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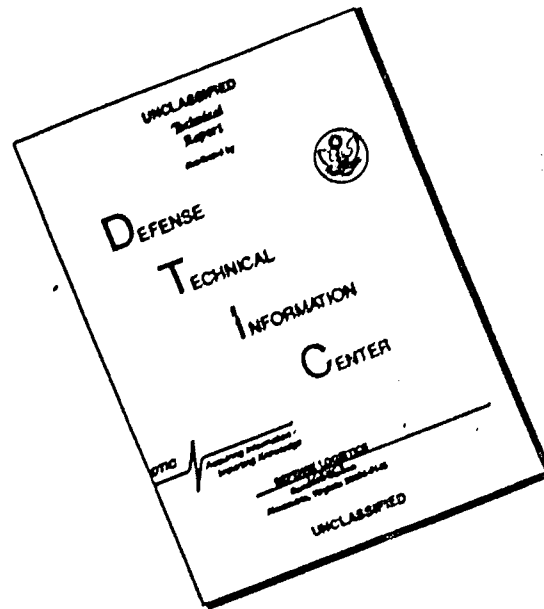
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DEPARTMENT OF THE ARMY
 OFFICE OF THE ADJUTANT GENERAL
 WASHINGTON, D.C. 20310

AGDA-A (M) (12 Mar 71) FOR OT UT 703097

19 March 1971

SUBJECT: Operational Report - Lessons Learned, Headquarters, 223d
 Aviation Battalion, Period Ending 31 July 1970 (U)

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1. The attached report is forwarded for review and evaluation in accordance with para 4b, AR 525-15.
2. The information contained in this report is provided to insure that lessons learned during current operations are used to the benefit of future operations and may be adapted for use in developing training material.
3. Information of actions initiated as a result of your evaluation should be forwarded to the Assistant Chief of Staff for Force Development, ATTN: FOR OT UT within 90 days of receipt of this letter.

BY ORDER OF THE SECRETARY OF THE ARMY:

VERNE L. BOWERS
 Major General, USA
 Acting The Adjutant General

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

AVRACB-DE

12 August 1970

SUBJECT: Operational Report--Lessons Learned, 223d Aviation Battalion
(Combat), Period Ending 31 July 1970

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1. Section 1, Operations: Significant Activities.

a. (U) General. This report covers the period 1 May 1970 through 31 July 1970, and is submitted in accordance with AR 525-15 and USARV Regulation 525-15. This 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. During the reported period there have not been any significant problems that have not been experienced throughout USARV as a result of troop withdrawals. In order for this battalion to maintain a balance of strength within its units, it was necessary to make internal reassignments. Personnel from units in the battalion which are deactivating are being reassigned within the battalion to help aid infusion.

(2) Replacements.

(a) Enlisted replacements were received in satisfactory numbers during this period, (EM assigned: May-76; June-90; July-25). The number of replacement received during July, although small, was adequate because of unit deactivation within the battalion. Most individuals reassigned immediately from service schools require extensive OJT Training. Although quantity of replacements was sufficient, a wider variety of support type MOS's was desired. Critical shortages currently exist in the following MOS's: MOS 17L4F (Auth 9, Asg 2), 26M20 (Auth 9, Asg 5), 26M40 (Auth 1, Asg 0), 33B20 (Auth 2, Asg 0), 67Z50 (Auth 21, Asg 16), 68G30 (Auth 5,

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Asg 3), 68G40 (Auth 1, Asg 0) 68H20 (Auth 3, Asg 1), 71T20 (Auth 10, Asg 4), 76N20 (Auth 25, Asg 17), 76Y40 (Auth 8, Asg 5). During this quarter 191 enlisted replacements were received leaving the battalion at 99.3% of its enlisted strength at the end of this quarter, an increase of 2.3% since the previous quarter.

(b) A total of 27 commissioned officers and 35 warrant officers were received during this quarter leaving the battalion with 63% of its authorized commissioned strength of 191 and 118% of its authorized warrant officer strength of 57, or an overall officer percentage of 75%. During this period the assigned strength of commissioned officers decreased 9%, while warrant officer strength increased 17% for a combined officer strength decrease of 1%.

(3) Reenlistments. During the reported period the battalion reenlistment team conducted 11 visits to outlying companies. The results were 13 reenlistments of career soldiers and 4 first term reenlistments. This represents 46% of the eligible first term soldiers and 100% reenlistment of career soldiers.

(4) Current strength 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) CPT Don M. Bailey Jr., FA, 271-38-6992, assumed duties as Battalion S-2/Signal Officer on 24 July 1970, vice CPT Paul D. Walker, SC, 456-48-0616.

(b) CPT Don G. Shroyer, IN, 444-44-8280, assumed duties as Battalion Aviation Safety Officer on 15 July 1970, vice CPT Paul A. Piper, IN, 522-50-1769.

(c) WO1 James A. Lonadier Jr., USA, 461-60-8998, assumed duties as Battalion Personnel Officer on 17 June 1970, vice CW2 Richard D. Shorman, USA, 019-28-3643.

(d) CPT Ferris A. Rhodes Jr., TC, 247-52-5406, assumed duties as Battalion Aircraft Maintenance Officer on 30 June 1970, vice CPT David B. O'Hara, TC, 131-34-4986.

(e) CPT Paul A. Piper, IN, 522-50-1769, assumed command of the

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Headquarters and Headquarters Company, 223d Aviation Battalion (Combat)
on 15 May 1970, vice CPT John M. Smith, AR, 513-34-7358.

(f) CPT Rhoderick K. Patrick Jr., FA, 012-30-0210, assumed command
of the 18th Aviation Company (Utility Airplane) on 31 July 1970, vice
MAJ Thomas L. McCord, AR, 261-42-1474.

(g) MAJ Alvin Solomon, FA, 457-44-6971, assumed command of the 183d
Aviation Company (Utility Airplane) on 12 June 1970, vice MAJ Willis L.
Manley, FA, 517-34-7672.

(h) CPT Carlton F. Roberson, SC, 062-38-2324, assumed command of
the 203d Aviation Company (Utility Airplane) on 22 July 1970, vice MAJ
William A. Moldaschel, FA, 474-38-7800.

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

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

c. (C) Intelligence.

