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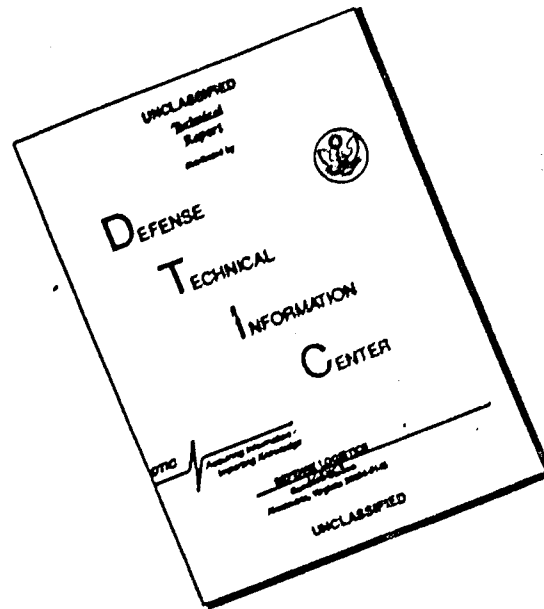
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DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310

(2)

AGDA-A (M) (11 Jun 71) FOR OT-UT-784251

28 June 1971

SUBJECT: Operational Report - Lessons Learned, Headquarters, 268th Combat Aviation Battalion, 1st AFB, Ft. Rucker, Ala. Ending 31 October 1970 (U)

SEE DISTRIBUTION

⑨ Operational rept. for quarterly period ending 31 Oct 71.

1. The attached report is forwarded for review and evaluation in accordance with para 4b, AR 525-15. (11) 8 Nov 71

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) 27p.

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
VERNE L. BOWERS
Major General, USA
The Adjutant General

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DEPARTMENT OF THE ARMY
 HEADQUARTERS, 268TH COMBAT AVIATION BATTALION
 APO San Francisco 96346

AVBACB-EC

8 November 1970

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

SEE DISTRIBUTION

1. Section 1. Operation: Significant Activities

a. (U) General: This report covers the period 1 August 1970 through 31 October 1970, and is submitted in accordance with AR 525-15 and USARV Supplement 1 to AR 525-15. During the reporting period the 268th Combat Aviation Battalion continued to provide support to the Free World Military Assistance Forces in the II M.R. Tactical Zone. This support was primarily provided in Pleiku, Binh Dinh, Phu Son, and Phu Yen Provinces.

b. (C) Replacements: In general, replacements during the last quarter have remained steady and have been arriving prior to the departure of the individuals they are to replace. In MOS groups 67A, 67N, 67W, 67X, and 943, the battalion is understrength. The battalion received a total of 120, 110, and 31 replacements during August, September, and October respectively. As of 31 October 1970 there were 67 assigned officer personnel and 95 assigned warrant officers. Enlisted strength maintained an assigned strength of 622, compared to an authorized strength of 826. The 268th Combat Aviation Battalion is 86.2% overall filled with a breakdown as follows: 76.1% officers, 85.6% warrant officers and 73.3% enlisted.

c. (U) Personnel:

(1) The following changes took place within the battalion staff:

Commanding Officer- 14 August 1970 KNIGHT, Daniel B., Jr., 262-40-2813, LTC
 IN

Vice: PARLAS, Joseph L., Jr., 207-22-6055, LTC, IN

Executive Officer- 16 September 1970 BARTON, Charles D., 411-50-7926, MAJ, FA

Vice: BARRY, John W., 206-22-9821, MAJ, FA

FOR OT UT
 704251
 Inclosure

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(U)

S1- 2 August 1970 DODGE, Steven B., 055-32-5504, CPT, FA

Vice: SQUIRE, Willard S., Jr., 371-36-5501, CPT, IN

S2- 24 September 1970 DANIO, Roger G., 015-30-1409, CPT, IN

Vice: HOLMES, Miles W., Jr., 038-26-9712, CPT, IN

24 October 1970 PEARSON, Peter T., 255-60-5268, CPT, IN

Vice: DANIO, Roger G., 015-30-1409, CPT, IN

S3- 4 September 1970 WELCH, Elliot J., 294-28-4583, MAJ, FA

Vice: McCARTHY, Francis J., 576-38-2842, CPT, FA

17 September 1970 RUDY, James J., 218-62-0509, CPT, AD

Vice: WELCH, Elliot J., 294-28-4583, MAJ, FA

S4- 24 October 1970 DANIO, Roger G., 015-30-1409, CPT, IN

Vice: MANNING, Willie L., 438-58-8458, CPT, AR

Signal- 9 September 1970 LIGHT, Jerry E., 412-58-2391, CPT, SC

Vice: BRANDSEY, Thomas H., 568-52-8565, CPT, SC

(2) The following company changes of command occurred:

