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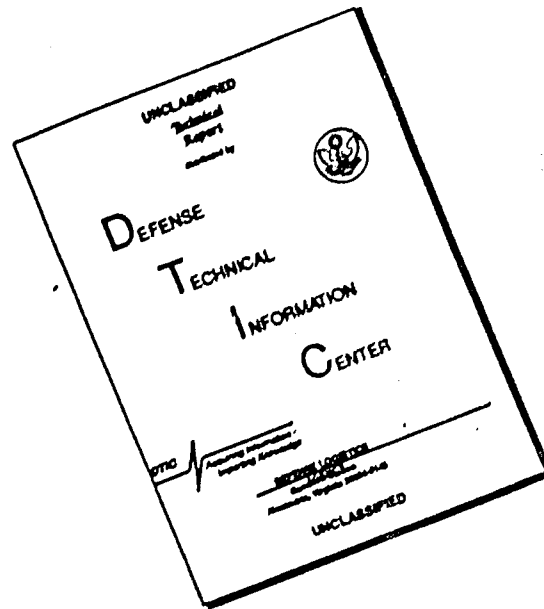
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DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310

AD 515990

AGDA-A (M) (10 Jun 71) FOR OT UT 704069

28 June 1971

SUBJECT: Operational Report - Lessons Learned, Headquarters, 13th
Aviation Battalion, Period Ending 31 October 1970 (U)

SEE DISTRIBUTION

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.

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VERNE L. BOWERS
Major General, USA
The Adjutant General

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3

DEPARTMENT OF THE ARMY
Headquarters, 13th Combat Aviation Battalion
APO San Francisco 96215

AVBABN-GC

11 November 1970

SUBJECT: Operational Report - Lessons Learned of the 13th Combat Aviation Battalion, for the Period Ending 31 October 1970, RCS CSFOR-65 (R2) (U)

CINUSARPAC, ATTN: GPOP-DT, APO San Francisco 96558
Commanding General, USARV, ATTN: AVHCE-DST, APO San Francisco 96375
Commanding General, 1st Aviation Brigade, ATTN: AVBAGC, APO San Francisco 96384
Commanding Officer, 164th Combat Aviation Group, ATTN: AVBACE-C, APO San Francisco 96215

1. (U) Operations: Significant Activities:

a. (U) Unit Mission: The 13th Combat Aviation Battalion constituted as TASK FORCE GUARDIAN was placed in direct support of the 21st ARVN Division on 1 January 1970. This tactical mission was supplemented with support to the Navy at Solid anchor Naval Base. In addition to its tactical mission, the 13th Combat Aviation Battalion has played a very active role in the VNAF Improvement and Modernization Program. Soc Trang Army Airfield, home for units of the 13th CAB since 1962 and HHC, 13th CAB since 1968, was turned over to the VNAF during this reporting period.

b. (U) Organization: The organization of the entire Battalion underwent major changes as a result of the VNAF I and M Program. The 121st Assault Helicopter Company, senior member of the 13th CAB, and the 336th Assault Helicopter Company were reduced to training cadres for the newly activated VNAF Helicopter Squadrons. The 162nd Assault Helicopter Company became part of TASK FORCE GUARDIAN, as a result of the tactical operational loss of the 121st and 336th Assault Helicopter Companies. HHC, 13th CAB relocated from Soc Trang Army Airfield to Can Tho Army Airfield on 31 October 1970. The 221st Utility Airplane Company relocated from Can Tho Army Airfield to Vinh Long Army Airfield on 14 October 1970. In addition, as result of the inactivation of the 199th Reconnaissance Airplane Company, the 221st has been assigned O-1 airplane support to all the Provinces in MRU. The 41st Medical Detachment and the 262nd Field Artillery Counter Mortar Detachment were relocated to Bong Tam on 13 September 1970 and were attached to the 214th Combat Aviation Battalion. At the close of the reporting period the organization of the 13th Combat Aviation Battalion was as follows (Incl 1):

- (1) HHC, 13th Combat Aviation Battalion, APO San Francisco 96215
- (2) 121st Assault Helicopter Company, APO San Francisco 96296

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SUBJECT: Operational Report - Lessons Learned of the 13th Combat Aviation Battalion, for the Period Ending 31 October 1970, RCS CSFOR-65 (R2) (U)

- (3) 162nd Assault Helicopter Company, APO San Francisco 96215
- (4) 191st Assault Helicopter Company, APO San Francisco 96215
- (5) 221st Utility Airplane Company, APO San Francisco 96357
- (6) 336th Assault Helicopter Company, APO San Francisco 96215
- (7) C Troop, 16th Air Cavalry, APO San Francisco 96215

c. (U) Changes in Command and Staff:

(1) MAJ Walter B. Moore, 465-56-1985, IN, was assigned as Company Commander of the 162nd Assault Helicopter Company on 20 September 1970. MAJ Thomas E. Beauchamp, 225-44-6703, was reassigned to HHC, 164th Combat Aviation Group.

