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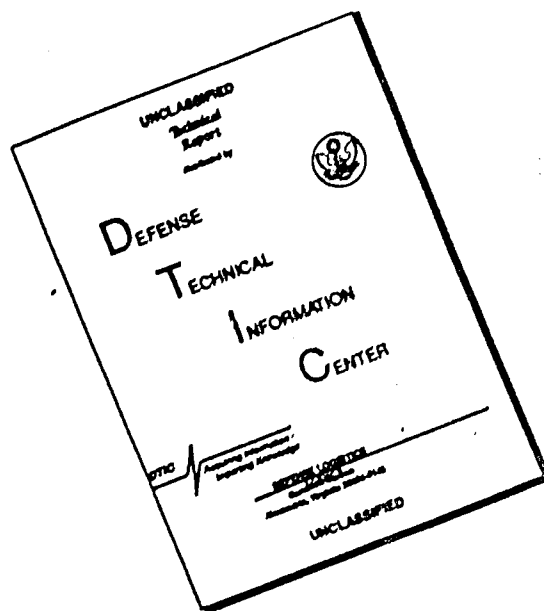
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DEPARTMENT OF THE ARMY
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AGDA-A (M) (11 Jun 71) FOR OT-UT-704239

28 June 1971

SUBJECT: Operational Report Lessons Learned, Headquarters, 269th Combat Aviation Battalion (U). 10d Ending 31 October 1970. (U)

SEE DISTRIBUTION

① Operational report for quarterly period ending 31 Oct 70.

1. The attached report is forwarded for review and evaluation in accordance with para 4b, AR 525-15.

11 17 Nov 74

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.

12 27 p. 1

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:

[Signature of Verne L. Bowers]
VERNE L. BOWERS
Major General, USA
The Adjutant General

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DEPARTMENT OF THE ARMY
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14 November 1970

SUBJECT: Operational Report - Lessons Learned 269th Combat Aviation
Battalion, Period Ending 31 October 1970, RCS CSFOR-65 (R2) (U)

SEE DISTRIBUTION

1. (C) Operations: Significant Activities.

a. Mission: During the reporting period, there were no changes in the mission of the 269th Combat Aviation Battalion.

b. Organization: There were no changes in the organization of the battalion during the reporting period. The organization of the 269th Combat Aviation Battalion at the end of the quarter is depicted in Inclosure 1.

c. Key Personnel:

(1) Commander: Lieutenant Colonel Arthur A. Dalone, 046-22-0310, Infantry, who replaced Major Robert J. Poshard, 314-26-9412, Infantry, (Acting Commander from 26 July to 26 August), on 26 August 1970.

(2) Principal Staff:

(a) Executive Officer: Major Frank Haynes, 449-60-8018, Infantry, who replaced Major Robert J. Poshard, 314-26-9412, Infantry, on 28 August 1970.

(b) S1: Captain James D. Montavon, 309-46-0837, Field Artillery, who replaced Captain Billie G. Palmer, 461-66-3565, Infantry, on 1 September 1970.

(c) S2: Captain James H. Kenton, 537-38-6512, Signal Corps, no change.

(d) S3: Captain Harold K. Taylor, 456-46-0424, Infantry, who replaced Captain Jack W. Revels, 249-50-5876, Corps of Engineers, on 27 August 1970.

(e) S4: Captain Charles R. Dowling, 263-88-6783, Infantry, no change.

FOR OT UT
704239
Inclosure

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(3) Subordinate Unit Commanders:

(a) Headquarters Company: Captain Billie G. Palmer, 461-66-3565, Infantry, who replaced Captain Glenn J. Bricker, 169-28-1389, Field Artillery, on 28 September 1970.

(b) 187th Assault Helicopter Company: Major Joe D. Carothers, 458-50-6015, Infantry, no change.

(c) 242nd Assault Support Helicopter Company: Major Paul L. Joplin, 413-74-2166, Air Defense Artillery, no change.

d. Personnel and Administration:

(1) Maintenance of Unit Strength: The battalion strength as of 31 October 1970, is shown as Inclosure 2. A summary of projected losses during the next 90 days is shown below.

	<u>NOV</u>	<u>DEC</u>	<u>JAN</u>
OFFICERS	2	1	4
WARRANT OFFICERS	1	5	10
ENLISTED	26	30	70

(2) Replacements have been requisitioned in accordance with current directives. The replacement program has functioned acceptably in regard to MOS replacement.

(3) The following statistics of the reporting period are submitted:

(a) Assignments:

<u>OFFICERS</u>	<u>WARRANT OFFICERS</u>	<u>ENLISTED</u>
37	14	143

(b) Rotation to CONUS:

<u>OFFICERS</u>	<u>WARRANT OFFICERS</u>	<u>ENLISTED</u>
10	21	144

(c) Casualties Returned to Duty:

<u>OFFICERS</u>	<u>WARRANT OFFICERS</u>	<u>ENLISTED</u>
0	0	0

(d) Casualties Evacuated:

<u>OFFICERS</u>	<u>WARRANT OFFICERS</u>	<u>ENLISTED</u>
0	0	0

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(o) Killed in Action:

<u>OFFICERS</u>	<u>WARRANT OFFICERS</u>	<u>ENLISTED</u>
0	0	0

(f) Killed not as a result of hostile actions:

<u>OFFICERS</u>	<u>WARRANT OFFICERS</u>	<u>ENLISTED</u>
0	0	0

(4) Reenlistment: During this quarter 5 personnel reenlisted in the battalion.

