------|---------------|
| 1. CQ 028491 | 10. CQ 045559 |
| 2. CQ 048508 | 11. CQ 055561 |
| 3. CQ 013515 | 12. CQ 063558 |
| 4. CQ 018530 | 13. CQ 068546 |
| 5. CQ 022537 | 14. CQ 080546 |
| 6. CQ 026541 | 15. CQ 090537 |
| 7. CQ 030546 | 16. CQ 020501 |
| 8. CQ 034551 | 17. CQ 065565 |
| 9. CQ 037551 | 18. CQ 043487 |

B. Phase II

(1) Pick up zones were located at:

1. CQ 045472
2. CQ 060496
3. CQ 074493
4. CQ 108506
5. CQ 135526
6. CQ 028502
7. CQ 043536
8. CQ 085546

(2) Landing zones were located at:

- | | |
|--------------|---------------|
| 1. BQ 848528 | 9. BQ 885516 |
| 2. BQ 846517 | 10. BQ 884536 |
| 3. BQ 846514 | 11. BQ 879540 |
| 4. BQ 850508 | 12. BQ 868543 |
| 5. BQ 860497 | 13. BQ 858541 |
| 6. BQ 870497 | 14. BQ 891548 |
| 7. BQ 876501 | 15. BQ 885546 |
| 8. BQ 885506 | 16. BQ 901512 |

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After Action Report

C. Phase III

(1) Pick up zones were located at:

1. CQ 045472
2. CQ 060496
3. CQ 074493
4. CQ 108506
5. CQ 135526
6. CQ 028502
7. CQ 043536
8. CQ 085546

(2) Landing zones were located at:

- | | |
|--------------|---------------|
| 1. BQ 974444 | 8. CQ 021475 |
| 2. BQ 975451 | 9. CQ 027473 |
| 3. BQ 977456 | 10. CQ 034466 |
| 4. BQ 982463 | 11. CQ 040461 |
| 5. BQ 987467 | 12. CQ 005444 |
| 6. BQ 999473 | 13. BQ 055436 |
| 7. CQ 006476 | 14. BQ 966447 |

4. (U) 268th Aviation Battalion (Combat)

5. (U) 28th Regiment, White Horse ROK Infantry Division

6. (C) Intelligence: Agent reports and confirmation by a POW indicate the presence of two local force battalions, two support engineer companies, and two sapper companies operating in the Tuy Hoa Basin area. The 96th LF battalion consists of four line companies and a headquarters element. Each line company has a reported strength of 100 men with the headquarters element reported at 60 men. HQ Company is believed to be in the vicinity of CQ 0144, A Company located CQ 0540, B Company located CQ 0445, C Company located at CQ 0551, and D Company located at CQ 9950. The 296th NVA battalion of the 225th NVA division is a replacement battalion located in the vicinity of CQ 0147 with a reported strength of 400. The C-25 Engineer Company located vicinity CQ 9940 with a reported strength of 45, and the DK-3 Engineer Company located vicinity CQ 0445 with a reported strength of 45 men are believed to be support units of the 96th LF battalion. The 202nd Sapper Company, located CQ 0653, with a reported strength of 65 men is also operating in the area. All of the above listed units receive their orders and instructions from the Phu Yen Provincial Committee, located CQ 0958. The activities of the units have been to collect rice and taxes, disrupt the GVN pacification program, attack RF/AR units in the area, and prepare for the winter-spring campaign. Their area of operation is believed to be mined and booby trapped, and the units are armed with an assortment of weapons.

7. (C) The 268th Aviation Battalion (Combat)'s mission was to provide aviation support for the 28th Regiment, WHRID, for three (3) combat assaults from 19 November 1969 to 30 November 1969.