134th AHC- 16 September 1970 WELCH, Elliot J., 294-28-4583, MAJ, FA

Vice: DICKERSON, Jon R., 537-34-0519, MAJ, FA

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

b. (C) Civilian strength is attached as Inclosure 2.

f. (C) Intelligence: Enemy initiated activity in the 268th Combat Aviation Battalion area of operation has been generally light during this reporting period. Enemy activity high points occurred during the low lunar period, 27 Aug - 4 Sep 70 when Phu Hiep Army Airfield was hit with a mortar attack. Enemy activity was concentrated against GVN forces in an attempt to overcome the favorable trend developed by friendly forces' pacification efforts during the previous reporting period.

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Lack of enemy activity during the latter part of the reporting period is attributed to the effects of the monsoon season and Typhoon Louise. Numerous reports were received indicating that the enemy is suffering from malaria, pneumonia and other related illnesses due to the lack of adequate food and medical supplies. Tuy An and Song Cau districts continue to have the largest enemy concentration in the local area while Binh Dinh Province continues to have the most enemy activity in the 268th Combat Aviation Battalion's area of operation.

(1) One attack by fire was received by the battalion as follows:

<u>Location</u>	<u>Date</u>	<u>No. & Type of Rds.</u>	<u>Damage</u>	<u>Casualties</u>
Thu Hiep AAF	282355 Aug 70	ABF 21 Rds	5 buildings 10% damage	25 US WIA (08 EVAC)

(2) Aircraft of the battalion received hostile fire 12 times. (See Incl 3).

(3) The 268th Combat Aviation Battalion has been credited with 86 KBA's as follows:

<u>Unit</u>	<u>No. KBA</u>
134th AHC	54
180th ASHC	0
238th AWC	32
355th HHC	0

g. (C) Operations:

(1) Units of this battalion have been engaged in combat operations eighty-nine (89) of the ninety-two days covered by this reporting period. All helicopters were grounded from 26 Oct 70 to 29 Oct 70 due to weather conditions created by Typhoon Louise.

(2) The After Action Report for the operation conducted on 8 Oct 70 is attached as Inclosure 4.

(3) The Capital ROK Infantry Division (CRID), 173rd Abn Bde, and the 22nd ARVN Division continued to be the major units supported by the 268th Combat Aviation Battalion. The 9th ROK Division (Whitehorse) has also received gunship and CH-47 support on a frequent basis.

(4) Operational results appear as Inclosure 5.

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6 November 1970

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

h. (C) Training

(1) Units within the battalion continue to publish weekly training schedules with emphasis on aviation crewmember safety, E&E, standardization, Rules of Engagement, and proper rigging procedures for sling loads.

(2) New aviators assigned to the battalion are given a comprehensive -10 examination prior to being assigned to a company. The ground school for newly arrived aviators is still in effect. During the reporting period, forty-two (42) aviators have attended the six (6) hour block of instruction. Reference for this training is 1st Aviation Brigade Supplement to AR 95-1.

(3) Mandatory in-country training continues to be conducted by battalion for all new replacement personnel. Classes are conducted when required with new personnel being assigned to their respective companies, in a period not to exceed forty-eight (48) hours. Reference for this training is USARV Supplement 1 to AR 95-1.