(5) Promotions: Promotions during this quarter were as follows:

<u>CPT</u>	<u>1LT</u>	<u>CW2</u>	<u>E8</u>	<u>E7</u>	<u>E6</u>	<u>E5</u>	<u>E4</u>
7	0	17	0	0	1	20	38

(6) Reclassifications: 9 enlisted personnel were administratively reclassified during the quarter. The primary reason for this action was upgrading of MOS skills, adjustments in MOS to jobs performed, and enlisted promotions.

(7) Retirements: There were no retirements this quarter.

(8) Awards and Ceremonies: Eight awards ceremonies were held during the quarter. A change of command was held on 26 August 1970, in which LTC Arthur A. Dalone assumed command of the 269th Combat Aviation Battalion. On 28 September 1970, a ceremony was conducted when Billie G. Palmer assumed command of Headquarters and Headquarters Company.

(9) Morale and Personnel Services:

(a) The R&R program is continually stressed throughout the battalion. During the quarter, the battalion received 136 R&R allocations of which 98 were filled.

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

	<u>OFFICERS</u>	<u>WARRANT OFFICERS</u>	<u>ENLISTED</u>
Emergency	3	1	8
Compassionate	0	0	0
Special	2	1	15
Ordinary	6	4	13

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SUBJECT: Operational Report - Lessons Learned 269th Combat Aviation Battalion, Period Ending 31 October 1970, RCS CSFOR (R2) (U)

(c) Postal Services: With the turnover of Tay Ninh Base Camp, the 187th Assault Helicopter Company receives its mail daily at the Cu Chi APO.

(10) Discipline, Law and Order: During the past quarter the following disciplinary actions were conducted:

- (a) Special Court Martial - 2
- (b) Summary Court Martial - 0
- (c) General Court Martial - 0
- (d) Article 15 Impositions - 43
- (e) Article 32 Investigations - 0

(11) Marriage to Foreign Nationals: None

(12) Exchange Facilities, Clubs, and Messes: With the turnover of Tay Ninh Base Camp, the 187th Assault Helicopter Company established a local PX to supply individuals with basic items.

(13) Information Activities: During the period August thru October, this battalion submitted 316 home town releases. Each month has shown an increase in the number submitted. Another device is the articles submitted to army and civilian news media. As of October, this battalion was seventh in the 1st Avn Bde in the number of news releases submitted; last quarter the 269th was thirteenth. Articles from the 269th appeared in The Stars and Stripes, The Army Times, Tropic Lightning News, and The Army Reporter. Another method of recognizing achievements of personnel in the battalion is through the battalion newspaper, The Black Baron Release. The newspaper which is a bi-monthly publication has doubled in length since the last reporting period.

e. Intelligence and Security:

(1) Because of the increased presence of ARVN forces in the battalion's area of operations and because of increased support to ARVN units, it has been necessary for the S2 to make periodic visits to ARVN command headquarters to obtain up-to-date, factual intelligence on activities within the ARVN area of operation.

(2) This information is important not only for battalion operations but is also used to brief incoming aviators and VIP's.

f. Operations:

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SUBJECT: Operational Report - Lessons Learned 269th Combat Aviation Battalion, Period Ending 31 October 1970, RCS CSFOR-65 (R2) (U)

(1) Significant Operations:

(a) During the reporting period, operations of the 269th Cbt Avn Bn were routine in nature. The 187th AHC supported the 25th Inf Div and III Corps ARVN units on a routine, daily basis. The 242nd ASHC supported the 25th Inf Div and II FFV with a daily commitment of three to five CH-47's. Operational Statistics for the reporting period may be found in Inclosure 3.

(b) During the reporting period, the 242nd ASHC dropped seven sling loads. Three of those were due to broken straps and slings. One load was punched off after an engine failure. Three loads were dropped because of excessive oscillation.

(2) Weather Impact During the Reporting Period:

(a) Typical monsoon weather prevailed during the reporting period. Low ceilings during the early morning hours and scattered thunder showers in the afternoon were frequent but expected. These weather conditions caused some delays in mission accomplishment, but delays were not significant.

(b) The only exception to routine monsoon weather was tropical storm Louise which occurred on 30 October. The storm resulted in low clouds, fog, and moderate to heavy rain showers. The entire battalion flew a total of four hours on this date.

(c) Weather forecasting support was provided by the 12th Cbt Avn Gp, the 7th Air Force, and the USAF Weather Station at Cu Chi. Lack of weather forecasting support never hampered battalion operations.

g. Training:

(1) During the reporting period, ninety-nine individuals received in-country training from the 25th Inf Div Tropic Lightning Academy. Twenty-four individuals attended Tropic Lightning Refresher Training which is training geared towards effective internal security.