(1) Enemy Situation: During the period 1 May - 31 July, the enemy
initiated activity decreased considerably to a very low level from the
moderate to high level of the previous quarters. Needless to say this
low activity is highly attributed to the allied Cambodian operations
which commenced on 30 April and lasted for two months. The highly suc-
cessful operations significantly reduced enemy capability by inflicting
heavy casualties and destroying or damaging a considerable amount of
hidden supplies including food, ammunition, and weapons at many bases
along the Cambodian border, thus imposing on the enemy an additional
time requirement for reorganization, resupply, and reestablishment of
interdicted lines of communication in order for him to regain the level
of pre-Cambodian venture. Reports continue to indicate a shortage of
food and supply including weapons and ammunition in enemy units through-
out the II Military Region. This shortage of supply, coupled with sag-
ging enemy morale provides partial explanation for the continuing low
level of enemy activity for the month of July. Estimated enemy strength
for this reporting period increased by 4,153 to 57,326 as of the 25th of
July from 53,173 reported in early May. Enemy strongholds continue to
be in the northwestern area, namely Kontum and Pleiku Provinces where
the B3 Front units are located, and in Binh Dinh Province where the 3d
NVA Division is deployed.

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(2) Ground Attacks: Attacks upon U.S. Installations have shown a marked decrease during the reported period. Most attacks have been stand off attacks utilizing B-40 and 122mm rockets and 60mm and 82mm mortars. During the reported period 27 attacks were reported upon U.S. Installations with 223d Aviation Battalion Aircraft in residence. No casualties were reported, however, on 4 June 1970 three U-1A aircraft belonging to the 18th Aviation Company were damaged by incoming 82mm mortars.

(3) Outlook: Various reports continue to indicate a possible increase in the level of enemy activity in the future. Presently recovering from the aftermath of the devastation resulting from the allied assaults into their hidden sanctuaries, the enemy, seemingly determined as ever, will continue to fight and eventually will show a strong comeback reaching the level of the pre-Allied Cambodian Operations. The enemy would rather maintain the current low level of activity at least until the latter part of October to refit and resupply. Reports also indicate numerous new units have been seen infiltrating into Binh Dinh, Pleiku, and Kontum Provinces. Following a period of training and adjustment to new terrain, the enemy will probably increase its activity in the northern II Military Region beginning in the latter part of October culminating a high level by the end of November.

(4) Air Activity: Units of the 223d Aviation Battalion reported 67 Shot-at/Hit incidents during this reporting period. The battalion lost no aircraft as a result of 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	1
183d Avn Co (UA)	4	2	0	6
185th Avn Co (UA)**	12	2	0	14
203d Avn Co (UA)**	13	6	0	19
219th Avn Co (UA)	13	4	0	17
225th Avn Co (SA)	<u>6</u>	<u>4</u>	<u>0</u>	<u>10</u>
TOTAL	48	19	0	67

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

** Stand down effective 15 July 1970.

(5) Collection Plan:

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(a) The O-1 Companies of the 223d Aviation Battalion (1 May 1970 to 15 July 1970, 4 companies; 16 July 1970 to 31 July 1970, 2 companies) flew a total of 5,841 visual reconnaissance missions with 966 significant sightings. The 225th Aviation Company (SA) flew 173 SLAR missions, reporting 378 targets, 475 IR missions feeding back 6,308 targets, and 142 visual/photo missions netting 289 targets.

(b) There was no special intelligence collection requirement levied upon the 223d Aviation Battalion. A daily intelligence summary is continuing to be sent to higher headquarters, to include: VR sightings, aircraft shot-at/hit, installation hits and other information gleaned from local intelligence sources such as MACV Adv TM 42, ROK intelligence, NILO, Air Force, and Qui Nhon Support Command INTSUM.

(6) Administrative Intelligence Activities:

(a) Security Clearances: Between 1 May 1970 and 31 July 1970, there have been granted 1 TOP SECRET clearance, 37 SECRET clearances, 1 INTERIM SECRET clearance, and 11 CONFIDENTIAL clearances. Sixteen TOP SECRET clearances and 110 SECRET clearances were validated. Currently there are 3 USAIR verification checks pending.

(b) War Trophies: NONE

(c) Dissidence Report: NONE

(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 inprocessing 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.

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c. FAETUP Jungle Environmental Survival School (JEST), Subic Point NAS, Philippines.

3. At the present time the battalion has 27 survival, escape, and evasion school trained personnel assigned throughout its units. During the reported period quotas were received allowing two crew members from the 225th Aviation Company to attend the PLSS course in Okinawa. No quotas for other survival schools were received.

d. (C) Operations.

(1) The 223d Aviation Battalion (Combat) continued to provide fixed wing aviation support to the United States and Free World Forces located primarily in the II Military Region (previously known as II Corps Tactical Zone), Republic of Vietnam. Starting on 30 April 1970 through 30 June 1970 the 223d Aviation Battalion (Combat) also flew in support of the first allied combat missions into Cambodia. This support was rendered utilizing the assets of one U-1A Company, one OV-1 Company, and four O-1 Companies (two O-1 Companies after 15 July 1970). The battalion flew a total of 21,622 hours of combat support with an average availability rate of 87.7% during this quarter. The major offensive during this reporting period was the Binh Tay Operation which was the allied campaign into Cambodia. During operations into Cambodia this battalion flew numerous missions in support of the ground troops with our major emphasis on reconnaissance and surveillance. The remaining support was given to units in search of enemy supply caches, infiltration routes, and base camps/training areas.

(2) Due to the stand down of two of the O-1 units of this battalion starting 15 July 1970, the remaining O-1 units have had to absorb both the mission requirement and larger areas of operations. This transition has produced no significant loss of mission availability to our supported units.

(3) 18th Aviation Company (Utility Airplane): The 18th Aviation Company has increased their allocated mission requirements to eleven, and these missions cover all Military Regions of the Republic of Vietnam. The first platoon at Nha Trang provided five aircraft daily. Two are in support of 5th Special Forces Group, and one in support of JUSPAO, 17th Aviation Group and IFFV. The first section of the second platoon is located at Holloway Airfield, Pleiku, and they provide one aircraft daily to II Military Region Headquarters, and one to "B" Company, 5th Special Forces Group. The second section of the second platoon is stationed at

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Marble Mountain, Da Nang, and provides three aircraft daily to III MAF, and one aircraft three days per week in support of the 67th Medical Group. Assigned aircraft flew a total of 2769 hours with an average aircraft availability rate of 81% during this quarter.