8. (U) Concept of operation. Refer to inclosures 1-3 (OPORD 13-69, OPORD 14-16, & Plan Bravo)

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9. (C) Execution: At approximately 2230 hours on 14 November 1969, the S3, Major Taylor, was contacted by LTC Spivey, 28th ROK Regiment LNO, about a forthcoming mission. On 15 November 1969 the liaison work was initiated by the S3 and Assistant S3 when they were briefed and given movement tables. That afternoon, fuel requirements were decided on and refueling locations confirmed by the S3 and S4. On 16 November 1969 the initial preparation for the OPORD and lift tables were completed and published; also a recon of the area was completed and all LZ's were confirmed by the Air Mission Controller, LTC Hermann, and three representatives from the 28th Regiment, along with LTC Spivey, the LNO with the 28th Regiment. On 18 November 1969, all air crews were briefed at 1300 by the Air Mission Commander, the S2, and the Assistant S3. On 19 November 1969 the Air Mission Commander made the decision to delay one hour due to weather. The artillery preps were fired from 0730 to 0820 and gunship preps were fired from 0820 to 0835, and at 0835 the first four lifts were inserted. Four (4) rifle companies were inserted during the initial assault to LZ's 3, 8, 15, & 18. All initial assaults were completed by 1040 hours and the lift was completed by 1130 hours. Communications throughout the operation were superior. All refueling points were controlled by ATC personnel with their individual call signs and frequencies. Five Pathfinders were used during the operation and helped to insure the smooth operation of a well planned and executed combat assault.

On 22 November 1969, the S3, 268th Aviation Battalion (Combat), was notified that Phase II would be moved up to 23 November 1969. The 268th Aviation Battalion (Combat) Commanding Officer, S3, S4, and Assistant S3 went to the 28th Regiment TAC CP for a briefing on the operation for the next day. At approximately 1000 hours, the S3 received movement tables and the OPORD and lift tables were started. 17th Aviation Group S3 was notified of aircraft requirements. Lift tables and OPORD were completed and the Assistant S3 briefed all participating units from Phu Hiep at 1600 on the operation, while the Commanding Officer and S3 flew to An Son to brief the units located there. At 221600 the 268th Aviation Battalion (Combat) received a call from 17th Aviation Group (Combat) and the aircraft request had been cut from 24 slicks, 16 gunships, 12 hooks, and 2 cranes to 22 slicks, 12 gunships, 12 hooks, and 2 cranes. This change necessitated new gun tables to be made. At 221825 the 268th Aviation Battalion (Combat) received a call from Major Stevens that IFFV had reduced gunships from 12 to 10; this required a third set of gun tables to be made. At 221900 the 268th Aviation Battalion (Combat) received a call from 17th Aviation Group (Combat) reducing the aircraft for the operation to 10 slicks, 10 gunships, 11 hooks, and no cranes. This required a complete change of OPORD and lift tables. At 222245 the 268th Aviation Battalion (Combat) received a call from 17th Aviation Group (Combat) to add two (2) cranes. The cranes were cancelled by the 268th Aviation Battalion (Combat) S3. The final OPORD and lift tables were completed at 230200 and a new briefing had to be given at 0600 by the Assistant S3, while the CO and S3 were making a weather check. On 23 November 1969, at 0652, the operation was delayed for one hour due to weather; at 0740 the operation was delayed for another hour, making PZ time 0930. At 0820 the operation was delayed for another hour, making PZ time 1030. At 1005 the operation was delayed for another hour and at 1050 the operation was postponed until 24 November 1969. On the afternoon of 23 November 1969, approximately 1300, an alternate plan was received to be used if weather prohibited Phase II and the lift tables were completed for Plan Bravo. All units received a copy of the alternate lift tables.

On 24 November 1969, the weather prevented the lift and the 28th Regiment, WHRID, postponed the operation until 28 November 1969. On 27 November 1969,

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After Action Report

the 28th Regiment stated the operation would not be conducted on 28 November 1969, but possibly on 29 November 1969. On 28 November 1969, the 28th Regiment WHRID, cancelled for 29 November 1969, and on 30 November 1969, informed the 266th Aviation Battalion (Combat) that the operation would be postponed for an indefinite period of time.

10. (C) Results: The figures represent only Phase I as Phases II & III were cancelled due to weather.