(4) Instructor pilots conducted 90 day standardization flights, post accident check rides and aircraft commander check rides as required. The battalion standardization section monitored company training and conducted monthly meetings for all unit IP's and SIP's. The following is a list of IP's made during this reporting period by unit:

<u>Unit</u>	<u>New IP's</u>
HHC, 268th	2
134th AHC	2
180th ASHC	2
238th AWC	3
355th HHC	0

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

<u>School</u>	<u>Quotas Filled</u>
Armament Officer	0
Armament Enlisted	1
Tech Supply	1
Tech Inspector	0
Maintenance Test Pilot Course (Officer)	0
Maintenance Test Pilot Course (Enlisted)	0

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(U)

UH-1 Instructor Pilot	2
OH-58 'Q' Course	1
AH-1G/UH-1C Helicopter Repair	0
UH-1D/H Helicopter Repair	0
T-53-L-11 Engine Repair	0
T-53-L-13 Engine Repair	1
T-55-L-7 Engine Repair	0
T-55-L-11 Engine Repair	2

i. (C) Logistics:

(1) Existing equipment shortage, within the 268th Combat Aviation Battalion is as follows:

(a) Observation: During the month of October 70 it has been observed that aviator sun glasses (NSN 8465-753-6261) are no longer stocked at Long My Depot, therefore the monthly allocation for this item is not being received. This item is considered a safety factor for all aviators.

(b) Evaluation: The shortage of sun glasses has adversely affected the units of this battalion from the standpoint of safety.

(c) The 17th Combat Aviation Group has been made aware of this situation and is coordinating with higher headquarters in an attempt to resolve the problem.

(2) Aircraft status appears as Inclosure 6.

(3) Aircraft availability appears as Inclosure 7.

j. (C) Civil Affairs:

(1) This battalion conducted a MEDCAP Program in the villages surrounding Phu Hiep MF on a bi-monthly basis during this reporting period.

(2) Total number of man-days (10 hour days) contributed by this battalion to civic action was twenty-five (25) days.

(3) Limited scrap lumber, plywood and forced issue food has been donated to the orphanage sponsored by Tin Lanh Church, located in Tuy Hoa City.

k. (U) Chaplain:

(1) The 268th Combat Aviation Battalion conducted a total of 45 Protestant services on Sundays during this reporting period.

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AVIACB-70

8 November 1970

SUBJECT: Operational Report Lessons Learned of 266th Combat Aviation
Battalion for Period Ending 31 October 1970, RCS CSFOR-65 (RI)
(U)

Total attendance at these services was 1,083. Holy Communion was served the first Sunday of each month. Total attendance at twenty-six(26) Catholic services during the reporting period was 486. Three(3) Memorial services were conducted with 233 personnel in attendance.

(2) Religious coverage was provided at Phu Hiep AAF, 6/32 Artillery, LSA 593-2, and Lane AHP at An Son.

(3) The Battalion Chaplain spent two(2) days each week at Lane AHP providing counseling and interviews as required.

(4) The Weekly Bible Study at Phu Hiep AAF experienced good participation. A monthly cook-out was provided as a fellowship time for the men of the Chapel.

(5) The Chaplain participated in the regular briefings for newly assigned personnel, providing them with information concerning the Chapel program.

(6) The Chaplain conducted character guidance for the units located at Phu Hiep AAF.

(7) During this reporting period the Chaplain served as President of the Consolidated Chaplain's Fund Council. Additionally a Battalion Staff Officer served as a member of the Fund Council.

(8) The Battalion Chaplain was instrumental in providing support for the two(2) Catholic orphanages and the Protestant school located in Tuy Hoa City.

1. (U) Safety:

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

- (a) Major accidents - five(5)
- (b) Minor accidents - 0
- (c) Incidents - two(2)
- (d) Forced landings - ten(10)
- (e) Precautionary landings - eleven(11)
- (f) Fatalities - 0

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AVBAOB-5C

8 November 1970

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

(2) Cumulative aircraft accidents rate per 100,000 flying hours for the reporting period was 20.9%.

m. (U) Surgeon: The 268th Combat Aviation Battalion Medical Section is located at Tuy Hoa AAF. It is composed of another separate medical detachment, the 433rd, which is located in the same building.

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

a. (C) Personnel

(1) Observation: The current policy of granting large curtailments of DEROs to enlisted personnel has been very detrimental to sections within the companies of this battalion which require well trained and oriented personnel in order to operate at the desired level of efficiency.

(2) Evaluation: During the last month of this reporting period many well trained enlisted personnel were given curtailments with little or no forewarning to the companies within the battalion. This has resulted in many critical positions being vacated without sufficient lead time to train or acquire qualified replacements.

(3) Recommendations:

(a) As much lead time as possible should be provided to train or acquire personnel to replace these losses.