(4) 183d Aviation Company (Utility Airplane): The 183d Aviation Company has continued support of ground forces in the southeastern portion of II Military Region. In addition to the provinces supported last reporting period, the 183d Aviation Company has assumed coverage of Lam Dong, Quang Duc, Phu Bon, and Phu provinces as of 15 July 1970. Security for the company area perimeter security has been improved with the addition of a fifty (50) foot steel observation tower located on the south side of the Dong Ba Thin East compound. The 183d Aviation Company has flown a total of 3,842 hours in support of U.S. and Allied ground forces since 1 May 1970. The average aircraft availability rate has been 93%.

(5) 185th Aviation Company (Utility Airplane): The 185th Aviation Company continued to provide aerial support to Darlac, Lam Dong, and Quang Duc Provinces. In addition, the Pterodactyls supported Command and Control South with classified missions using aircraft operating out of Pleiku, and then out of Ban Me Thuot. On 2 June 1970 the 219th Aviation Company assumed the responsibility of aerial support to Phu Bon Province from the Pterodactyls. Significant operations were limited to the thrust into Cambodia during Operation Binh Tay. During this operation the Pterodactyls were tasked in general support to the 23rd ARVN Division and were instrumental in the discovery of several huge enemy caches. On several occasions Pterodactyl pilots assisted troops in contact and were subsequently decorated for their heroic actions. On the 15th day of July 1970, the 185th Aviation Company (Utility Airplane) was ordered to stand down on all operational functions and to begin the preparation for the deactivation of the Pterodactyls. The 219th Aviation Company (UA) assumed the mission of supporting Darlac Province and Command and Control South. The 183d Aviation Company (UA) assumed Lam Dong Province and Quang Duc Province. During this reporting period, Pterodactyl aviators submitted a total of fifteen significant shot-at reports and received credit for fifty-two enemy soldiers killed in action. The Pterodactyls were also responsible for the destruction of one hundred twenty enemy structures and for damaging four others. The Pterodactyls flew 3,979 combat hours while maintaining an aircraft availability average of 93%.

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(6) 203d Aviation Company (Utility Airplane): The 203d Aviation Company supported many operations of various sizes during the reporting period. At An Khe, the Hawkeyes supported the 1st Brigade and the 2nd Brigade of the 4th Infantry Division in operation "Binh Tay I". The operations were conducted against the B-3 front in Cambodia. The operation lasted from 2 through 24 May 1970 and resulted in the destruction of extensive NVA support facilities and the denial of NVA usage of traditional sanctuary areas in Cambodia. Also supported was operation "Wayne Jump" which was a 1st Brigade operation designed to support the ARVN operations in Cambodia by occupying the Plei Trap Valley on the Cambodian border. The Hawkeyes also supported operations "Putnam Paragon" and "Wayne Fast" against the 3rd NVA Division as well as operations "Wayne Hurdle" and "Brandies Blue" against the 95B NVA Regiment. These four operations resulted in denying the VC/NVA forces access routes of supply, personnel movement, access to headquarter areas and forced established units to break down into smaller groups in order to find food and evade the 4th Infantry Division units. At LZ English the Hawkeyes continued to support operation "Washington Green" which is designed strictly as a pacification effort throughout northeastern Binh Dinh Province. Also supported was the 173d's extensive reconnaissance effort in Northern Binh Dinh Province. The Hawkeyes supported the 173d Airborne Brigade efforts primarily through visual reconnaissance and secondarily through artillery adjustment, radio relay, convoy escort and message drop. At Qui Nhon and Phu Hiep the Hawkeyes supported MACV advised operations which were also primarily aimed towards pacification. Both Phu Yen and Binh Dinh Provinces have large rural agricultural areas that are critical to the nations food producing effort. Pacification has proved quite fruitful in both these provinces. On 15 July 1970 the 203d Aviation Company conducted a stand down at which time the 183d Aviation Company (Utility Airplane) assumed responsibility for Phu Yen Province and the 219th Aviation Company (Utility Airplane) assumed responsibility for Binh Dinh, relieving the 203d Aviation Company of all operational responsibility. The 203d Aviation Company flew a total of 3,771 hours with an average availability rate of 93% prior to their stand down on 15 July 1970.

(7) 219th Aviation Company (Utility Airplane): During this quarter the 219th Aviation Company supported one (1) large scale operation. This operation was code named Operation Binh Tay I from 5 May 1970 through 25 May 1970 and was conducted in Base Area 702 inside northeast Cambodia. The 219th Aviation Company provided aerial support for the 4th Infantry Division, 52nd Artillery Group, and Company C (Rangers) 75th Infantry. The 4th Platoon worked directly for the G-2 Air Section of the 4th

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Infantry Division. They provided six (6) visual reconnaissance missions each day. During this operation the 4th Platoon also provided night radio relay for the G-3 Section. The 4th Platoon also provided three (3) Command and Control missions a day for Company C (Rangers) 75th Infantry. During Operation Binh Tay I the Headhunters were assisted by the 203d Aviation Company who provided support for two (2) missions. The 3rd Platoon provided the 52nd Artillery Group with four (4) daily missions and performing the task of artillery registration, destruction missions, troops in contact, and visual reconnaissance. Operation Binh Tay I marked the first large scale operation conducted by the United States Army combat units in Cambodia. It proved successful on a standpoint of disrupting the enemy's B-3 front Headquarters operation in its Cambodian sanctuaries and Kontum Province and Pleiku Province in the northwest area of II Military Region. Its success can also be measured by the capture of large weapons, ammunition, medical, communication, and food caches. For a quarterly total the 219th Aviation Company compiled a total of 3,740 flying hours and a total of 1,898 missions while maintaining an availability rate of 91%.