A. 16 enemy KIA

B. 8 small arms, 3 hand grenades, 180 rounds of small arms ammunition, and 150 kilos of rice captured.

11. (C) Administrative:

A. Phase I: Three (3) forward refueling areas were established for this operation. Refueling point one was set up at CQ 108 with eight (8) refueling points for UH-1's and two (2) rearming points. Refueling point two was located at Phu Hiep AAF with ten (10) refueling points for UH-1's and two rearming points. Refueling point three was located at Tuy Hoa North Airfield and had three (3) CH-47 refueling points. Each refueling point was controlled by a qualified ATC operator from the 342nd ASD. No logistical problems were encountered.

B. Phase II & III had two refueling areas, one located at Phu Hiep AAF for all UH-1H's and CH-47's. The second refueling area was located at Tuy Hoa North for all gunships, with rearming facilities.

C. Medevac "Dustoff" ship was committed to the operation. The "Dustoff" orbited the area during the entire operation of Phase I.

12. NONE

13. Commander's Analysis: Phase I operation was conducted smoothly even though a light fire team from the 48th Aviation Company (Assault Helicopter) did not show. On the spot changes were made by the Command and Control. In each LZ, gunships fired preps, initial lifts went in with hot escort, and subsequent lifts with cold escort. All preps and hot escorts were armed with rockets. Overall operation was conducted in marginal weather with high winds and from light to moderate turbulence. There were no casualties, accidents, or incidents.

Phase II operation was not conducted due to poor weather conditions. With the turbulence in aircraft allocation and reduction to an unacceptable level, there would have been a loss of effectiveness in gaining the element of surprise. It would have required in excess of six hours to perform the operation. Because of the climatology, considerable frustration was experienced by the Ground Regimental Commander, which alludes to development of alternate ground tactical plans not requiring aviation. Early coordination between the supported and supporting unit is of paramount importance. Requests for aircraft must be identical by both. The expertise in what is required lies

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in the aviation unit and if arbitration is necessary, then the aviation unit's request should be honored.

During the initial planning conference, it was necessary to negotiate several changes. These were.

A. Initial tactical plan called for the USAF to neutralize an exposed flank with persistent CS prior to the operation. The area of neutralization was to be 1000 meters wide and 3000 meters long, and would have been abreast of one of the flight routes. It was agreed upon that the CS operation would be delayed until after the combat assault.

B. Preparatory artillery and tactical air strikes had not been planned. These were added with the assistance of Brigadier General Kim, WHRID.

14. Recommendations:

A. On the day of the assault, the unit to be inserted must enjoy first priority for aircraft allocation.

B. When aircraft are attached OPCON from another battalion, the effective time of OPCON should be early enough to gain control of the attached unit.

C. Aviation assets must be allocated and stabilized a minimum of 72 hours prior to initial PZ time.

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31 January 1970

SUBJECT: After Action Report

The following After Action Report is submitted in accordance with 1st Aviation Brigade Regulation 335-1, dated 5 March 1968.

1. (U) Combat Assault
2. (U) 21030 January to 211400 January 1970
3. (C) A. Pick up zones were located at:

A-BR 738357
 B-BR 778444
 C-BR 752418
 D-BR 662381
 E-BR 803366
 F-BR 682423

- B. Landing zones were located at:

1-BR 586382
 2-BR 595398
 3-BR 608406
 4-BR 613396
 5-BR 614372
 6-BR 610360
 7-BR 619386

4. (U) 268th Aviation Battalion (Combat)
5. (U) Cavalry Regiment, plus attached units from the 1st and 26th Regiments, Capital ROK Infantry Division.
6. (C) Intelligence indicates the presence of the 9th Battalion of the 18th Regiment was located at BR 6039 and is believed to have a strength of 323 personnel. The 18th NVA Regiment has operated in the vicinity of the An Khe Pass for a long time. The 7th and 8th Battalions of the 18th Regiment were located near this area with a strength of 300 and 387 respectively. D26 Local Force Company has also operated on the vicinity of Binh Khe and the An Khe Pass and had a strength of 110 personnel. This unit has been reported four times. The mission of the 18th Regiment has been the interdiction of CI 19 at the An Khe Pass. These and other unidentified units have conducted several ambushes since the first of January in this area.
7. (C) The mission of the 268th Aviation Battalion (Combat) was to provide aviation support to the Capital ROK Infantry Division for an Airmobile Assault on 21030 January 1970.
8. (U) Concept of operation: Refer to inclosure 1 (OPORD 2-70).