(2) In addition to the training conducted by the 25th Inf Div, the following school quotas were filled by units of the 269th Avn Bn:

<u>SCHOOL</u>	<u>AHC</u>	<u>187th</u>	<u>242nd</u>
AH-1G IP/SIP		1	
UH-1 IP/SIP		1	
AH-1G Trans		2	
Tech Insp	1	1	

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<u>SCHOOL</u>	<u>HHC</u>	<u>187th</u>	<u>242nd</u>
Armament-Enl		3	
Armament-Off		1	
F53-I13 Eng		3	
Toch Supply		2	1
UH-1D/H Repair		2	
CH-47 Repair			1
CH58A Trans (By Unit IP)	1		1

(3) In addition to normal required training, emphasis was placed on drug education, drug suppression, the USARV Drug Suppression Team gave instruction to battalion officers and NCO's. Drug lectures were given to all battalion personnel by both the surgeon and the chaplain.

h. Surgeons: With the increasing experience of caring for personnel undergoing withdrawal from hard narcotics, the Battalion Medical Section has realized the need for long term convalescence to supplement the already available three day hospitalization for acute withdrawal. The Battalion Medical Section has incorporated a convalescent ward into the dispensary where it can attempt to aid recovery of the individual and facilitate his return to duty. The ward was begun on 23 October 1970.

i. Aviation Safety:

(1) During the reporting period, the 269th Cbt Avn Bn experienced three accidents. One accident was caused by short shaft failure; two accidents occurred in revetments.

(2) Investigation of the short shaft failure revealed that unauthorized maintenance had been performed on the short shaft the previous night. The unauthorized maintenance was not the cause of the failure, but it was an indication that improper maintenance was being performed. The importance of by-the-book maintenance has been emphasized.

(3) Because of the revetment accidents, a new procedure for revetment operations was initiated. The crewchief now stands to the front of the revetment and guides the pilot out of the revetment. This procedure should preclude any future revetment accidents.

(4) The 242d ASHC has continued its accident free operations for 22 months and 23,000 hours.

(5) The 269th CAB flew approximately 10,000 hours in the quarter and experienced three accidents for a rate of 30.0.

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j. Chaplain:

(1) During the reporting period, religious services were available to all personnel within the command. Denominational services were also available for various Protestant Denominations. Services for Roman Catholic personnel were provided by chaplains from the 25th Inf Div. The battalion provided transportation for a Catholic chaplain to Tay Ninh to conduct mass for personnel in the 187th AHC.

(2) Jewish personnel in the battalion attended services in the 25th Division Memorial Chapel.

(3) The battalion chaplain conducted services according to the following schedules:

- (a) HHC, 269th Aviation Battalion
Sunday, 1100, Battalion Air High Chapel
- (b) 187th AHC
Sunday, 1930, Crusader Mess Hall
- (c) 242d ASHC
Sunday, 1330, Muleskinner Mess Hall

(4) The battalion chaplain has continued a program of education and assistance. An initial briefing is given to all new replacement personnel at which time the chaplain introduces himself, the chapel program, and assistance available to the soldier during his tour. The chaplain has joined with the battalion surgeon in conducting drug suppression classes to battalion personnel.

k. Turnover of Tay Ninh Base Camp:

(1) One of the most significant occurrences of the reporting period was the turnover of Tay Ninh Base Camp to RVN Forces. The result of the turnover was that the 187th AHC became a tenant at the RVN facility.

(2) A number of problems were encountered by the 187th when the American units left and the base camp was left to the Vietnamese. These problem areas and their solutions are as follows:

(a) Potable Water Supply: With the departure of the American support from Tay Ninh, the 187th began to maintain an in-line chlorinator which is operated by an assigned water purification specialist.

(b) Generator and Generator Support: A 200 KW generator was left in place and was to be operated and maintained by the RVN Forces.

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The 187th found it necessary to hire a Vietnamese civilian to effectively maintain the generator. A 45 KW generator is maintained for backup.

(c) Class I, III, and V Support and Facilities: The 29th Spt Gp currently operates a Class I point at Tay Ninh which was constructed and operated by the 187th for approximately 30 days. Class III is supplied by the ARVN units at Tay Ninh. Class V is provided by the 3d Ord Bn; transportation is provided by the 4th Trans Cmd. The 187th maintains a rearm point which provides support on an area basis.

(d) Security: Perimeter defense at Tay Ninh is provided by the ARVN forces, but the 187th provides internal security and security for the flight line. An ARVN liaison NCO maintains coordination between the ARVN units and the 187th.

(e) Resupply of Class II, IV, VII, and IX: Support was shifted from Tay Ninh to Cu Chi and subsequently shifted to Phu Loi.

(f) Communications with Higher Units: With the departure of American units, the main switchboard at Tay Ninh was closed down. This left FM radio the only reliable means of communication. A landline was originated from the 269th Avn Bn switch to the 39th Sig Bn. The 39th Sig became responsible for VHF transmission to the 53d Sig Bn in Tay Ninh East. From Tay Ninh East, the circuit was to be completed by an underground cable; however, the cable was uprooted and damaged beyond repair. Two miles of WD-1 were installed to replace the cable. The following two problems have occurred. First, there has been inattention to line maintenance by the VHF units. Second, the two miles of WD-1 run through a Vietnamese portion of the base camp. Heavy duty equipment operating in this area frequently severs this line. Requests for more care of the construction units, or at least notification of the 187th in the case of a line break, have not been effective. The 187th Commo Section must locate and repair each break, a time-consuming process. At the end of the reporting period, the line to Tay Ninh was only functional about 50% of the time.

(g) Repair and Utility Support for Buildings: With the departure of PA&E, the unit provides its own support. Originally the ARVN units were to be responsible for the maintenance.

(h) Fire Fighting Support: The 187th has been provided 2 fire trucks and an eight man fire fighting detachment. In addition to foam capabilities for aircraft fires, the detachment has facilities to fight structure fires.

(i) PX Facilities: With the closing of the Tay Ninh PX, the 187th started a small PX to provide the troops with basic items. The 187th personnel now makes use of the Cu Chi PX for major items.

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(j) Postal Facilities: With the closing of the Tay Ninh
APO, the 187th receives its mail daily at Cu Chi.