(8) 225th Aviation Company (Surveillance Airplane): During the reporting period 1 May 1970 through 31 July 1970, the 225th Aviation Company continued to provide Infrared, SLAR, Visual, and day and night photographic surveillance to II Military Region. Free World Forces supported during this time frame were: 4th Infantry Division, 173d Airborne Brigade, II ARVN Corps, Task Force South, Republic of Korea 9th and 10th Divisions, 24th Special Tactical Zone, B Company, 5th Special Forces Group, 7th Squadron 17th Cavalry, 23rd ARVN Division, Quang Duc Province, Phu Yen Province, MACV, IFFV, and C Company, 75th Airborne Rangers. On 9 July 1970, the 225th received a CMMI from the 1st Aviation Brigade CMMI team. The 225th overall inspection rating was 88%. On 12 May 1970, the 225th moved an Infrared Ground Data Terminal (AN/TAQ-1) from LZ Two Bits, near Bong Son, to Artillery Hill in Pleiku. A SLAR Ground Data Terminal (AN/TKQ-2) was also moved from the MACV compound in Pleiku to Artillery Hill. These stations work with II Military Region G-2 Air and II DASC, and due to their location, they also make timely input to the 52nd Artillery Group to aid their targeting. This move has greatly aided the SLAR border surveillance, the ground station now being able to receive imagery from the aircraft over most of the target. Beginning 5 May 1970, with the U.S. move into Cambodia, the 225th launched eight aircraft a day to fly into Cambodian territory. Four infrared, two photo, and two SLAR missions flew in support of the offensive each twenty-four hour period. The infrared and photo missions were normally Priority I or II, and the results were used effectively by G-2 Air IFFV to target B-52 strikes,

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air strikes, and artillery firing. While providing extra aircraft in support of the operation, the 225th continued to fulfill its commitments to all other supported units in the II Military Region. A total of 3,521 hours of flying was accomplished in support of this mission with a resulting aircraft availability rate of 75%.

e. (U) Training.

(1) All quarterly training requirements were met by the units of this battalion. Areas of special emphasis have been: Care and use of vehicles, weapons and office equipment, care and cleaning of the M16A1 rifle, drug addiction and usage.

(2) Aviator Safety classes have been conducted monthly within the companies and bi-monthly at the battalion level. The quarterly standardization meeting was in Qui Nhon in June. Major areas covered were general weather outlooks, crosswind landings and emergency procedures.

(3) During this quarter, the 225th Aviation Company sent four officers to the PACAF SEA Survival School.

(4) The 18th Aviation Company trained one new Instructor Pilot in the U-1A.

(5) The 203d Aviation Company had extremely good results in a program in which they gave classroom orientations on the utilization of the O-1 to supported units Battalion Commanders or their representatives.

f. (U) Logistics.

(1) The battalion S-4 team has continued to give assistance to all companies within the battalion. These visits have been extremely beneficial to the units at the platoon and section level. The team emphasized that informal inventories should be conducted within platoons, sections, etc., at least every thirty days to insure proper accountability and safeguarding of government equipment and supplies. Turn-in of unneeded equipment has been advantageous for units in the battalion. Although this equipment is authorized by TOE/MTOE, it contributes nothing toward the assigned mission of the unit, and it costs time and money to operate and properly maintain.

(2) Vehicle Maintenance.

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(a) Since the implementation of TAMMS (The Army Maintenance Management System), units have experienced no problems with the new records system.

(b) PLL clerks have been instructed to make up their prescribed load list in accordance with appropriate regulations (AR 735-35 and 1st Aviation Brigade Regulation 735-35).

(3) Aircraft Maintenance.

(a) It has been learned that the O-470 series aircraft engines used in O-1 aircraft are not reaching the 1800 hour TBO established by 1st Aviation Brigade Message UNCLAS 2997-70 dated 15 June 1970. At this time this battalion has no O-470 engines with time since overhaul greater than 1200 hours. The average engine change is accomplished at 900 hours. It is felt that the environmental and climatic conditions encountered in our areas of operation are the main contributing factors to this low engine life. The predominant cause of engine change has been high oil consumption. It is recommended that the TBO for the O-470 series engine, used in the Republic of Vietnam, be adjusted to a more realistic figure of 1200 hours.

g. (U) Organization. Organizational charts and station listings appear as Inclosure #3.

h. (U) Chaplain.

(1) During this period the 223d Aviation Battalion (Combat) Chaplain conducted a total of 8 Sunday Protestant religious services with the total attendance of 206 soldiers.

(2) The Battalion Chaplain supervised 39 denominational Sunday and weekday services with laymen leading.

(3) During this period the chaplain made 32 visits to troops located at An Khe, Ban Me Thuot, Bao Loc, Cheo Reo, Dalat, Da Nang, Dong Ba Thin, Gia Nghia, Kontum, Nha Trang, Phan Rang, Phan Thiet, Phu Hiep and Pleiku.

(4) Prior to Chaplain Hall's departure Sunday Protestant services were held weekly at the 223d Aviation Battalion (Combat) Headquarters and Lano Army Heliport.

(5) During this period the Battalion Chaplain attended the Religious Day of Recollection for all the chaplains in the Qui Nhon area two times.

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(6) The Battalion's offerings, totalling \$70.35, were designated for local charities determined by the Qui Nhon Area Consolidated Chaplain's Fund Council.

i. (U) Aviation Safety. This quarter closed with three (3) major accidents. Precautionary landings and forced landings increased from last quarter. During this reporting period there were 12 precautionary landings and 2 forced landings. Six incidents were reported for the quarter. The following chart shows the breakdown of accidents for each company and the battalion total:

<u>UNIT</u>	<u>ACCIDENTS</u>	<u>RATE FOR QUARTER</u>
HHC, 223d Avn Bn (Cbt)	0	0.0
18th Avn Co (UA)	1	34.4
183d Avn Co (UA)	0	0.0
185th Avn Co (UA)	0	0.0
203d Avn Co (UA)	1	25.7
219th Avn Co (UA)	1	23.8
225th Avn Co (SA)	<u>0</u>	<u>0.0</u>
TOTAL	3	12.9

j. (U) Civil Affairs.

(1) HHC, 223d Aviation Battalion continued its civic action responsibility by maintaining maximum employment of refugee Free World Allies, providing jobs on a daily hire basis and providing small services to needy people whenever possible.

(2) The 18th Aviation Company: NONE

(3) The 183d Aviation Company has donated twelve ten (10) hour days to civic actions activities and a total of VN Piasters 26,300 toward Social Welfare.