(b) Personnel should be assigned to active units from units that are inactivated as soon as it is practical.

(4) Command Action: The first large cutback in aviation units has just been put into practice as a result of redeployment, inactivation, and the IAM program. As the units get further into their stand-down period many of their qualified personnel will be eligible for reassignment. Immediate requests which pertain to critical shortages of personnel in active aviation units will be submitted to our higher headquarters in an effort to have these vacancies filled as soon as possible.

b. (U) Intelligence: None

c. (C) Operations:

(1) Proper employment of helicopter gunships.

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8 November 1970

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

(a) Observations: Calling for gunship support when the location of friendly troops is not completely clear to the ground commander, or when FAC's try to scramble gunships for missions against VC terrorists in the local area is nullifying the effective use of gunships.

(b) Evaluation: During the past 90 days gunships have frequently been called upon to support ARVN and ROK forces with aerial support only to return from the mission having been given no clearance to fire because the ground commander didn't know the location of all his ground troops. Granted, gunships can be effective to a limited degree just by physically being on station, but their real effectiveness is in their firepower. Due to the strict adherence of the Rules of Engagement required by all gunship crews, these crews are reluctant to fire unless they know exactly where friendly troops are located. Also, calling for helicopter gunships to engage small bands of VC/NVA spotted by FAC's is usually ineffective unless the gunships are flying in the local area and can engage the enemy position immediately. Scrambling a gun team to cover such a situation frequently proves futile because the enemy has usually broken contact and disappeared by the time the guns get to the area.

(c) Recommendations: Before a ground commander calls for gunship support, FAC-E especially, he must be sure he can use these assets as they are intended to be used. Scrambling gunships when there is no clearance to fire or when the friendly troop location is not completely known, is a waste of very potent resources. Also in preference to FAC targets of opportunity, gunships should not be called for unless the target is of such significance as to warrant aerial fire and a high possibility exists that gunships can be on station in time to accomplish the mission.

(d) Command Action: Closer coordination between ground units supported by this battalion will be effected to expedite clearances for gunships and to make known the locations of friendly troops.

d. (C) Organization: See Inclosure 8

e. (C) Training:

(1) Observation: The shortage of instructor pilots in the 134th AMC has resulted in limitations to the standardization program. The instructor pilots cannot be afforded the opportunity to check standardization and safety on actual missions due to their 90 day standardization ride commitments.

(2) Evaluation: The shortage of instructor pilots in this unit must be alleviated if the company standardization program is to improve.

(3) Recommendations:

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

(a) That the 1st Aviation Brigade instructor pilots course be enlarged to provide more UH-1 instructor pilots.

(b) That UH-1 instructor pilots arriving in RVN be sent to units with shortages.

(c) That UH-1H instructor pilots assigned to units being inactivated or placed on stand-down status, be immediately reassigned to active tactical units.

(4) Command Action: The 134th presently has one aviator in the UH-1H IP course at the 1st Aviation Brigade. This will make a total of three UH-1 IP's in this unit. This unit will closely screen the proficiency level of each aviator for additional IP's and begin unit level training of IP's with the assistance of the Battalion Standardization section.

f. (C) Logistics:

(1) Shortage of flight helmets.

(a) Observation: This unit has experienced difficulty in obtaining flight helmets and repair parts through normal supply channels.

(b) Evaluation: Shortage in completely functional flight helmets present safety hazards.

(c) Recommendations: Normal supply channels should be evaluated and corrected to insure that helmets are available for issue.

(d) Command Action: There is presently a USARV wide shortage of SPH-4 helmets. All possible means will be used to repair and extend the life span of helmets in use. The battalion consolidated avionics section will insure that repair parts are requested on a timely basis.

(2) Shortage of modified ground handling wheels for armed helicopters.

(a) Observation: Ground handling aircraft in and out of revetments at Tuy Hoa AAF is proving to be a rather difficult task.

(b) Evaluation: Normal ground handling wheels for UH-1 type aircraft will not fit on a gunship when the armament systems are installed. A different type of wheel is required which will enable the crews to roll the aircraft in and out of the revetments without taking the armament system off. We have improvised a smaller set of wheels which are presently being used but this requires about eight men to move the aircraft.

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8 November 1970

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


This problem is probably only inherent here at Tuy Hoa AAF because this flight line was constructed to house Air Force fixed wing aircraft.