(k) Medical Supplies: With the close down of the 45th Surgical
Hospital at Tay Ninh, the 187th was forced to get medical supplies from
depots at Cu Chi and Long Binh.

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Battalion, Period Ending 31 October 1970, RCS CSFOR-65 (R2) (U)

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

a. Personnel:

(1) The Use of Habit Forming Drugs.

(a) OBSERVATION: The use of habit forming drugs by American GI's is a serious problem in Vietnam.

(b) EVALUATION: The war in Vietnam subjects soldiers to a completely new and different environment. Many are frustrated and confused by their situation and cannot adjust to the personal hardships which they encounter. For many, the Army provides their very first challenge in life and some are unsure of themselves and their ability to cope with the situation. In an effort to evade reality, and escape into a world in which they can feel secure, many turn to drug use. Since all types of drugs are easily accessible and relatively inexpensive, many soldiers find drugs to be a temporary solution to their problems. Unfortunately, the average soldier has not been educated to the many hazards of drug use and consequently does not consider the physical and psychological effects that drugs have on the human body. Most soldiers do not concern themselves with the legal aspects of drug use since they are confident that they can evade prosecution for drug offenses. Many drug cases involve soldiers who are bored and use drugs for excitement. Others hear about drugs and try them out of curiosity. And some use drugs to gain acceptance by their peers who use drugs. The danger lies in the possibility that these individuals will unknowingly get hooked on a hard drug.

(c) RECOMMENDATION: Every serviceman be made aware of the hazards of drug use and abuse. That nonusers be encouraged to help their fellow soldiers. That former drug users be used to assist others in the withdrawal program. That classes be given by qualified medical personnel and chaplains in order that all troops be properly educated on the hazards of drug use.

(d) COMMAND ACTION: Classes are given to every man in the unit upon arriving in the unit and once a month thereafter by competent personnel. An extensive education program is being conducted to provide every soldier with pertinent facts on the hazards involved in drug use and abuse. A Drug Council has been appointed to study the problems of drug use. An aggressive amnesty program has been instituted to assist personnel who desire to withdraw from drugs.

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b. Intelligence:

(1) Order of Battle Information.

(a) OBSERVATION: In formulating order of battle information for briefings, the S2 noticed that material on enemy units and capabilities differ between sources, i.e., II FFORCEV, 25th Infantry Division, 25th ARVN Division, and MACV.

(b) EVALUATION: Consequently, it is difficult for a separate battalion to evaluate which source of information is most reliable for the area of operations in which they are interested. The most confusing aspect is trying to determine whether the major headquarters is as aware of the intelligence for a specific area as a smaller unit operating in the area.

(c) RECOMMENDATIONS: Recommend closer coordination in determining enemy locations and capabilities between different headquarters. Particular emphasis should be placed on American units coordinating with ARVN units to determine the most accurate information available.

(d) COMMAND ACTION: N/A

(2) ARVN Intelligence.

(a) OBSERVATION: As a battalion which operates mostly with ARVN forces, it would be more beneficial to receive intelligence and operational summaries from the units we support. In many areas this Battalion Headquarters is not aware of the activities of the supported units.

(b) EVALUATION: In trying to determine intelligence activities in ARVN areas of operations, it has been necessary to coordinate directly with the units we support. Since it is difficult to travel to ARVN unit locations daily or even weekly, the intelligence in the areas in which this battalion operates is limited.

(c) RECOMMENDATION: Recommend higher headquarters take actions necessary to provide battalions with intelligence from ARVN unit headquarters.

(d) COMMAND ACTION: A letter is being submitted to 12th CAG requesting this Battalion be furnished with Intelligence summaries from 25th ARVN Div, 101st ARVN Abn Div and MR III MACV teams.

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c. Operations:

(1) Improper Preflighting of Aircraft Prior to Missions.

(a) OBSERVATION: Pilots have been exhibiting a lack of knowledge of what should and what should not be checked during preflight, often wasting time checking items which need not be checked on preflight inspection.

(b) EVALUATION: Pilots are either being overly cautious and examining everything they can find, to include items which they are not qualified to examine, or they are not utilizing their preflight checklist.

(c) RECOMMENDATION: Standardization should be sought using operational experience, as well as the -10, as guidelines.

(d) COMMAND ACTION: Maintenance qualified personnel have devised classes designed to instruct pilots on proper preflight techniques to preclude doubts about tolerances and what to look for.

(2) Revetment Operations.

(a) OBSERVATION: During the past two months this unit has experienced 2 major aircraft accidents while coming out of a revetment.

(b) EVALUATION: With the battery mounted in the rear of a UH-1, the aircraft lifts off with an extremely tail low attitude when the aircraft is empty. This tail low attitude can be so severe that the pilot will think that he is at a two to three foot hover when, in reality, the front skids will be 2 to 3 feet off the ground and the rear of the skids only 3 to 6 inches off the ground. Combine this with torn skid shoes, loose PSP and a lack of positive clearing methods, and the result is a potential hazard to aviation safety.

(c) RECOMMENDATION: That a positive clearing procedure be established for taking aircraft out of the revetments. That all pilots be instructed in the inherent dangers of hovering in a revetment. That revetments have periodic inspection for hazardous conditions. And, finally, that the aircraft skids be kept in good repair.

(d) COMMAND ACTION: This unit now requires the Crew Chief to act as a ground guide while taking aircraft out of the revetments. The unit IP's are instructing all pilots on proper revetment procedures and the hazards involved. The revetments are inspected daily for hazardous conditions and worn skids are replaced as soon as possible.