(4) The 185th Aviation Company (UA) "Pterodactyls" continued their active civic action program during this reporting period. Monetary contributions and material assistance to the Ban Me Thuot Normal School was the largest and most significant of the Pterodactyls many civic action projects during this quarter. Steps were also taken to provide additional educational assistance in the form a scholarships to local students. These will be awarded on a merit basis through the local Community Relations Board and the Ban Me Thuot Board of Education.

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- (5) The 203d Aviation Company: NONE
- (6) The 219th Aviation Company: NONE
- (7) The 225th Aviation Company: NONE

k. (C) Signal.

(1) ZYR Program: The U-1A aircraft mentioned in ORLL dated 13 May 1970 has been modified. All aircraft of this battalion's inventory have had the ZYR modification.

(2) ZYS Program: All O-1 aircraft of this battalion have the ZYS modification. There is no change in the status of the CV-1, U-1, or U-6 aircraft.

(3) HF Radio Teletype System: Three of the companies of the 223d Aviation Battalion which are authorized HF Radio Teletype Equipment are operational. The 225th Aviation Company is awaiting equipment. A problem area still exists in equipment maintenance due to the lack of an assigned teletype repairman.

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 newspaper, "The Griffin Gab".

(2) Support from units in the Hometown News Release program dropped sharply from the high figures of the last quarter and returned to a level slightly below that of the November-January period. The sharp decline was a direct result of TWX 2417-70, received 21 May 1970, which stated that the Hometown News Release Center in Kansas City would no longer process arrival stories, rather than an actual lack of support on the company level.

(3) During this period, 43 news releases were processed through the 223d Aviation Battalion Information Office and 20 were forwarded to the 17th Aviation Group for use in other Command Information media.

(4) This quarter's figures are as follows:

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<u>UNIT</u>	<u>MAY</u>	<u>JUN</u>	<u>JUL</u>	<u>TOTAL</u>
HHC, 223d Avn Bn (Cbt)	12	4	7	23
18th Avn Co (UA)	8	6	0	14
183d Avn Co (UA)	0	6	6	12
185th Avn Co (UA)	38	27	10	71
203d Avn Co (UA)	10	2	5	17
219th Avn Co (UA)	16	6	1	23
225th Avn Co (SA)	<u>0</u>	<u>4</u>	<u>4</u>	<u>8</u>
TOTAL	84	55	33	168

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

a. (U) Personnel.

(1) (a) Observation: Officers continue to be maintained in nebulous positions after their usefulness in the unit has come to an end due to a blanket "no drop" policy.

(b) Evaluation: This policy is difficult to understand, especially at company level. Without an explanation of the purpose of this policy, the result is low morale and a discontent among junior officers concerning personnel management. This discontent is a contributing factor in the exodus of junior officers from the U.S. Army.

(c) Recommendation: The policy concerning drops should be reviewed. One possible solution would be for the following commanders to have authority to grant the corresponding drops:

Battalion Commander	1 - 10 days
Group Commander	11 - 20 days
Brigade Commander	20 - + days

It is impractical to transfer an aviator with less than 30 days remaining.

(d) Command Action: The battalion commander has forwarded this recommendation through command channels.

(2) (a) Observation: Stand down and deactivation operations are extremely complicated and strenuous, requiring initiative, foresight and meticulous attention to detail on the part of unit personnel.

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(b) Evaluation: Careful consideration must be given to the selection of personnel which are retained for the purpose of deactivation of a unit after stand down. Preparing all unit property for transfer or turn-in involves almost every facet of a unit's functional capability and as a result, personnel must be called upon to accomplish tasks completely foreign to their MOS. Not only does this tax the stamina and ability of each individual, but it requires that many persons put forth additional time and effort in planning, coordination and execution of each requirement.

(c) Recommendation: Commanders should be very selective in choosing the personnel to be retained for deactivating a unit after stand down.

(d) Command Action: The recommendation as stated is forwarded through command channels.

b. (U) Intelligence. NONE

c. (C) Operations.

(1) Increased VNAF Support.

(a) Observation: Need for increase of support by VNAF to the provinces in II Military Region.

(b) Evaluation: With the current phasing out of U.S. O-1 units and recent cut backs of missions for each province, there is a need for an increase in VR type missions by VNAF. Increased VNAF VR support to the provinces would be in keeping with the purpose of Vietnamization.

(c) Recommendation: Emphasis from Field Force level should be placed on VNAF taking over the role of Province Support.

(d) Command Action: Platoon leaders working with MACV personnel are advising them to use more VNAF support. Also platoon leaders are making increased use of Vietnamese observers.

(2) Inadequate Visual Reconnaissance Program.

(a) Observation: Since the change in mission requirements it is the general opinion that supported units will not be able to conduct an adequate visual reconnaissance program with their present assets.

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(b) Evaluation: To provide adequate area coverage it would take sixteen (16) hours of flying time per day. This would seem to have priority due to the troop withdrawal during this coming quarter period.

(c) Recommendation: Each supported unit that conducts a visual reconnaissance program make a request to IFFV for additional aerial support.

(d) Command Action: This unit suggests that a minimum of sixteen (16) O-1 aircraft could adequately provide the additional support. This unit will coordinate and advise with all supported unit commanders and the S-2 officers on the utilization of O-1 aircraft.

(3) Shortage of O-1 Aircraft (219th Aviation Company).

(a) Observation: At the present time this company is required to provide aircraft for twenty-eight (28) missions per day. Due to scheduled maintenance, unscheduled maintenance, and EDP's it will be difficult to provide present flying support to the units and be able to maintain an 85% availability as set forth by 1st Aviation Brigade maintenance and operations guidelines.

(b) Evaluation: To provide proper flying support for present twenty-eight (28) missions will require an additional eight (8) airplanes.

(c) Recommendation: This unit requests that an additional eight (8) O-1 aircraft be added to this unit. This would change the aircraft status from a present thirty-two (32) O-1's to forty (40) O-1 aircraft.

(d) Command Action: This unit will advise supported unit commanders and their S-2 and S-3 officers on proper scheduling so as to maintain maximum utilization. Service Platoon Commander will monitor all scheduled maintenance of O-1 aircraft and will advise the company's S-3 on the scheduling of all missions.

d. (U) Organization: NONE

e. (U) Training.