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A-3408-EC

31 January 1970

SUBJECT: After Action Report

9. (C) Execution: Refer to inclosure 1 (OPORD 2-70). Initial liaison was established with the Capital BOK Infantry Division on 21 January 1970, by the CO and Operations Officer of the 129th Aviation Company (Assault Helicopter) for advanced planning of the operation. Liaison was maintained throughout the planning stages of the operation. CO, 129th Aviation Company (Assault Helicopter) made a joint reconnaissance of the operational area and seven (7) landing zones were selected. On 23 January 1970, CO and S3, 268th Aviation Battalion (Combat) made a visual reconnaissance of the operational area and confirmed the landing zones and pick up zones to be used. On 22 January 1970, lift tables, gun tables, and operation order were completed. On 23 January 1970, a briefing was held by the CO, 129th Aviation Company for the units participating from An Son; at the same time a briefing was held at Phu Hiep AAF by the S3, for the participating units located there. Pick up zones were used as staging areas. The CO, 268th Aviation Battalion (Combat) made an affirmative weather decision at 240730 January 1970. Air strikes were to be employed from 0620 to 0740 hours, but due to low clouds they were unable to prep the landing zones. Artillery preps were to start at 0740 hours and cease at 0800 hours, and gunship preps were to fire from 0805 hours to 0830 hours. The gunships entered the area to begin their preps at 0805 hours and then the artillery started to prep. The gunships were required to leave the area until the artillery could be stopped. This caused an unnecessary delay in the operation and required the lift to start 25 minutes behind schedule. The four initial preps were started at 0900 hours and as the Gold Flight Slicks were on short final + LZ 2 they reported receiving heavy small arms and automatic weapons fire. They were directed to break off and another Gun Team was called for to re-prep the LZ. After the second prep was completed, Gold Flight again attempted to land at LZ 2, but again they were receiving heavy fire and were directed to break off and orbit until another Gun Team could re-prep the LZ. After the third prep of the LZ and the hot escort provided, the Gold Flight was able to insert troops on LZ 2. The Hooks were unable to land on LZ 2, which required a rescheduling of the lift tables so that the Gold Slicks inserted all troops into LZ 2. On the initial insertion at LZ 7, the slicks drew sporadic small arms fire, but were able to insert the troops. When the CH-47's tried to insert their troops, they drew heavy fire and were unable to get their troops in until the hillside was re-prepped and then they inserted the troops. Having two (2) hot LZ's required rescheduling of the lift tables and gun tables, but the G&C Aircraft did this and the operation continued with very few problems. One additional problem was encountered because CRID had too many lifts coming from one small PZ and the troops were scattered all over it in no predetermined order. Having Pathfinders in the PZ alleviated the majority of this problem, and the entire lift off was completed on schedule. Throughout the operation, communications were superior. UHF was primary "Charlie Charlie" frequency and FM was used as a back up. All refueling points were controlled by ATC personnel.

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AVR 105-80

31 January 1970

SUBJECT: After Action Report

10. (C) **Results:** The following information is submitted for the operation.

- A. 4 Enemy KIA
- B. 1 Enemy KBA
- C. 1 Friendly WIA
- D. 5 SA CIA

11. (C) **Administrative:**

A. Two (2) refueling areas were established for this operation. Eight (8) refueling points and two (2) rearming points were set up at the 1st CAV REG CP (BR 803366) which was used for slicks and guns. The second refueling area was Lane AWP, An Son, which was used to refuel slicks and all OH-47's. One (1) trained air traffic controller was used at the 1st CAV REG CP for refueling. No logistical problems were encountered.

B. One MED-EVAC "Dust-Off" aircraft was committed to the operation. The "Dust-Off" orbited over the operational area during the entire operation. Two (2) spare UH-1H's were used and were located at Lane AWP. One UH-1H was utilized as a Maintained Recovery Aircraft and was located at Lane AWP. One OH-47 was used as a Maintained Recovery Aircraft and was located at Lane AWP.

12. None

13. **Commander's Analysis:** Coordination and communication is extremely difficult when supporting friendly foreign nationals. The artillery preparation times were changed without informing the Koreans in the Command and Control Aircraft. As a result all preparatory fire agencies must be represented in the Command and Control Aircraft.