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(3) PZ Formations.

(a) OBSERVATION: While picking up troops in a PZ, a hazardous situation can exist if the troops do not have sufficient spacing between loads.

(b) EVALUATION: Due to the fact that the aircraft battery is installed in the rear compartment, the aircraft has a severe tail low attitude when landing empty. If adequate spacing between loads is not maintained, an aircraft landing too close to one of the front loads might possibly bring its tail rotor close to the troops to his rear, thereby creating an unnecessarily hazardous situation.

(c) RECOMMENDATION: That the aircraft loads should be properly aligned and spaced approximately 125 feet apart.

(d) COMMAND ACTION: The Air Mission Commander must inform the task force commander of the minimum criteria required for a PZ. The Air Mission Commander must then insure that the criteria is met and that troops to be picked up are properly aligned and spaced.

(4) Aircraft In Landing Zones.

(a) OBSERVATION: Severe pitching and rolling of the aircraft in landing zones.

(b) EVALUATION: While off loading troops from a fully loaded UH-1H helicopter, a severe rocking of the aircraft can be induced by the troops jumping from the skids before the aircraft has touched down.

(c) RECOMMENDATION: That ground commanders and their troops be informed of this dangerous situation. Also that the individual air crews keep the troops on the aircraft until it is firmly on the ground.

(d) COMMAND ACTION: Flight leaders brief ground commanders before each lift on the dangers of departing the aircraft before it is firmly on the ground. Crews instruct personnel on board their aircraft to remain on board until it is firmly on the ground.

(5) Aircrews.

(a) OBSERVATION: The pilot and his crew as members of a team must work together for the successful completion of the mission.

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Battalion, Period Ending 31 October 1970, RCS CSFOR-65 (R2) (U)

(b) EVALUATION: Pilots are required to read and understand rules and regulations. In the areas of unit flight standing operating procedures, local area standing operating procedures, and flight operation of the aircraft, pilot and crew coordination is lacking.

(c) RECOMMENDATION: That crew members have a required reading text and formal classroom instruction on subjects such as the operation of organic weapons, aircraft procedures, unit SOP's and local area SOP's.

(d) COMMAND ACTION: Classes are currently held by this unit on such matters. Command emphasis is placed on proper briefing of aircrew members and additional classes in specific areas are scheduled as necessary.

(6) CH-47 Revetment Operations.

(a) OBSERVATION: On several occasions during the reporting period, CH-47's had difficulty stopping while taxiing on PSP and in revetments.

(b) EVALUATION: The stopping difficulty was due to water and oil on the PSP. No damage resulted.

(c) RECOMMENDATION: All CH-47 aircraft should be towed in and out of revetments when the possibility of skidding exists.

(d) COMMAND ACTION: All aircraft commanders and pilots have been briefed on the problem. Maintenance furnishes towing equipment as required.

(7) Hazardous Operations on Top of Nui Ba Den.

(a) OBSERVATION: Conditions on Nui Ba Den are hazardous to CH-47's resupplying POL.

(b) EVALUATION: On the South Pad, an extensive network of antennas around the pad requires the use of forty foot slings to gain adequate vertical hover clearance. Horizontal blade clearances to antennas and the control tower are ten feet and twenty-five feet, respectively. The length of the sling and the steeply sloping terrain to the east and south affords inadequate hover references for good aircraft control for close hover work. Winds also frequently exceed 25 knots. The extremely hazardous conditions which exist on the North Pad are identical to those on the South Pad, but are aggravated by closer proximity to antennas and the tower and the inability to hover facing in any other than a southerly direction. A power loss on these pads would more than likely be catastrophic because there are no forced landing areas nearby.

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(c) RECOMMENDATION: Relocate POL resupply to either the "CAV" pad or in the vicinity of the VIP pad and pumping the fuel to the using areas offers the only safe solution to the existing hazard. Both of these areas are clear of antennas, offer multi-directional hover capability, and provide a forced landing area in case of an emergency. As an alternate solution, generators could be repositioned to the vicinity of the VIP or "CAV" pads.

(d) COMMAND ACTION: After an unsuccessful attempt to relocate POL supply through the 25th Div DTO, an Operational Hazard Report was submitted through channels.

d. Organization: None

e. Training:

(1) Tech Supply Training.

(a) OBSERVATION: During the reporting period, it was noted that Tech Supply was having difficulty getting repair parts and that stock records were incomplete.

(b) EVALUATION: A review of former Tech Supply personnel determined that few of these personnel were familiar with regulations and procedures applicable to their work.

(c) RECOMMENDATION: All Tech Supply personnel should be sent to the In-country Tech Supply training center at least twice in a 12 month period for refresher training.

(d) COMMAND ACTION: PLL's are being revised as authorized by current regulations and necessary training is being provided personnel assigned to Tech Supply duties.

f. Logistics: None

g. Communications:

(1) Need for Universal Aircraft Recovery Frequency.

(a) OBSERVATION: Excess traffic on guard frequencies while aircraft are engaged in downed aircraft recovery operations.

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(b) EVALUATION: While engaged in recovery and protection of downed aircraft, guard frequencies are used in lieu of a common frequency for mutual communication between aircraft involved in the operation.

(c) RECOMMENDATION: That a frequency be assigned such as 333.00 on UHF that could be used after initial contact with other aircraft in the area of the downed aircraft. This frequency should be standard throughout Vietnam and used strictly for downed aircraft protection and recovery operations.