(2) CPT Thomas R. Brackett, 223-48-7350, AR, was assigned as Company Commander of the 121st Assault Helicopter Company on 1 October 1970. MAJ Judson R. Lucas, 269-30-5138, AR, was reassigned to HHC, 164th Combat Aviation Group.

(3) CPT Robert E. Haselow, 397-42-9249, MC, was assigned as the Battalion Medical Officer on 17 October 1970. CPT John F. Zurek, 474-46-8869, MC, was reassigned to CONUS.

(4) CPT William J. Kramer, 164-34-9174, IN, was assigned as S-1/Adjutant on 28 October 1970. CPT Stephen P. Garrett, 445-40-2572., TC, was reassigned to CONUS.

(5) CPT Richard G. Callentime, 299-34-3808, CHC, was assigned as the Battalion Chaplain on 28 October 1970. MAJ Phillip B. Bliss, 040-22-9068, CHC, was reassigned to CONUS.

(6) CW2 William A. Stanley, 546-58-2593, AVN, was assigned as Safety Officer on 29 October 1970. CW3 Anthony G. Rezendes, 563-36-0133, AVN was reassigned to CONUS.

(7) CPT Warren R. Acker, 504-48-5399, FA, was assigned as Company Commander of HHC, 13th CAB on 28 October 1970. CPT Allen J. Hardt, 536-40-8944, AR, was medical evacuated to Japan.

- d. (C) Unit Strength: See Incl 2.
- e. (C) Aircraft Status: See Incl 3.
- f. (C) Operational Results: See Incl 4.
- g. (C) Operations:

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5 AVB/ABN-OC

11 November 1970

SUBJECT: Operational Report - Lessons Learned of the 13th Combat Aviation Battalion, for the Period Ending 31 October 1970, RCS CSFOR-65 (R2) (U)

(1) The 13th Combat Aviation Battalion, during the reporting period, continued to provide aviation assets for preplanned airmobile assaults, troop insertions and extractions, air cavalry operations, tactical and administrative support, command liaison, medical evacuation and detailed visual reconnaissance in direct support of the 21st ARVN Division. Tactical and administrative assets for the 21st ARVN Division were provided by the elements of the Battalion constituted in TASK FORCE GUARDIAN: the 162nd Assault Helicopter Company, 221st Utility Airplane Company, and C Troop, 16th Air Cavalry. Tactical support provided by TASK FORCE GUARDIAN consisted of mini-packages and air cavalry packages. A mini-package consists of five UH-1D/W utility helicopter troop transports, a fire team of UH-1B/C utility helicopter gunships and a UH-1D/H utility helicopter Command and Control ship. An air cavalry package consists of four OH-6A light observation helicopters, four AH-1G attack helicopter gunships, four UH-1H utility helicopter troop transports and a UH-1H utility helicopter Command and Control ship. In addition to its significant tactical and administrative contributions, the 13th Combat Aviation Battalion was instrumental in the success the Vietnamese Air Force Improvement and Modernization Program has had to date. During the reporting period the 13th CAB completed phase I and II training for 20 VNAF pilots, on the job (OJT) maintenance training for 28 VNAF mechanics and technicians, turnover of facilities and equipment from two assault helicopter companies to two VNAF helicopter squadrons, and the transfer of all equipment and facilities located at Soc Trang Army Airfield to the Vietnamese Air Force.

(2) Airmobile Operations: The Battalion supported 199 airmobile operations during the reporting period. Some of the significant operations are listed below:

(a) Combat Operation of 4 August 1970: The 336th Assault Helicopter Company (Warriors) supported Kien Giang Province on a "Vampire Mission", a night scramble mission utilized when night insertions are necessary. The Viet Cong were attempting to overrun the Province forces located on the top of Hui Hon Sec Mountain, coordinates VS903225. The Warriors scrambled a mini-package and flare ship at 0430 hours, 4 August 1970. The Thunderbird gunships arrived on station and were greeted by mortar rounds and sniper fire. Three insertions were made at the base of the Mountain and the enemy was forced to abandon its attack.

(b) Combat Operation of 17 August 1970: The 121st Assault Helicopter Company (Tigers) supported the 21st ARVN Division with a mini-package on an operation in Phong Ding Province, (Center of Mass (CM): WR6100). Light enemy contact was made and the Viking gunships rolled in time after time with rocket strikes and mini-gun fire. A total of 800 troops were airlifted by the Tiger lift ships, and when the smoke had cleared the Viking gunships had accounted for three Viet Cong killed by air (KBA), two sampans destroyed and one structure destroyed. The E158R2 canister cluster was utilized to flush the enemy into the open and proved to be very effective.