14. **Recommendations:**

Techniques employed by this battalion on Combat Assaults which have been successful should be noted as follows:

- A. LZ preparatory fires are conducted using flechettes which are most effective.
- B. All initial lifts are provided a hot escort by gunships.
- C. Initial slick lifts do not touch skids down to avoid "booby-traps" but unload troops at a low hover.

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OPERATIONAL RESULTS

1. UNIT	SORTIES FLOWN	TRPS LIFTED	CARGO LIFTED	ENEMY KBA	STRUCTURES		SAMPANS	
					DAM	DES	DAM	DES
61st AC(AH)	23,868	41,952	917.0	34	0	21	0	0
129th AC(AH)	28,107	44,058	1,810.0	35	3	22	0	0
134th AC(AH)	26,449	49,085	1,016.0	24	17	9	0	0
180th AC(AH)	6,374	20,154	8,044.0	0	0	0	0	0
196th AC(AH)	14,374	35,076	16,325.0	0	0	0	0	0
238th AC(AH)	2,736	0	0.0	41	2	3	0	0
355th AC(HH)	3,383	0	7,763.0	0	0	0	0	0
268th AB(C)	115,291	190,325	35,875.0	134	0	0	0	0

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AIRCRAFT LOSS

2. UNIT	TYPE	NO.
61st	UH-1H	1
	UH-1B	0
129th	UH-1H	0
	UH-1B	4
134th	UH-1H	1
	UH-1C	1
238th	UH-1B	3
180th	CH-47A	0
	CH-47C	0
196th	CH-47A	0
355th	CH-54A	1

AIRCRAFT DAMAGED

TYPE	NO.
UH-1H	9
UH-1B	4
UH-1H	3
UH-1E	8
UH-1H	2
UH-1C	3
UH-1B	4
CH-47A	0
CH-47C	0
CH-47A	2
CH-54A	0

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TYPE UNIT	UH-1 D/H AUTH O/H	UH-1 B/C AUTH O/H	AIRCRAFT STATUS			CH-47 AUTH O/H	CH-54A AUTH O/H
			CH-6A AUTH O/H	CH-47A AUTH O/H	CH-47A AUTH O/H		
61st	23 22	8 6	-	-	-	-	-
129th	23 22	8 4	-	-	-	-	-
134th	23 22	8 7	-	-	-	-	-
238th	0 1	12 10	-	-	-	-	-
180th	-	-	2 0	16 5	-	-	-
196th	-	-	2 0	16 16	-	-	-
355th	-	-	-	-	-	-	9 9
HHC, 268th	0 2	-	3 0	-	-	-	-
268th AB(C)	69 69	36 27	7 0	32 21	0 12	9 9	-

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AIRCRAFT STATISTICS

Month of November

UNIT	TYPE	ON HAND	AVAILABLE	PERCENTAGE
61st	UH-1H	19	12	63%
	UH-1B	4	3	75%
129th	UH-1H	20	15	75%
	UH-1B	7	4	57%
134th	UH-1H	20	15	75%
	UH-1C	7	4	57%
238th	UH-1H	1	1	100%
	UH-1B	10	8	80%
180th	CH-47	14	12	86%
196th	CH-47	16	10	62%
355th	CH-54A	10	5	50%

Month of December

UNIT	TYPE	ON HAND	AVAILABLE	PERCENTAGE
61st	UH-1H	22	14	64%
	UH-1B	7	3	43%
129th	UH-1H	22	15	68%
	UH-1B	6	4	67%
134th	UH-1H	21	16	76%
	UH-1C	7	4	57%
238th	UH-1H	1	1	100%
	UH-1B	9	8	89%
180th	CH-47	17	11	65%
196th	CH-47	16	9	56%
355th	CH-54A	10	7	70%