(d) Command Action: Request technical assistance from higher headquarters to evaluate ground handling problems and to make recommendations to logistical support activities for the construction of ground handling equipment to alleviate the problem.

g. (U) Communications: None

h. (U) Material: None

i. (U) Other: None


DANIEL B. KNIGHT, JR.
LTC, IN
Commanding

8 Inclosures

1. ~~Unit Strength~~
2. ~~Civilian Strength~~
3. Hostile Fire
4. After Action Report (8 October)
5. Operational Results
6. Aircraft Status
7. Aircraft Availability
8. Organization

Incls 1 & 2 w/d HQ DA

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AVBAGB-SC (8 Nov 70) 1st Ind
SUBJECT: Operational Report - Lessons Learned, 268th Combat Aviation
Battalion, Period Ending 31 October 1970.

DA, HEADQUARTERS, 17TH COMBAT AVIATION GROUP, APO 96316 23 November 1970

TO: Department of the Army (ACSFOR, DA), Washington, D.C. 20310
Commanding General, 1 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. Concur.


b. Section 2, Lessons Learned, Commander's Observations,
Evaluations and Recommendations. Concur with additional comment. This
headquarters has requested the 14th Transportation Battalion to design
and fabricate a "dolly" which can accommodate a UH-1 type helicopter.
Three designs have been tried to date, but none have proven satisfact-
ory. The project is continuing.

FOR THE COMMANDER:

/s/Robert T. Buisson
/t/ROBERT T. BUISSON
1LT, FA
Asst Adjutant

CF:
CO, 268th CAD

A TRUE COPY:


L.D. NOVIG
CPT, INF
Asst S-3

AVFA-GC-HIST (8 Nov 70) 2nd Ind

SUBJECT: Operational Report-Lessons Learned, Headquarters, 268th Aviation
Battalion (Combat), Period Ending 31 October 1970, RGS; CSFOR-65
(R2) (U)

DA, Headquarters, I Field Force Vietnam, APO S.F. 96350

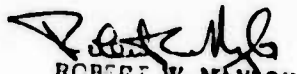
TO: Commanding General, 1st Aviation Brigade, APO 96334

1. This headquarters has reviewed and evaluated subject Operational Report-Lessons Learned and forwarding inforsement and concurs.

2. Concur with comments in G4 area of responsibility except Par (1) (a). Aviator sun-glasses are stocked at Long Binh Depot. Supply requisitions are passed from Dong My Depot to Saigon Support Command for action.

3. Reference Section 2, Lessons Learned: Commander Observations, Evaluations and Recommendations: Paragraph 2c (1) (d), the continual drawdown of available assets is placing additional command emphasis on the misutilization of gunships. Commanders are being tasked to fully justify TAC E declarations and insuring that proper clearance is received prior to launching gun teams.

FOR THE COMMANDER:


ROBERT W. NAYLOR
III, AGC
A-1 AG

CF:

1 - CO, 17th AVN GP (C), (LESS ORLL)
1 - CO, 268th AVN GP (C), (LESS ORLL)

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AVBAGC (8 Nov 70) 3d Ind

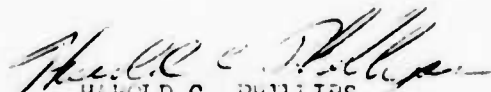
SUBJECT: Operational Report-Lessons Learned, Headquarters, 268th Aviation
Battalion (Combat), Period Ending 31 October 1970, RCS, CSFOM-65
(R2) (U)

DA, Headquarters, 1st Aviation Brigade, APO 96384 27 JAN 1971

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

(U) This Headquarters has reviewed the Operational Report-Lessons Learned,
Period Ending 31 October 1970, and concurs.