(1) Observation: Many aviators are presently being trained by the U.S. Army Aviation School as Instructor Pilots immediately upon their completion of primary flight training. Although this training is considered sufficient by USAAVNS to qualify the aviators concerned as

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Instructor Pilots, due to their inability to meet the minimums of higher headquarters these aviators are not being recognized in Vietnam as qualified Instructor Pilots.

(2) Evaluation: The minimum accrued flight time requirements set down by higher headquarters for confirmation of Instructor Pilot status were originally oriented toward those pilots that were trained as Instructor Pilots at the organizational level, and therefore inapplicable to those aviators trained at the aviation school. The aviators trained by USAAVNS are far better prepared to instruct in flying techniques than are the aviators that have several hundred flying hours but have not received methods of instruction training. The ability to perform a task well does not necessarily assure the ability to teach that task.

(3) Recommendations:

(a) Confirm Instructor Pilot status for graduates of the USAAVNS Instructor Pilot Course.

(b) Reduce accrued flying hours requirement for graduates of the USAAVNS Instructor Pilot Course.

(4) Command Action: The Pterodactyls have submitted these recommendations through both command and staff channels.

f. (C) Logistics.

(1) Float Radio for O-1 Units.

(a) Observation: Aviation units, with outlying platoons and sections, lose many valuable hours of aircraft availability when aircraft are required to be ferried back to the company headquarters in order to have a radio changed.

(b) Evaluation: Since the majority of radio problems are in the radio itself, the solution is to replace the radio. Consequently, several hours of aircraft availability could be salvaged by the prepositioning of avionic float items at outlying locations.

(c) Recommendation: All O-1 companies should be granted the authorization to preposition avionic float equipment at outlying locations. Only complete unit replacement would be authorized, not radio repair.

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(d) Command Action: The Pterodactyls have forwarded this recommendation through both staff and command channels.

(2) TBO Items Received Without DA Form 2410.

(a) Observation: During this reporting period, as well as previous periods, this unit continued to receive numerous aviation oriented TBO items which were shipped without DA Form 2410, Component Removal and Repair Record.

(b) Evaluation: The items most often received without DA Form 2410 are propellers and propeller control assemblies. Parts received without DA Form 2410 cannot be utilized until the respective DA Form 2410 is located, causing excess down time on affected aircraft.

(c) Recommendation: That AMMC be notified of this discrepancy and request that emphasis be placed on the correction of this fault.

(d) Command Action: This unit has informed its next higher echelon on maintenance support, the 79th Transportation Company, D.S., and has requested that they screen all TBO items prior to shipment. On several occasions this unit has written directly to St. Louis requesting DA Form 2410's be forwarded. This problem was also submitted on the last two ORLL reports.

(3) Unserviceable Oxygen Regulators FSN 1660-856-0273.

(a) Observation: Unserviceable oxygen regulators FSN 1660-856-0273 (unserviceable due to being out of shelf date), are still being issued to this unit.

(b) Evaluation: This unit has been receiving oxygen regulators that have been in storage over three years. Oxygen regulators must be bench tested and inspected each year. This unit has no capability to bench test oxygen regulators, so they must be turned in through Tech Supply as a serviceable repair item. Oxygen regulators requisitioned to replace the ones turned in have been issued after being stored over three years. Oxygen regulators must be sent to Depot or CONUS for overhaul three years after manufacture of last overhaul. Regulators being turned in for overhaul are not reaching overhaul facilities, and are being kept at Depot for re-issue.

(c) Recommendation: That the 79th Transportation Company, D.S., and AMMC be advised of this problem and screen these items for serviceability before issue.

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(d) Command Action: This unit's direct support unit, the 79th Transportation Company, D.S., has been advised of this problem, and the problem was included in the last ORLL report.

g. (U) Communications: NONE

h. (U) Material: NONE

i. (U) Others: NONE

5 Incl

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

Don L. Hayes
DON L. HAYES
MAJ, AR
Acting Commander

DISTRIBUTION:

- 2 CINUSARPAC, ATTN: GPOP-DT, APO 96558
- 3 CG, USAFV, ATTN: AVHGC-DST, APO 96375
- 2 CG, 1st Avn Bde, ATTN: AVBAGC-O, APO 96384
- 7 CO, 17th Avn Gp (Cbt), ATTN: AVBACB-SC, APO 96240

AVBACS-SC (12 Aug 70) 1st Ind
SUBJECT: Operational Report-Lessons Learned, 223d Aviation Battalion
(Combat), Period Ending 31 July 1970

DA, HEADQUARTERS, 17TH AVIATION GROUP (COMBAT), APO 96240 23 August 1970

TO: Department of the Army (ACSFOR, D.), Washington, D.C. 20315
Commanding General, I Field Force Vietnam, APO 96350

(U) This headquarters has reviewed the attached report, considers it adequate and concurs with the contents except as indicated:

a. Section 1. Operations: Significant Activities. Paragraph 1c(1), Current INTSUNS/EMINTREIS available to this headquarters indicate an increase in enemy strength of less than 200 personnel.

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

(1) Paragraph 2c(2). Concur in part. While additional C-1 assets would be desirable, the current plan to reduce manning levels precludes this option. Fully concur in the recommendation that users be advised that utilization of the available assets must be increased significantly.

(2) Paragraph 2c(3). Nonconcur. The unit is currently overcommitted by one aircraft. Action is being taken to reduce their allocated missions to allow for adequate maintenance scheduling.

FOR THE COMMANDER:

Billy L. Coughlan
BILLY L. COUGHLAN
CPT, AGC
Asst Adjutant

CF:
CO, 223rd AB(C)

AVFA-GC-HIST (12 Aug 70) 2nd Ind
SUBJECT: Operational Report-Lessons Learned, Headquarters, 223rd Aviation
Battalion (Combat), Period Ending 31 July 1970, RCS, CSFOR-65 (22)
(U)

DA, Headquarters, I Field Force Vietnam, APO S.F. 96350 : 2 37 376

TO: Commanding General, 1st Aviation Brigade, APO 96334

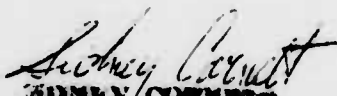
1. This Headquarters has reviewed and evaluated subject Operational Report-Lessons Learned and forwarding indorsement and concurs except as indicated.