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(c) Combat Operation of 30 and 31 August 1970: C Troop, 16th Air Cavalry (Dark Horse) supported the 21st ARVN Division with an air cavalry package on an operation in Choung Thien Province (CM: WR2859), approximately 15 miles southeast of Vi Thanh, RVN. At about 1400 hours, 30 August 1970 while conducting a visual reconnaissance (VR), the Scouts (OH-6A) spotted several personnel hiding in tall elephant grass. Seeing that they weren't friendly, the Scouts engaged them after obtaining clearance to fire. As the Cobras moved in for the kill, heavy enemy fire came from the area. One Cobra took numerous hits and had to make an emergency landing. The Command and Control aircraft (C&C) took two hits and another Cobra took a hit in the main rotor blade. Numerous Cobra and Black Pony (Navy Ov-10 "Broncos") air strikes were put into the area. Friendly troops were inserted into three different areas in an attempt to box in the retreating enemy. Darkness moved in shortly after the insertions and the Dark Horse Package spent the night at the Vi Thanh Stagefield on standby, in the event the friendly troops needed air support during the night. At first light on 31 August 1970 a VR was conducted of the area. No enemy movement was detected in the previous contact area, but numerous trails were leading out of the area. VR's were conducted throughout the day in an attempt to relocate the enemy's position. On the third VR several enemy soldiers were spotted hiding in a bunker and were killed. The friendly ground troops moving through the area confirmed 14 KBAs for C Troop during the two day operation and learned that the enemy was part of an estimated NVA regiment. Dark Horse was released at 1600 hours, 31 August 1970 when contact could not be regained.

(d) Combat Operation of 12 September 1970: The 162nd Assault Helicopter Company (Vultures) supported the 21st ARVN Division on an operation near Ca Mau, RVN (CM: VQ550900). Intelligence had pinpointed a main force VC Company operating at coordinates VQ550900. The Vultures' lift aircraft (Slicks) were to insert two companies of ARVN troops at coordinates VQ550910. The first lift was inserted without any contact. While reconning the second landing zone (LZ) the Copperhead gunships received intense automatic weapons' fire from well camouflaged and fortified enemy positions. All three gunships received numerous hits. One gunship was forced to land as a result of several hits from a .50 caliber machinegun position. After the gunship landed, the enemy continued to fire on the downed aircraft. Extraction of the aircraft was necessitated. First, 36 ground troops were inserted near the aircraft to secure it. Copperhead gunships provided suppressive fire, while the rigging crew prepared the aircraft for extraction. An aircraft modified with the XM52 system, smoke screen equipment, flew between the enemy positions and the downed aircraft, and laid down a smoke screen prior to bringing in a Chinook, CH-47, to extract the aircraft. It was because of the effective use of "Smokey" that the gunship was successfully extracted.

(e) Combat Operation of 9 October 1970: C Troop, 16th Air Cavalry supported the 33rd Regiment, 21st ARVN Division on an operation in An Xuyen Province (CM: VR9303). The previous day an amphibious landing had been made on an island off the west coast, so that an artillery fire support base could be established to support operations in the "Hatchet" area (CM: VR9212).

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7 AVDABN-GC

11 November 1970

SUBJECT: Operational Report - Lessons Learned of the 13th Combat Aviation Battalion, for the Period Ending 31 October 1970, RCS CSFOR-65 (12) (U)

The Dark Horse air cavalry package's mission was to screen up and down the coast line to determine if any buildup of VC or NVA forces in the area would provide a threat to the newly established fire support base. On the first VR a platoon size element of VC were discovered and engaged by the LOH Scouts when they received fire from a VC hiding in a bush. He was quickly eliminated and the LOH's began receiving heavy fire from numerous hidden bunkers. The Scouts marked the bunkers and the Cobras hit the area with rockets and 20mm. Two lifts of ARVN troops were inserted and they swept through the area. The result for the day was eight (8) KBAs.

(f) Combat Operation of 24 October 1970: C Troop, 16th Air Cavalry supported the 33rd Regiment, 21st ARVN Division in a special operation north-west of Ca Mau, RVN (GN: VR9520). The operation was a "Bright Lite" mission attempting to free American Prisoners of War (POW's). A Chieu Hoi had revealed the location of the POW camp. An early operation was planned to sweep through the area before the POW's could be evacuated. The operation got under way at 0630 hours with a VR of the suspected location of the camp. The initial VR resulted in negative findings, but on the second VR the LOH Scouts discovered an area that had been recently occupied. Upon further investigation, a cage and interrogation area were discovered. An insertion of troops was made and fresh camp fires were discovered along with 100 pounds of documents. More cages were found but the area had just been evacuated prior to their arrival. Four VC were killed by the Scouts in the surrounding area and additional troops were inserted. No POW's were located however, and the friendly troops were extracted in the afternoon.

h. (U) Training: The 13th Combat Aviation Battalion continued to send personnel to various schools and courses:

- (1) Army Aviation Refresher Training Course: 18, Phu Loi
- (2) UH-1 Instructor Pilot Course: 5, Long Binh
- (3) OH-58A Instructor Pilot Course: 1, Vung Tau
- (4) AH-1G Transition Course: 1, Vung Tau
- (5) OH-6A Transition Course: 4, Vung Tau
- (6) OH-6A Instructor Pilot Course: 2, Vung Tau
- (7) Projectionist School: 1, Long Binh

1. Morale and Discipline: The number of approved recommendations for awards received during this reporting period are shown by the types and totals awarded: Silver Star: 17, Distinguished Flying Cross: 139, Bronze Star: 217, Air Medal "V": 174, Air Medal: 215, ARCOM "V": 63, ARCOM: 470, Purple Heart: 17, Bronze Star "V": 11, Soldiers Medal: 12.

(1) During the reporting period the number of approved disciplinary actions taken under USMJ were:

SUBJECT: Operational Report - Lessons Learned of the 13th Combat Aviation Battalion, for the Period Ending 31 October 1970, RCS CSFOR-65 (R2)

	OFFICERS	WARRANT OFFICERS	EM
GENERALS	0	0	0
SPECIALS	0	0	7
SUMMARIES	0	0	0
ARTICLE 15's	2	0	147

(2) The number of personnel that took R & R or leave to various countries are denoted below:

Australia	69	Taipei	26	Bangkok	34
Hong Kong	18	Hawaii	96	Tokyo	13

j. (U) Safety:

(1) During this period the Battalion flew 34,786 hours and experienced five (5) major accidents. At the end of October the Battalion had 48,648 cumulative hours which gave it a rate of 14.3 accidents per 100,000 flying hours for the FY 71.

(2) HHC, 191st AHC, and C Trp, 16th Air Cav did not experience any major accidents during this period.

(3) The statistics for the period 1 August 1970 to 31 October 1970 are as follows:

UNIT	ACCIDENTS	INCIDENTS	FORCED LANDINGS	PRECAUTIONARY LANDINGS	FLIGHT HOURS	RATE
HHC	0	0	0	0	666	0
121	1	1	0	2	3,098	32.4
162	2	1	3	0	7,128	28.0
191	0	4	0	1	6,204	0
221	1	0	0	1	5,260	19.0
336	1	1	2	2	5,099	19.6
C/16	0	0	3	4	7,330	0
TOTAL	5	7	8	10	34,785	41.5

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

a. (C) Personnel:

(1) Critical MOS Shortages:

(a) Observation: While the battalion strength has significantly increased during the reporting period, critical MOS slots still remain unfilled.

CONFIDENTIAL

9

AVBABN-GC

11 November 1970

SUBJECT: Operational Report - Lessons Learned of the 13th Combat Aviation Battalion, for the Period Ending 31 October 1970, RCS CSFOR-65 (R2) (U)

(b) Evaluation: Critical MOS shortages in the field of aircraft armament and specialized maintenance, both are well below 50% strength, reduce the effectiveness of a Combat Aviation Battalion.

(c) Recommendations: With the withdrawal of personnel from Vietnam increasing, it is recommended that a close screening and redistribution be made of those personnel whose units are redeploying to CONUS.

(d) Command Action: Unit requirements for critical personnel are continuously monitored and higher headquarters are kept informed.

b. Intelligence: None

c. Operations:

(1) Airmobile Operations:

(a) Observation: Many airmobile operations are continued after darkness due to improper planning.

(b) Evaluation: The primary reason for the operations being extended after darkness is that extractions are not planned until late afternoon and the ground forces are not prepared to spend the night in the field. The Viet Cong become much more aggressive when they have darkness to cover their movement to set up ambushes in PZs and LZs. These extractions are almost always contested which results in air crew casualties and combat damage to aircraft.

(c) Recommendation: Air mission task force commanders (AMIFC's) and air mission commanders (AMC's) must plan on the possibility that the ground troops may have to remain overnight, due to inclement weather, maintenance problems or the combat situation. These contingencies should be thoroughly discussed during mission briefings.

(d) Command Action: Discussions between aviation commanders and senior ground force commanders and advisers, with emphasis on beginning extractions of troops in sufficient time prior to darkness and the necessity of having troops prepared for overnight operations, have been accomplished. It is constantly stressed through letters, directives and SOP's to our AMC's that thorough planning is essential.

(2) Use of the E158R2 CS Canister Cluster:

(a) Observation: The Viet Cong in the Delta have heavily fortified bunkers and use the art of concealment very effectively. The E158R2 CS Canister Cluster, utilized correctly, can flush the enemy from his hideaways.

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AVBABN-GC

11 November 1970

10

SUBJECT: Operational Report - Lessons Learned of the 13th Combat Aviation Battalion, for the Period Ending 31 October 1970, RCS CSFOR-65 (R2) (U)

(b) Evaluation: The E158R2 CS Canister Cluster is very helpful in preparing LZ's for insertions, driving the enemy into the open during VR's and providing blocking positions during sweeps by ground forces.