FOR THE COMMANDER:


HAROLD C. PHILLIPS
1LT, AGC
Asst AG

AVHDC-DO (8 Nov 70) 4th Ind 16
SUBJECT: Operational Report Lessons Learned of 268th Combat Aviation
Battalion for Period Ending 31 October 1970, RCS CSFOk-65 (a1)
(U)

Headquarters, United States Army Vietnam, APO San Francisco 96375 17 MAR 1971

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

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

2. Comments follow:

a. Reference item concerning "Shortage of flight helmets," page 9, paragraph 2f(1). Stockage of all SPH-4 flight helmets and repair kits is now at Long Binh Depot. Since January 1971 all requisitions for SPH-4 helmets have been filled. Unit has been so advised.

b. Reference item concerning "Shortage of modified ground handling wheels for armed helicopters," page 9, paragraph 2f(2) and 1st Indorsement, paragraph b. The 34th GS Group has been appraised of the unique problem as regards ground handling wheels for armed UH-1 helicopters. The 34th GS Group has tasked 14th TC Battalion to evaluate ground handling wheels for armed UH-1 helicopters, solve the problem or make appropriate recommendations. No action by USARPAC or DA recommended.

FOR THE COMMANDER:



Clark W. Stevens Jr.
Captain AGC
Assistant Adjutant General

Cy furn:
1st Avn Sde
268th CAB

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GPOP-DT (8 Nov 70) 5th Ind (U)
SUBJECT: Operational Report of HQ, 268th Combat Aviation Battalion for
Period Ending 31 October 1970, RCS CSFOR-65 (R2)

HQ, US Army, Pacific, APO San Francisco 96558 29 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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UNIT	COORD	A/C	INTENSITY	HITS	DATE
1. 134th AWC	BQ 800667	UH-1CA	Lt	1	161100 Aug
2. 180th ASHC	BQ 245295	CH-47C	Lt	1	161615 Aug
3. 180th ASHC	BS 910085	CH-47C	Lt	1	211430 Aug
4. 134th AWC	BQ 960550	UH-1C	Int	3	281400 Aug
5. 238th AWC	BQ 939593	UH-1B	Mod	1	291515 Aug
6. 134th AWC	BQ 939593	UH-1C	Int	3	291550 Aug
7. 238th AWC	BP 689480	UH-1C	Lt	1	011315 Sep
8. 134th AWC	FP 765535	UH-1C	Mod	1	011400 Sep
9. 134th AWC	FP 670480	UH-1H	Lt	1	011500 Sep
10. 134th AWC	FP 725555	UH-1C	Int	1	011500 Sep
11. 238th AWC	CR 119009	UH-1C	Mod	2	040345 Oct
12. *134th AWC	CR 038136	UH-1H	Lt	1	051535 Oct

*Shot at Report

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DEPARTMENT OF THE ARMY
HEADQUARTERS, 268TH COMBAT AVIATION BATTALION
APO San Francisco 96316

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AVBACB-DC

6 November 1970

SUBJECT: After Action Report

THRU: Commanding Officer
17th Combat Aviation Group
ATTN: AVBACB-SC
APO San Francisco 96316

TO: Commanding General
1st Aviation Brigade
ATTN: AVBAGC
APO San Francisco 96384

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

1. (U) Combat Assault
2. (U) Dol Pung - ~~081000~~ Oct - ~~081515~~ Oct 70.
3. (C) A. Pick-up zones for Dol Pung were located at:
 - A - B: 945780
 - B - CQ 102782B. Landing zones for Dol Pung were located at:
 - 1 - BQ 768680
 - 2 - BQ 779664
 - 3 - BQ 770645
 - 4 - BQ 736632
 - 5 - BQ 717644
 - 6 - BQ 717675
 - 7 - BQ 729684
 - 8 - BQ 754686
 - 9 - BQ 795705
4. (U) 268th Combat Aviation Battalion
5. (U) Capital Republic of Korea Infantry Division (CRID).