(d) COMMAND ACTION: A request is being submitted to 1st Aviation Brigade.

h. Materiel:

(1) Seatbelt Damage to OH-58A Aircraft.

(a) OBSERVATION: A seatbelt was inadvertently left hanging out of the passenger compartment of an OH-58A. During flight, the seatbelt repeatedly struck the side of the aircraft and caused extensive damage to the side of the aircraft.

(b) EVALUATION: Immediately after takeoff, the pilot, who was flying alone, became aware of the condition, but there was no suitable area to land.

(c) RECOMMENDATION: All pilots should be instructed to brief passengers and check seatbelts prior to takeoff. Signs should be placed in the aircraft to remind passengers to insure seatbelts are secured inside the aircraft before leaving the aircraft.

(d) COMMAND ACTION: All pilots have been instructed on the desired procedure and signs have been installed in all OH-58A aircraft.

(2) Proper Inspection of Rod End Bearing.

(a) OBSERVATION: Early in the reporting period, while maintenance personnel were inspecting the rod end bearing of a damper on the forward head of a CH-47 aircraft, insufficient number of personnel were attempting to perform the job.

(b) EVALUATION: The blade was caught by a gust of wind and the men holding the blade were unable to handle it. The handlers released the blade and it swung back, trapping the inspecting man between the blade and rotor head.

AVBACA-F-SC

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(c) RECOMMENDATION: That sufficient number of personnel be employed to perform the job. When gusty winds prevail, recommend the use of the wrecker to perform this task.

(d) COMMAND ACTION: All maintenance personnel were instructed in the proper procedure for the removal and inspection of rod end bearings and working around rotor blades in general.

i. Other: None

4 Incl
as


WILLIAM J. MALONE
LTC, Infantry
Commanding

DISTRIBUTION:

CINCUSARPAC, ATTN: GPOP-DT, APO 96558 (2 cys)
CG, USARV, ATTN: AVHGC-DST, APO 96375 (3 cys)
CG, 1st Avn Bde, ATTN: AVBAGC-O, APO 96384 (2 cys)
CO, 12th Cbt Avn Gp, ATTN: AVBACA-SC, APO 96266 (5 cys)

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AVBACA-SC (14 Nov 70) 1st Ind
SUBJECT: Operational Report-Lessons Learned, 269th Aviation Battalion
(Combat) for Period Ending 31 October 1970 RCS CSFOR-65 (R2) (U)

DA, HEADQUARTERS, 12TH AVIATION GROUP (COMBAT), APO 96266 25 Nov 70

THRU: Commanding General, II Field Force Vietnam, ATTN: AVFBC-R&E, APO 96266

Commanding General, 1st Aviation Brigade, ATTN: AVBA-C, APO 96384

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

Commander-in-Chief, US Army Pacific, ATTN: GPOP-DT, APO 96558

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


1. (U) This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 Oct 70 from Headquarters, 269th Aviation Battalion (Combat).

2. (C) The following comments are provided:

a. Reference: paragraph 2c(2), aircraft in landing zones. One accident with major damage resulted when a UH-1H aircraft from the 222d Avn Bn (Cbt) was hovering in an LZ and troops were jumping off. Recommend that tactical commanders be advised of the hazards created when troops dismount a hovering aircraft. Aircraft commanders in the reporting unit have been advised to include comments on this subject in the pre-flight briefing.

b. Reference: paragraph 2c(7), hazardous operations on top of Nui Ba Den. This headquarters has received and evaluated the Operational Hazard report. All resupply to this base have been limited to the "CAV" pad. No further action is required.

c. Reference: paragraph 2g(1), need for universal aircraft recovery frequency. The recommended sole purpose frequency has very valid justification. An established frequency would greatly reduce traffic on the UHF guard frequency.


ALBERT J. FERN JR.
Colonel, Infantry
Commanding

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AVFBC-RE (14 Nov 70) 2d Ind
SUBJECT: Operational Report - Lessons Learned of 269th Aviation Battalion
(Combat) for Period Ending 31 October 1970, RCS CSFOR-65 (R2)(U)

DA, HQ, II Field Force Vietnam, APO 96266

8 DEC 1970

THRU: Commanding General, 1st Aviation Brigade, APTN: AVBA-C, APO 96384

Commanding General, US Army Vietnam, APTN: AVHDO-DO, APO 96375

Commander-In-Chief, US Army Pacific, APTN: GPOP-DT, APO 96538

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

1. (U) This headquarters has reviewed the Operational Report - Lessons Learned for the quarterly period ending 31 October 1970 from Headquarters, 269th Aviation Battalion (Combat) and comments of the indorsing headquarters.
2. (C) Comment: Reference item concerning "Order of Battle Information", page 11, paragraph 2b(1); Concur. While it is generally accurate to state that smaller units have more detailed knowledge of order of battle within their given area of operation than a major headquarters would have, it should be noted that intelligence information must flow in both directions and that the higher headquarters must depend on the subordinate units, who are in direct contact with the enemy, to inform them of recent order of battle changes. This headquarters makes frequent coordinating visits on a continuing basis to counterparts at all levels within MR 3 to obtain the most accurate and up-to-date intelligence information possible. Recommendations of subordinate units on changes in order of battle information are frequently incorporated into intelligence reports published by this headquarters. Special emphasis has been placed on coordination with ARVN counterparts at III Corps Headquarters. However, it should be noted that the overall coordinating agency for flow of intelligence information between US and ARVN units is J2, MACV.