(c) Recommendation: A normal supply of E158R2 CS Canister Clusters be made available to aviation battalions, and ground commanders be instructed on their usage.

(d) Command Action: A letter, subject: Air Delivery Procedures for the E158R2 CS Canister Cluster, dated 2 August 1970 was sent to all units of this Battalion.

(3) Aircraft Hits:

(a) Observation: There have been many instances where our aircraft have inadvertently received fire from friendly ARVN elements on the ground. One LOH (OH-6A) was destroyed and two crewmembers injured as a result of friendly M-79 fire.

(b) Evaluation: A common technique used by ARVN forces upon initial landing in an LZ is a reconnaissance by fire. This fire is often fired indiscreetly in the air, jeopardizing our gunships and LOH's. The gunships and LOH's have the capability of providing warning to ground elements and suppressing enemy fire during the critical initial landing phase. The effectiveness of this capability is being reduced as a result of the measures we must take to avoid the friendly fire.

(c) Recommendation: ALL U.S. ground advisors must be informed of the danger to gunships and LOH's, as a result of uncontrolled reconnaissance by fire and the reduced effectiveness of aerial fire support when protective measures are taken.

(d) Command Action: All units have been informed to be watchful during the initial landing phase of a combat assault for the friendlies' reconnaissance by fire.

(4) Air Cavalry Operations:

(a) Observation: Our air cavalry troop is often employed in preplanned insertions rather than insertions based upon intelligence gathered by the scout elements. Frequently, battalion-sized units are inserted into areas where light contact has been made when a platoon or company size unit would be an adequate force for the mission.

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11 November 1970

SUBJECT: Operational Report - Lessons Learned of the 13th Combat Aviation Battalion, for the Period Ending 31 October 1970, RCS CSFOR-05 (2) (U)

(b) Evaluation: The LOH pilot is at a better advantage to observe the area and any recent or existing activity. Generally, when a LOH pilot has made a VR of the area and has reported that an area is not being occupied by the enemy, chances of the ground troops finding any additional intelligence or making contact are slim. This results in a misuse of manpower and blade time.

(c) Recommendation: Senior ARVN advisers and their counterparts should be encouraged to take full advantage of the LOH's observation capability and insert based on acquired intelligence.

(d) Command Action: Airmobile classes, to include air cavalry employment, have been given to ground commanders and their U.S. advisers in the 42nd TAOR. A "Back Seat" training program is conducted in conjunction with the 164th Combat Aviation Group. This Program allows for prospective AMTFC's to fly on all type airmobile operations and learn how they should be conducted.

(5) Adverse Weather Conditions:

(a) Observation: During the reporting period, weather, in the form of thunderstorms, low ceilings and rain showers hampered operations, especially in the late afternoon.

(b) Evaluation: On many occasions operations had to be extended due to delays for weather. This resulted in night operations. In addition low ceilings resulted in lower altitudes being utilized by the packages, thus giving more exposure time to enemy fire.

(c) Recommendation: Weather, especially during the last three months of the Southwest Monsoon, should be high priority consideration in mission planning by both the AIC and AMTFC. Operations should be planned to terminate prior to darkness, even with a weather hold. Minimum exposure time, below 1500 feet, should be stressed by AICs. If the ceiling is too low, the operation should be cancelled.

(d) Command Action: The Southwest Monsoon has been the topic of discussion during the Battalion Monthly Safety meeting for the past few months. The result has been negative accidents during the reporting period due to weather. Company Commanders have stressed to their AIC's the necessity to include weather in their mission planning.

d. (U) Organization: None

e. (U) Training: None

f. (C) Logistics:

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AVBABN-GC

11 November 1970

12

SUBJECT: Operational Report - Lessons Learned of the 13th Combat Aviation Battalion, for the Period Ending 31 October 1970, RCS CSFOR-65 (R2) (U)

(1) (C) Shortages of Helicopter Gunships:

(a) Observation: The 191st Assault Helicopter Company was selected to receive eight (8) UH-1M gunships. Therefore, their UH-1C gunships were re-assigned to other units. Initially the unit received three (3) UH-1M gunships and was to receive the remaining five (5) UH-1M gunships a short time later. They still have not arrived. The UH-1M gunship is primarily utilized for night interdiction missions and cannot be utilized for combat assault operations.

(b) Evaluation: The 191st Assault Helicopter Company could continue to have a combat assault capability if four (4) UH-1C gunships were assigned to supplement the UH-1M gunships.

(c) Recommendation: It is recommended that four (4) UH-1C gunships be assigned the 191st Assault Helicopter Company.

(d) Command Action: This has been verbally requested to higher headquarters.

(2) (U) Engine Failures:

(a) Observation: The greatest cause of accidents during the reporting period was engine failures, primarily with the L-13 engines in the 500-900 hour bracket.