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AVBACB-EC

6 November, 1970

SUBJECT: After Action Report

6. (U) Intelligence indicated the presence of Viet Cong in the general area of operations for the purpose of crop harvesting operations. No read-out as to unit designations encountered in the operation has been made available. See paragraph 10 (C) for results.
7. (C) The mission of the 268th Cbt Avn Bn was to provide aviation support to the Capitol Republic of Korea Infantry Division for Air-mobile assaults on ~~28 Oct~~ Oct 1970.
8. (U) Concept of Operations: Refer to Inclosure 1 (OPORD 9-70).
9. (C) Execution: Initial liaison was established with the Capitol ROK Infantry Division on 1 Oct 70 by the Commanding Officer and S3 of the 268th Cbt Avn Bn for advanced planning of the operation. The operation was initially planned to begin on 8 Oct 70. The Battalion Commander, S3, CRID Liaison Officer and Korean Representatives from their S3 had reconnoitered and selected nine (9) landing zones for the combat assault. Liaison was maintained throughout the planning stages of the operation. On 6 Oct 70 lift tables, gun tables and the operation order were completed. On 7 Oct 70 a briefing was held in the Battalion Conference Room by the Battalion Commander and S3 for the units from the 268th Cbt Avn Bn and representatives from the Capitol ROK Infantry Division. Also attending the briefing were representatives from the 281st Assault Helicopter Company. At 0745 hours 08 Oct 70 the Air Mission Commander made the decision to hold the lift schedule for one (1) hour due to ground fog at PZ A. The operation was initiated with four (4) flights of five (5) touching down simultaneously in four (4) different LZ's. No tactical air or artillery preparation was used. Gunships prepped the initial LZ's and escorted the initial lifts into the LZ's. Ten (10) minutes after the first four (4) LZ's were established four (4) flights of five (5) touched down simultaneously in four (4) more new landing zones. Gunships prepped these LZ's and escorted the initial lifts to these areas. The Concept of the Operation was to establish a cordon as soon as possible, denying the enemy escape routes. The main combat assault area was cut in half, with the Battalion Commander acting as the primary command and control aircraft for LZ's 3,4,5,6 and the CO, 238th Avn Co (AW) acting as the alternate C&C was in charge of LZ's 2,7,8,9. After the initial eight (8) LZ's were established the Battalion Commander and the 238th CO alternated on station as command and control. Through CRID the Air Mission Commander was given the authority to oversee the accomplishment of the lift table in the safest and most expeditious manner. With the cooperation of the ground units the Air Mission Commander was able to control 60 aircraft and swiftly accomplish the mission of moving 1,207 passengers and 207,000 pounds of cargo. The lift table was completed at 1515 hours on 8 Oct 70, and the Korean Tactical Plan adhered to at all times during the operation. Pathfinders were utilized in the PZ's and controlled aircraft into and out of their locations. UHF was the primary C&C frequency with flight leads controlling their flights on FM and VHF. The refueling point was controlled by ATC personnel and S4 personnel.

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10. (C) Results:

A. The following information is submitted for the operation:

- (1) Personnel
 - (a) 63 enemy KIA
 - (b) 1 enemy captured
 - (c) 105 Vietnamese civilians returned to government control.
- (2) Equipment
 - (a) 32 enemy SA
 - (b) 4 enemy CS
 - (c) 1 enemy radio
- (3) Supplies: None

11. (C) Administrative: Ten(10) refueling points for 45 UH-1H's, 12 UH-1B&C's, 3 CH-47's were established at PZ B, 3Q 102782. Two(2) rearming points were also set up at their location. One trained ATC controller was used to control PZ B. One(1) MED-EVAC "Dustoff" aircraft was committed for this operation. Three(3) spare UH-1H's, one(1) CH-47 maintenance standby and one(1) CH-47 maintenance recovery were on standby at Dong Tre Airfield during the operation. All these aircraft were briefed and had maps on hand.

12. (U) None

13. (U) Commanders Analysis: Coordination and communications during the actual lift were satisfactory. PZ coordination with the Koreans went very smoothly. The landing zones and lift tables had no last minute changes but the lift flight leads and gunship C&C had not seen the area of operation prior to the operation thereby causing coordination problems initially between themselves and C&C aircraft.

14. (U) Recommendations:

A. Thorough recons should be performed by all flight leads in cases where simultaneous touch downs occur.

B. On lifts of this size there should be two (2) lift flight C&C's in addition to a gunship C&C.

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SUBJECT: After Action Report

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C. 350 GPM pump was utilized at refueling point and stack-ups of great numbers causing unwanted delays were avoided.

D. Each PZ control should have confirmed radio communications with C&C aircraft in AO in order to be able to pass on load table malfunctions or changes as they occur in the PZ. (Preferably a M151A1 with VRC-47 at each PZ).