FOR THE COMMANDER

W. C. BARRI, JR.
W. C. BARRI, JR.
C. O. 1000

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AVBACC-0 (14 Nov 70) 3d Ind
SUBJECT: Operational Report - Lessons Learned of 269th Aviation Battalion
(Combat) for Period Ending 31 October 1970, RCS CSFOR-65 (R2) (U)

DA, HEADQUARTERS, 1ST AVIATION BRIGADE, APO 96384 15 DEC 1970

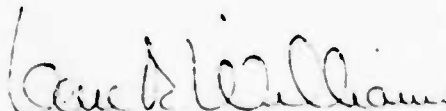
TO: Commanding General, United States Army Vietnam, ATTN: AVHGS-DST,
APO 96375

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

1. (U) This Headquarters has reviewed subject report and concurs with the contents as indorsed.

2. (U) The following additional comments are considered pertinent: Reference paragraph 2g(1), need for universal aircraft recovery frequency; Concur. Excessive use of frequency 243.0 MHZ is a continuing problem. The Signal Section of this Headquarters will submit request for study of this situation by the Air Traffic Control working group of the Joint Air Operations Group.

FOR THE COMMANDER:



GENE R. WILLIAMS
CPT, AGC
Asst AG

AVHDO-DO (14 Nov 70) 4th Ind

SUBJECT: Operational Report - Lessons Learned 269th Combat Aviation
Battalion, Period Ending 31 October 1970, RCS CSFOR-65 (R2) (U)


Headquarters, United States Army Vietnam, APO San Francisco 96375 2 4 FEB 1971

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

1. This Headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 October 1970 from Headquarters, 269th Combat Aviation Battalion and comments of indorsing headquarters.

2. Reference item concerning "Tech Supply Training," page 15, paragraph 2e(1): concur. In-country training in tech supply functions is currently being conducted by the 34th General Support Group. Quotas to this course of instruction are available to the 269th Aviation Battalion upon request. No action by USARPAC or DA is recommended. Unit has been so advised.

FOR THE COMMANDER:



Clark W. Stevens Jr.

Captain AGC

Assistant Adjutant General

Cy furn:
1st Avn Bde
269th Avn Bn

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GPOP-DT (14 Nov 70) 5th Ind (U)
SUBJECT: Operational Report of HQ, 269th Combat Aviation Battalion for
Period Ending 31 October 1970, RCS CSFOR-65 (R2)

HQ, US Army, Pacific, APO San Francisco 96558 24 MAR 1971

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

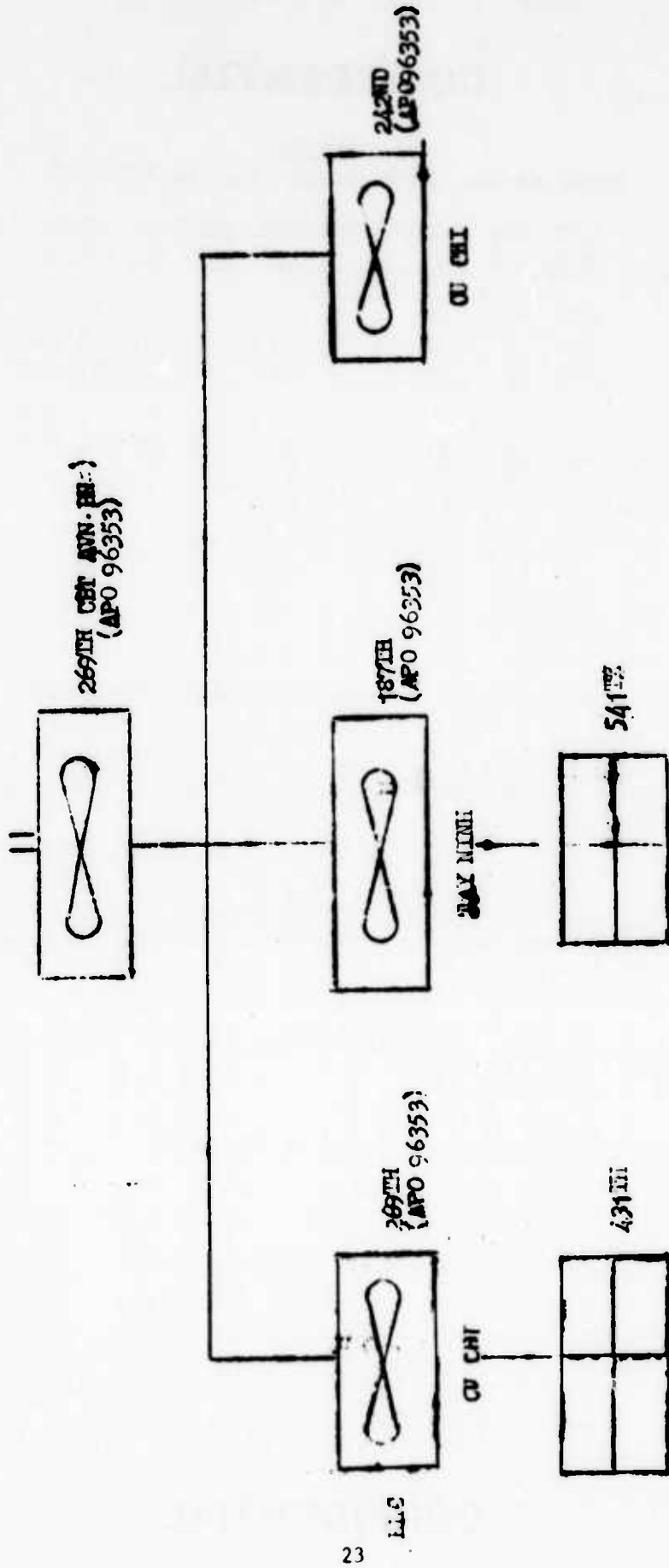
This headquarters concurs in subject report as indorsed.