(b) Evaluation: The engines seem to be failing internally in the N2 compressor. Accurate daily engine records have not shown any prior warning. The present solution seems to be the distribution of the L-13B engine with a N2 compressor made of titanium.

(c) Recommendation: The new L-13B engine be distributed as rapidly as possible.

(d) Command Action: L-13B engines have been requested through supply channels, although it is realized they are in short supply at this time.

(3) (U) Fuel Contamination:

(a) Observation: Fuel contamination at An Thoi, Vi Thanh, and Rach Soi stagefields continues to be a problem for O-1 aircraft, resulting in one precautionary landing, one major accident and several rough running engines during the reporting period.

(b) Evaluation: Although many field expedient methods of fuel filtration have been tried and fuel samples are taken before and after fuel servicing, extremely fine rust and dirt particles continue to be found in the fuel which clog carburetor jets and fuel strainers.

CONFIDENTIAL

B AVBABN-GC

11 November 1970

SUBJECT: Operational Report - Lessons Learned of the 13th Combat Aviation Battalion, for the Period Ending 31 October 1970, RCS CSFOR-65 (2) (U)

(c) **Recommendation:** Operational fuel separators be made available in the supply system for distribution to all atagefields.

(d) **Command Action:** Additional fuel separators and maintenance support have been requested.

(4) **Replacement Batteries For Survival Radios:**

(a) (U) **Observation:** Replacement batteries BA-1112/U, for URC-68 survival radios are not available through supply channels.

(b) **Evaluation:** Currently, seventy-five per cent of the URS-68 radios on hand in this battalion are nonoperational due to lack of replacement batteries.

(c) **Recommendation:** Command emphasis should be placed on the procurement of replacement batteries.

(d) **Command Action:** Batteries, BA-112/U, continue to be requisitioned through normal supply channels.

g. (U) **Communications:** None

h. (U) **Material:** None

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ROBERT L. SAUER
LTC, IN
Commanding

15

AVBACE-C (20 Nov 70) 1st Ind
SUBJECT: Operational Report - Lessons Learned, 13th Combat Aviation
Battalion for Period Ending 31 October 1970, RCS CSFOR-65 (R2) (U)

DA, Headquarters, 164th Combat Aviation Group, APO 96215 20 November 1970

Department of the Army, ATTN: ACSFOR
Commanding General, 1st Aviation Brigade, ATTN: AVBAGC-O, APO 96384

1. (U) The attached 13th CAB ORLL for period ending 31 October 1970 has been reviewed by this headquarters.
2. (U) The following comments are made on the report: Para 2, pages 6 thru 11, concur with comments.



LEO E. SOUCEK
Colonel, CE
Commanding

AVBAGC-0 (20 Nov 70) 2d Ind
SUBJECT: Operational Report - Lesson Learned, 13th Aviation Battalion
(Combat), Period Ending 31 October 1970, RCS CSFOR-65 (R2) (U)

16

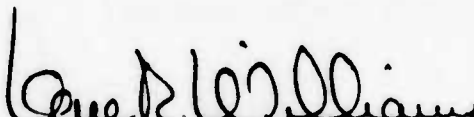
DA, HEADQUARTERS, 1ST AVIATION BRIGADE, APO 96384 15 DEC 1970

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

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

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

FOR THE COMMANDER:


GENE R. WILLIAMS
CPT, AGC
Asst AG

17

AVHDO-DO (11 Nov 70) 3d Ind
SUBJECT: Operational Report - Lessons Learned of the 13th Combat Aviation
Battalion, for the Period Ending 31 October 1970, RCS CSFOR-65 (R2) (U)

Headquarters, United States Army Vietnam, APO San Francisco 96375 24 FEB 1971

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

1. This Headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 October 1970 from Headquarters, 13th Combat Aviation Battalion and comments of indorsing headquarters.

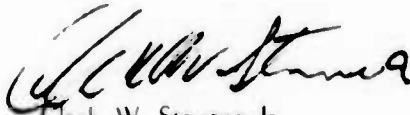
2. Comments follow:

a. Reference item concerning "Shortages of Helicopter Gunships," page 10, paragraph 2f(1). 1st Aviation Brigade has assigned the number of UH-1C gunships authorized. If the 191st AHC has a valid reason for requesting UH-1C gunships they should address their request to the 1st Aviation Brigade. No action by USARPAC or DA is recommended. Unit has been so advised.

b. Reference item concerning "Engine Failures," page 10, paragraph 2f(2). The T53-L13B engine is now being issued by AMMC for UH-1H and AH-1G helicopters. Normal demand replenishments is expected to change out 250 per month.

c. Reference item concerning "Replacement Batteries For Survival Radios," page 11, paragraph 2f(4): nonconcur. BA-1112/U batteries are and have been in stock at AMMC. AMMC retrograded 8000 BA-1112/U batteries to CONUS in October and November 1970 due to lack of demand. 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
13th Avn Bn