FOR THE COMMANDER

Steven B. Dougl
STEVEN B. DOUGL
CPT, FA
Adjutant

INCLOSURES:

- INCL 1 - OPORD 9-70, Lift and Gun Tables
- INCL 2 - Map Overlay
- INCL 3 - Map

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OPERATIONAL RESULTS
1 August - 31 October 1970

UNIT	SORTIES	TROOPS	CARGO	TONS	ENEMY	STRUCTURES		SAMPANS	
	<u>FLOWN</u>	<u>LIFTED</u>	<u>LIFTED</u>		<u>KBA</u>	<u>DAM</u>	<u>DES</u>	<u>DAM</u>	<u>DES</u>
134th AHC	22,340	32,257	1,006		54	3	40	0	0
180th ASHC	8,556	17,932	11,282		0	0	0	0	0
238th AWC	4,878	0	0		32	19	45	0	0
355th HHC	299	0	214		0	0	0	0	0

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AIRCRAFT STATUS

TYPE UNIT	UH-1D/H		UH-1B/C		OH-6A		CH-53A		CH-47C		CH-54A	
	AUTH	O/H	AUTH	O/H	AUTH	O/H	AUTH	O/H	AUTH	O/H	AUTH	O/H
134th AHC	22	21	5	6	0	0	0	0	0	0	0	0
180th ASHC	0	0	0	0	2	0	0	2	16	15	0	0
238th AWC	1	1	12	9	0	0	0	0	0	0	0	0
355th HHC	1	0	0	0	0	0	0	1	0	0	9	9
HHC, 268th CAB	0	1	0	0	3	0	0	2	0	0	0	0

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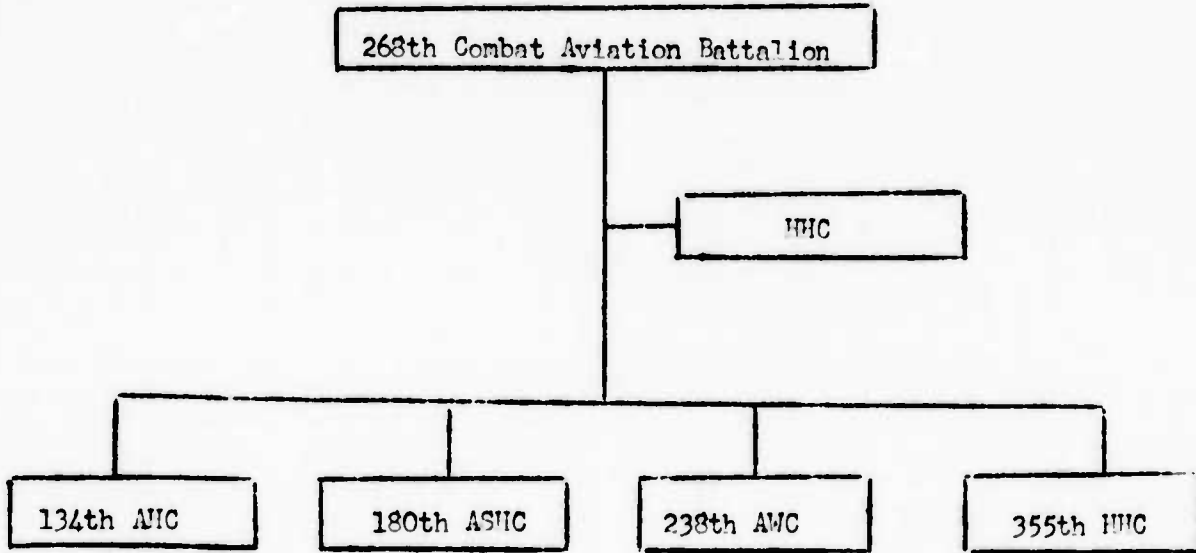
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AIRCRAFT AVAILABILITY

<u>UNIT</u>	<u>TYPE</u>	<u>AUG</u>	<u>SEP</u>	<u>OCT</u>
134th AHC	UH-1C	63.9	62.9	86.5
	UH-1H	66.2	64.9	70.0
180th ASHC	OH-58A	97.3	95.8	88.7
	CH-47C	70.5	53.4	49.9
238th AWC	UH-1B	82.0	73.4	
	UH-1C	100.0	98.0	91.8
	UH-1H	58.1	76.6	80.6
355th HHC	OH-58A	49.0	99.0	100.0
	CH-54A	77.0	79.0	92.1
HHC, 268th CAB	UH-1H	81.0	100.0	86.2
	OH-58A	45.0	88.0	96.4

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ORGANIZATION



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