2. Para 1b(2). Country-wide shortages of fixed wing aviators continue to be a problem. The unit has assigned a share proportionate to overall in-country availability. Prognosis for improvement is uncertain.

3. Para 2a. Nonconcur. Officer shortages demand that minimum overlaps be scheduled for command as well as staff position changes. The usual sequence of events which cause the problem referred to is that a unit demands an overlap period and once the replacement is on board applies for curtailment of the outgoing officer on the basis of his nonutilization during the overlap period. The matter can be completely resolved by careful assignment policy allowing only absolutely necessary overlap.

4. Paragraph 2c(3)a. Nonconcur. The unit is currently tasked daily for 24 mission aircraft. This is 75% of available assets and allows for adequate maintenance scheduling.

FOR THE COMMANDER:


SIDNEY CORNETT
CPT AGC
Assistant AG

CF:

1 - CO, 17TH AVN GP (C), (LESS ORLL)
1 - CO, 223D AVN BN (C), (LESS ORLL)

AVRAGC-0 (12 Aug 70) 3d Ind
SUBJECT: Operational Report - Lessons Learned, Headquarters, 223d Aviation
Battalion (Combat), Period Ending 31 July 1970, RCS, CSFOR-65 (R2) (U)

DA, HEADQUARTERS 1ST AVIATION BRIGADE, APO 96384 19 SEP 1970

TO: Commanding General, United States Army Vietnam, ATTN: AVHQC-DST, APO 96375

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

FOR THE COMMANDER:



R. L. STROHECKER
CPT, AGC
Asst Adjutant General

AVHDO-DO (12 Aug 70) 4th Ind
SUBJECT: Operational Report-Lessons Learned, 223d Aviation Battalion
(Combat), Period Ending 31 July 1970

Headquarters, United States Army Vietnam, APO San Francisco 96375 11 AUG 1970

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 July 1970 from Headquarters, 223d Aviation Battalion (Combat) and comments of indorsing headquarters.

2. Comments follow:

a. Reference item concerning "Training," page 16, paragraph 2e: nonconcur. USARV requirements for Instructor Pilots are based on combat zone requirements. Experience gained in country including compensating for higher density altitude, artillery procedures, and many emergency procedures cannot be or are not duplicated at the US Army Aviation School. Nonconcur with recommendation to reduce accrued flying hour requirement for graduates of the USAAVNS Instructor Pilot Course. This Headquarters does grant waivers of requirements on individual case basis whether the individual is an IP Course graduate or not. Determination is made on demonstrated ability and recommendation of the unit commander. Unit has been so advised.

b. Reference item concerning "Logistics," page 17, paragraph 2f(1): nonconcur. Direct Support Maintenance units are authorized 15% float for radios they support. In this case one float radio would support seven aircraft. The requirement described would require a 60% float. The outlying aircraft would still require avionic maintenance personnel and that same aircraft would still be required to fly the inoperative radio to the support facility for repair. Unit has been so advised.

c. Reference item concerning "Logistics," page 18, paragraph 2f(2). Units have been advised to call the 34th General Support Group Maintenance Division direct whenever an item is received without a DA Form 2410. A request will be sent to AVSCOM to obtain information for a DA Form 2410.

d. Reference item concerning "Logistics," page 18, paragraph 2f(3). The 34th General Support Group has directed each DSU to locate oxygen regulators which have been in storage for more than one year. Units have been advised to "shoe tag" all oxygen regulators turned in for bench check. The Floating Aircraft Maintenance Facility (FAMF) has the capability to perform required bench checks. Unit has been so advised.

FOR THE COMMANDER:



Clark W. Stevens Jr.
Cap. ...
Assistant Major General

Cy furn:
1st Avn Bde
223d Avn Bn

23


GPOP-DT (12 Aug 70) 5th Ind (U)
SUBJECT: Operational Report of HQ, 223d Aviation Battalion (Cbt) for
Period Ending 31 July 1970, RCS CSFOR-65 (R2)

HQ, US Army, Pacific, APO San Francisco 96558 5 JAN 1971

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. AGO
Asst AG

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UNIT STRENGTHS AS OF 31 JULY 1970

1. MILITARY

UNIT	OFFICER		WARRANT		ENLISTED		TOTAL	
	AUTH	O/H	AUTH	O/H	AUTH	O/H	AUTH	O/H
HHC, 223d Avn Bn (Cbt)	18	14	3	3	85	89	106	106
18th Avn Co (UA)	15	17	24	18	130	121	169	156
163d Med Det	1	0	0	0	7	14	8	14
183d Avn Co (UA)	32	29	2	8	90	90	124	122
185th Avn Co (UA)*	32	5	2	0	89	57	123	62
203d Avn Co (UA)*	32	4	2	0	90	33	124	37
219th Avn Co (UA)	41	30	2	13	104	139	147	182
225th Avn Co (SA)	19	22	22	24	291	298	332	344
T O T A L	190	121	57	66	836	841	1133	1023

2. CIVILIAN

UNIT	DAC		VN		3RD NLT'L		CONTRACTOR	
	AUTH	O/H	AUTH	O/H	AUTH	O/H	AUTH	O/H
HHC, 223d Avn Bn (Cbt)	0	0	5	5	0	0	0	0
18th Avn Co (UA)	0	0	13	13	0	0	0	0
183d Avn Co (UA)	0	0	0	0	0	0	0	0
185th Avn Co (UA)*	0	0	10	9	0	0	0	0
203d Avn Co (UA)*	0	0	7	7	0	0	0	0
219th Avn Co (UA)	0	0	8	8	0	0	0	0
225th Avn Co (SA)**	0	0	0	0	0	0	0	0
T O T A L	0	0	43	42	0	0	0	0

*Totals for the 185th and 203d are as of 31 July 1970 after the start of their stand down.

**At present, three (3) civilians serving as field service representatives for Motorola, Ivco Lycoming, and Canadian Marconi are assigned to and staying with this unit.