18

GPOP-DT (11 Nov 70) 4th Ind (U)
SUBJECT: Operational Report of 13th 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:

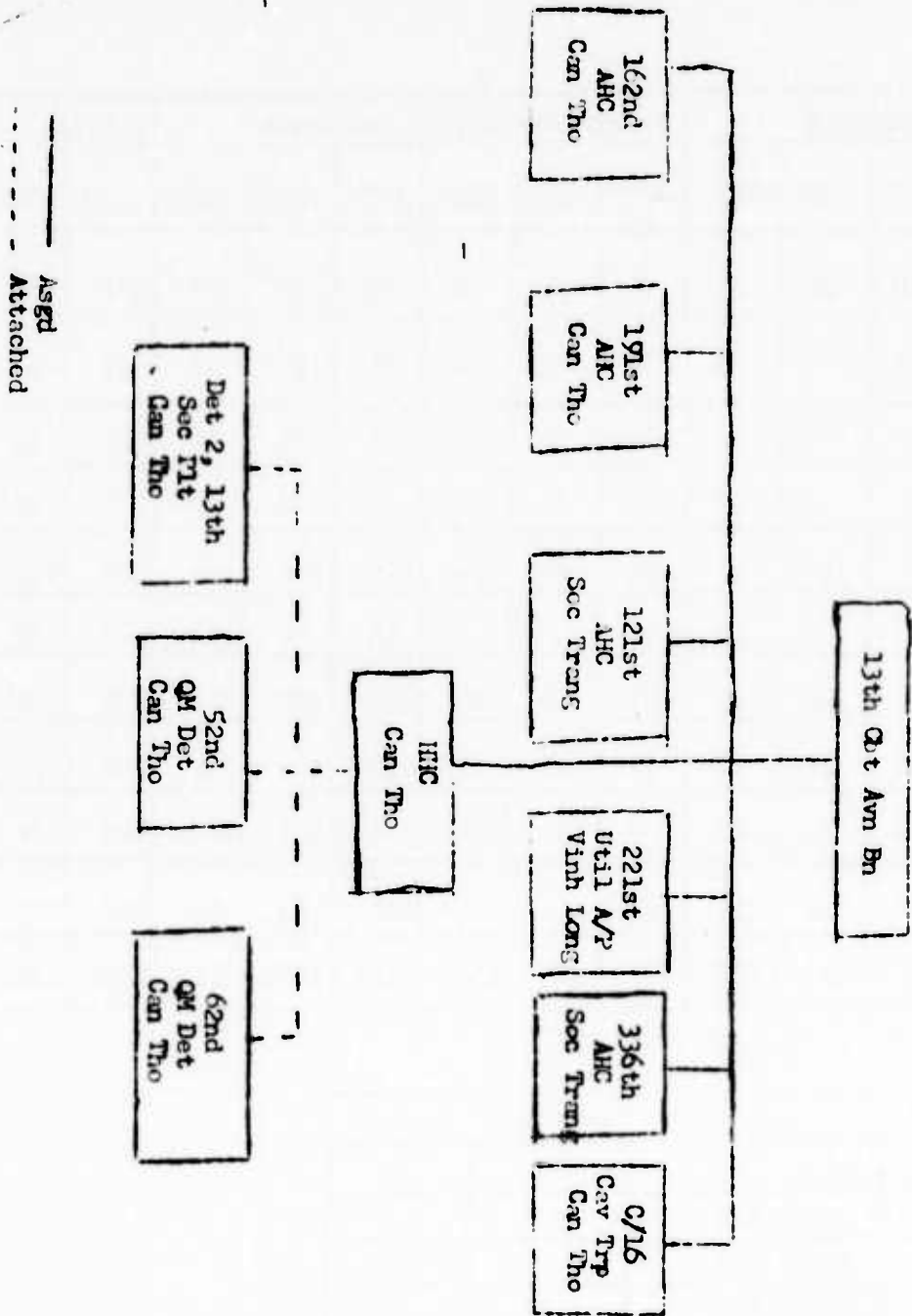

L.M. OZAKI
CPT, AGC
Asst AG

19 AVBARN-GC

CONFIDENTIAL

11 November 1970

SUBJECT: Operational Report - Lessons Learned of the 13th Combat Aviation Battalion for the Period Ending 31 October 1970, RCS CSFOR-65 (R2) (U)



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11 November 1970

2

SUBJECT: Operational Report - Lessons Learned of the 13th Combat Aviation Battalion, for the Period Ending 31 October 1970, RCS CSFOR-65 (R2) (U)
13th Combat Aviation Battalion Unit Strength breakdown by Unit