FOR THE COMMANDER IN CHIEF:



L.M. OZAKI
CPT, AGC
Asst AG

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Enclosure 1 (C) 269th Combat Aviation Battalion

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UNIT STRENGTH HEADQUARTERS, 269th COMBAT AVIATION BATTALION

MILITARY Subordinate Unit	OFFICERS		WARRANT OFFICERS		ENLISTED		TOTAL		LOCATION
	AUTH	ASG	AUTH	ASG	AUTH	ASG	AUTH	ASG	
187th	17	26	47	42	218	222	282	290	Tay Ninh
541st Med	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>7</u>	<u>7</u>	<u>8</u>	<u>8</u>	Tay Ninh
Total	18	27	47	42	225	229	290	298	
242nd	<u>14</u>	<u>18</u>	<u>23</u>	<u>18</u>	<u>187</u>	<u>215</u>	<u>264</u>	<u>223</u>	Cu Chi
Total	14	18	23	18	187	215	264	223	
HHC	19	20	3	4	85	88	107	112	Cu Chi
431st Med	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>7</u>	<u>5</u>	<u>6</u>	<u>5</u>	Cu Chi
Total	20	20	3	4	92	93	115	117	
Total 269th	<u>52</u>	<u>65</u>	<u>73</u>	<u>64</u>	<u>544</u>	<u>508</u>	<u>669</u>	<u>637</u>	

CIVILIAN Subordinate Unit	DAC		VN		3rd Natl	Civil	TECH	REPS
	AUTH	O/H	AUTH	O/H	AUTH	O/H	AUTH	O/H
187th	0	0	11	11	0	0	0	0
242nd	0	0	8	8	0	0	1	1
HHC	0	0	9	9	0	0	0	0
Total 269th	<u>0</u>	<u>0</u>	<u>28</u>	<u>28</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>

Inclosure 2 (C) Unit Strength as of 31 Oct 1970

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OPERATIONAL STATISTICS
HEADQUARTERS 269th COMBAT AVIATION BATTALION
QUARTER ENDING 31 October 1970

<u>COMPANY</u>	<u>SCRTLES</u>	<u>AX</u>	<u>TONS</u>	<u>VC</u> <u>K/L</u>	<u>STRUC</u> <u>DEST</u>	<u>A/C</u> <u>LGSS</u>	<u>A/C</u> <u>DAH</u>	<u>FLY</u> <u>HRS</u>
187th AHC	19,400	39,029	261	0	0	1	11	6947
242nd ASHC	9,626	28,654	17,951	0	0	0	1	3111
<u>TOTAL</u>	<u>29,026</u>	<u>67,683</u>	<u>18,312</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>12</u>	<u>10,058</u>

Inclosure 3 (C) Operational Statistics

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AIRCRAFT STATUS
HEADQUARTERS, 269th COMBAT AVIATION BATTALION
As of 31 October 1970

<u>UNIT</u>	<u>UH-1 B/C</u> <u>AUTH ASG</u>	<u>UH-1 D/H</u> <u>AUTH ASG</u>	<u>OH-58A</u> <u>AUTH ASG</u>	<u>OH-47</u> <u>AUTH ASG</u>	<u>AH-1G</u> <u>AUTH ASG</u>
HQ, 269th	0 0	0 1	3 3	0 0	0 0
187th AMC	0 0	0 22	0 0	0 0	7 7
242nd ASHC	0 0	0 0	2 1	15 15	0 0

Incl 4 (C) (Aircraft Status)

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Security Classification

DOCUMENT CONTROL DATA - R & D		
<i>(Security classification of title, body of abstract and indexing annotation must be entered when the overall report is classified.)</i>		
1. ORIGINATING ACTIVITY (Corporate author)		2a. REPORT SECURITY CLASSIFICATION
HQ, OACSFOR, DA, Washington, D. C. 20310		CONFIDENTIAL
		2b. GROUP
		4
3. REPORT TITLE		
Operational Report - Lessons Learned, HQ, 269th Combat Aviation Battalion		
4. DESCRIPTIVE NOTES (Type of report and inclusive dates)		
Experiences of unit engaged in counterinsurgency operations, 1 Aug to 31 Oct 70.		
5. AUTHOR(S) (First name, middle initial, last name)		
CO, 269th Combat Aviation Battalion		
6. REPORT DATE	7a. TOTAL NO. OF PAGES	7b. NO. OF REFS
14 November 1970	29	
8a. CONTRACT OR GRANT NO.	8b. ORIGINATOR'S REPORT NUMBER(S)	
	704239	
b. PROJECT NO.	9b. OTHER REPORT NO(S) (Any other numbers that may be assigned this report)	
c. N/A		
d.		
10. DISTRIBUTION STATEMENT		
11. SUPPLEMENTARY NOTES	12. SPONSORING MILITARY ACTIVITY	
N/A	OACSFOR, DA, Washington, D. C. 20310	
13. ABSTRACT		
27		

DD FORM 1 NOV 68 1473

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