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UNIT CASUALTIES AS OF 31 JULY 1970

GRADE	KILLED IN ACTION	KILLED NON-HOSTILE	WOUNDED IN ACTION	WOUNDED NON-HOSTILE	MISSING IN ACTION
Officer	0	0	1	0	2
Warrant	0	1	2	2	0
Enlisted	0	1	0	1	2
In Total	0	2	3	3	4

UNIT AWARDS AS OF 31 JULY 1970

A W A R D S	NUMBER
Distinguished Service Medal	0
Silver Star	0
Legion of Merit	0
Distinguished Flying Cross	9
Soldiers Medal	0
Bronze Star (Service)	77
Bronze Star (Achievement)	60
Bronze Star (Valor)	4
Air Medal	75
Air Medal Clusters	475
Air Medal (Valor)	7
Army Commendation Medal (Service)	151
Army Commendation Medal (Achievement)	124
Army Commendation Medal (Valor)	2
Purple Heart	3

~~Incl #2~~

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OPERATIONAL RESULTS

U N I T	SORTIES FLOWN	TROOPS LIFTED	CARGO LIFTED (TONS)	STRUCTURES		SAMPANS		AIRCRAFT DAMAGED	AIRCRAFT CONFIRMED LOST
				DAM	DEST	DAM	DEST		
HHC, 223d Avn Bn	281	264	18.4	0	0	0	0	0	0
18th Avn Co (UA)	3,055	8,945	343.6	0	0	0	0	9	1
163d Avn Co (UA)	3,842	0	0	0	0	0	0	4	0
105th Avn Co (UA)	2,845	282	10.3	4	120	0	2	3	1
203d Avn Co (UA)	3,339	0	1.5	26	210	1	0	5	0
219th Avn Co (UA)	7,242	0	0	0	0	0	0	5	0
225th Avn Co (SA)	2,386	193	5.8	0	0	0	0	4	0
T O T A L	22,990	9,684	379.6	30	330	1	2	30	2

AIRCRAFT DAMAGED: 17 O-1
4 OV-1
9 U-1A

AIRCRAFT LOST: 1 O-1
1 U-1A

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AIRCRAFT STATUS AS OF 31 JULY 1970

UNIT	O-1		U-6A		U-1A		OV-1	
	AUTH	O/H	AUTH	O/H	AUTH	O/H	AUTH	O/H
HEIC, 223d Avn Bn (Cbt)	0	0	3	2	0	0	0	0
18th Avn Co (UA)	0	0	0	0	16	16	0	0
*183d Avn Co (UA)	24	29	1	1	0	0	0	0
**135th Avn Co (UA)	24	0	1	0	0	0	0	0
**203d Avn Co (UA)	24	5	0	0	0	0	0	0
219th Avn Co (UA)	32	32	1	1	0	0	0	0
225th Avn Co (SL)	0	0	1	1	0	0	18	18
T O T A L	104	66	7	5	16	16	18	18

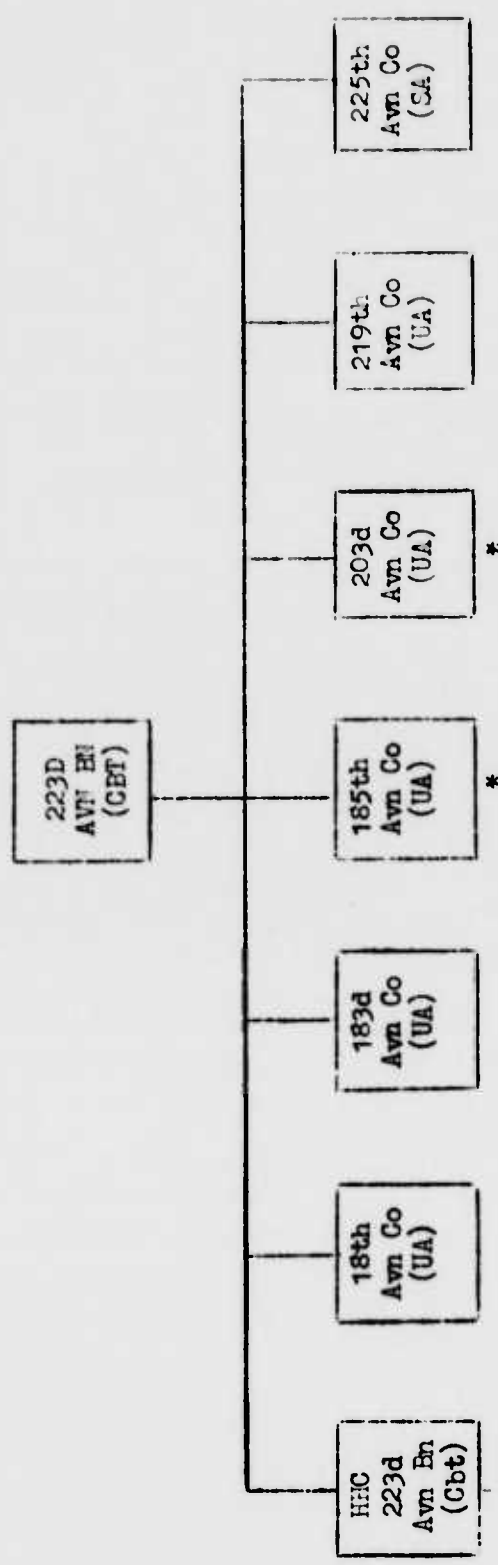
* Five additional aircraft ready for turn-in.

** On hand totals are results of official unit stand down - effective 15 July 1970.

~~Incl //~~

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ORGANIZATIONAL CHART



*Both units went on stand down status effective
15 July 1970

UNIT	LOCATION	APO
**HHC, 223d Aviation Battalion (Combat)	Qui Nhon	96238
18th Aviation Company (Utility Airplane)	Qui Nhon	96238
183d Aviation Company (Utility Airplane)	Dong Ra Thin	96377
185th Aviation Company (Utility Airplane)	Ben Me Thuot	96297
203d Aviation Company (Utility Airplane)	Phu Hiep	96316
219th Aviation Company (Utility Airplane)	Pleiku	96494
225th Aviation Company (Surveillance Airplane)	Phu Hiep	96316
**163d Medical Detachment	Qui Nhon	96238

UNCLASSIFIED

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DOCUMENT CONTROL DATA R & D

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