UNIT	OFFICERS			WARRANT OFFICERS			ENLISTED			TOTAL	
	AUTH	ASGD	PRES	AUTH	ASGD	PRES	AUTH	ASGD	PRES	AUTH	ASGD
IHC	19	25	25	3	11	11	85	115	113	107	151
13th Scty	1	0	0	0	0	0	24	21	21	25	21
52nd QM	0	0	0	0	0	0	8	14	14	8	14
62nd QM	0	0	0	0	0	0	8	10	10	8	10
C/16th Cav Trp	16	19	18	34	30	30	216	210	206	266	259
121st AHC	5	5	5	10	9	5	14	15	14	29	29
162nd AHC	19	22	21	51	46	44	218	220	216	200	200
191st AHC	19	22	22	51	43	42	218	237	231	288	302
221st Util A/P	40	31	29	2	12	12	174	149	148	146	192
336th AHC	19	5	5	51	17	16	218	83	79	200	195
TOTAL	138	129	125	202	160	160	1113	1074	1052	1453	1371

UNIT	AUTH VN	ON HAND
IHC	4	2
121st AHC	1	1
162nd AHC	8	2
191st AHC	9	8
221st U A/P	3	1
336th AHC	13	13
C/16th Cav Trp	0	0
TOTAL	38	27

17

Incl 2

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2/

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11 November 1970

SUBJECT: Operational Report - Lessons Learned of the 13th Combat Aviation
Battalion, for the Period Ending 31 October 1970, RCS CSFOR-65 (R2) (U)
MOS Shortages and Civilian Technical Representatives

Shortages MOS Report (50% Strength or Less)

<u>MOS</u>	<u>TITLE</u>	<u>AUTH</u>	<u>ASGD</u>
11B2F	Door Gunner	6	3
11D2F	Door Gunner	8	4
45A10	Armt Maintenance Rpmn	1	0
45J20	Sr Acft Arm Rpmn	16	3
45J40	Sr Acft Army Rpmn Sup	1	0
67A10	Hel Rpmn Appr	42	1
67F20	Apln Tech Insp	3	1
67N2F	Crew Chief	70	41
67W2F	Hel Tech Insp	2	0
68A10	Acft Eng Rpmn	6	0
68D20	Acft Pwr Trn Rpmn	3	1
68E20	Acft R/P Rpmn	10	6
68G30	Airframe Rpmn	4	1
70A10	Clerk	10	3
71H30	Personnel Spec	4	1
71P50	Flight Opns Sgt	1	0
76A10	Unit Supply Clerk	14	7
94A10	Cooks Helper	4	0
96B50	Intelligence	1	0

Civilian Technical Representatives

<u>UNIT</u>	<u>ASSIGNED</u>
HHC, 13th CAB	0
121st AHC	0
162nd AHC	2
191st AHC	1
221st Util A/P	0
336th AHC	0
C Trp, 16th Air Cav	0

Incl 2

CONFIDENTIAL

AVB/BN-OC 11 November 1970
 Operational Report - Lessons Learned of the 13th Combat Aviation
 Battalion, for the Period Ending 31 October 1970, RCS, CSFOR-65 (R2) (U)

(Incl 3)

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UNIT	UH-1B		UH-1C		UH-1D/H		H-0-1		OH-6/OB-58A		H-6A		AH-1G		UH-1M	
	Auth	OH	Auth	OH	Auth	OH	Auth	OH	Auth	OH	Auth	OH	Auth	OH	Auth	OH
HHC	0	0	0	0	2	2	0	0	0	3	1	1	0	0	0	0
121st AHC	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
162nd AHC	0	0	8	8	23	20	0	0	0	0	0	0	0	0	0	0
151st AHC	0	0	0	2	23	22	0	0	0	0	0	0	0	0	8	1
221st U A/T	0	0	0	0	0	0	32	30	0	0	0	0	0	0	0	0
336th AHC	0	0	0	3	0	7	0	0	0	0	0	0	0	0	0	0
C/16th Cav	0	0	0	0	8	5	0	0	9	9	0	0	5	9	0	0
TOTAL	0	0	8	13	56	61	32	30	9	3	1	1	5	9	8	1

CONFIDENTIAL

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23 AVBABN-GC

11 November 1970

SUBJECT: Operational Report - Lessons Learned of the 13th Combat Aviation
Battalion, for the Period Ending 31 October 1970, RCS CSFOR-65 (R2) (U)
13th Combat Aviation Battalion Operational Results

UNIT	Troops Lifted	Carac Tons	Army KIA	Structures Dest	Sampons Dest	Acft Loss	Orbt Damaged	SORTIES
121st AHC	19,690	225	32	72	42	0	19	9,635
162nd AHC	36,742	213	80	331	366	0	18	24,855
191st AHC	15,612	0	18	115	200	0	14	14,314
221st U/V	0	0	101	52	41	0	1	5,483
336th AHC	23,568	258	62	317	329	1	25	12,664
C Trip	22,097	39	203	224	231	3	28	13,161

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Incl 4

25

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