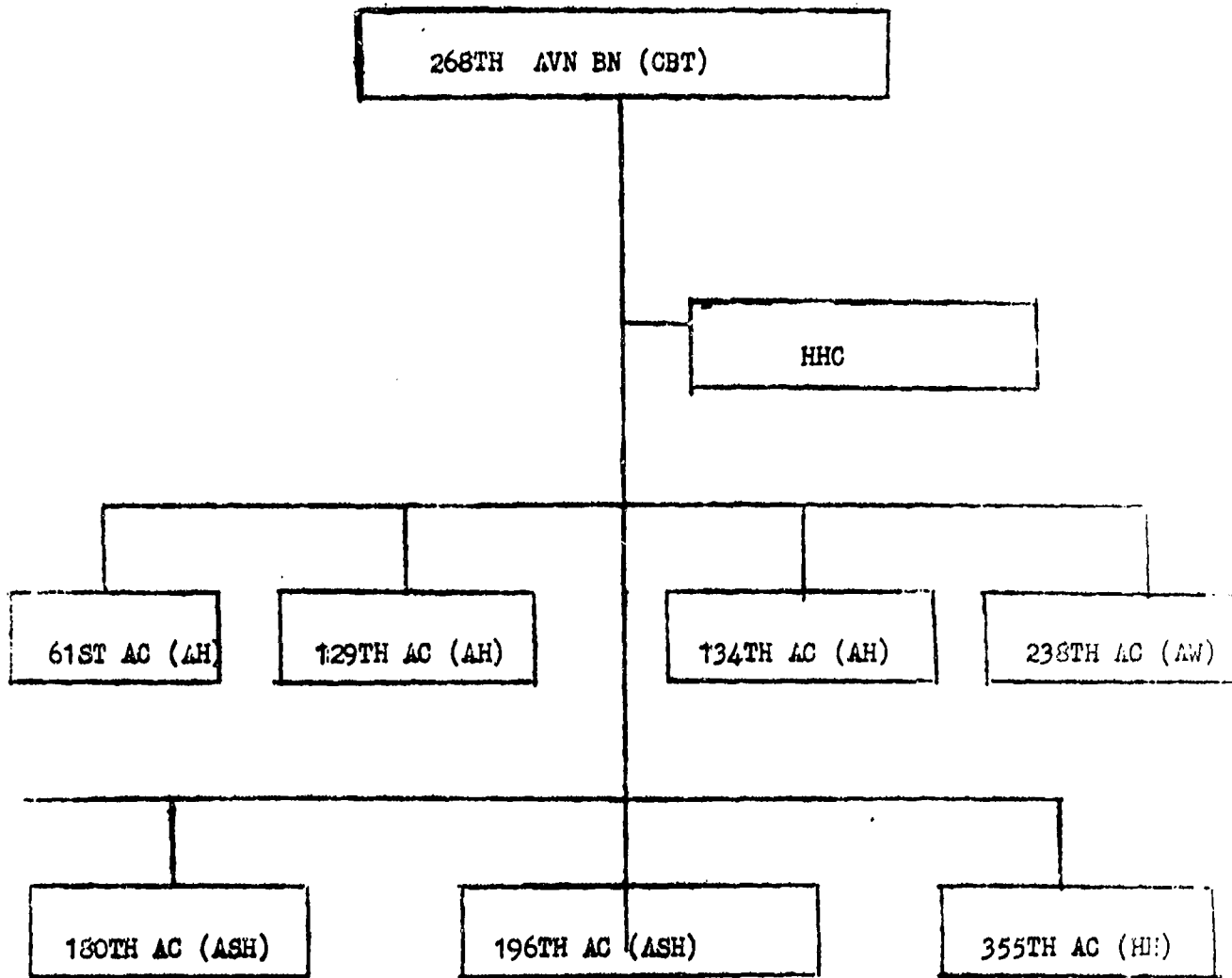
Month of January

UNIT	TYPE	ON HAND	AVAILABLE	PERCENTAGE
61st	UH-1H	22	14	64%
	UH-1B	6	3	50%
129th	UH-1H	22	16	73%
	UH-1B	5	3	60%
134th	UH-1H	22	18	82%
	UH-1C	8	4	50%
238th	UH-1H	1	1	100%
	UH-1B	9	7	78%
180th	CH-47	17	12	71%
196th	CH-47	16	9	56%
355th	CH-54A	9	4	44%

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ORGANIZATION



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