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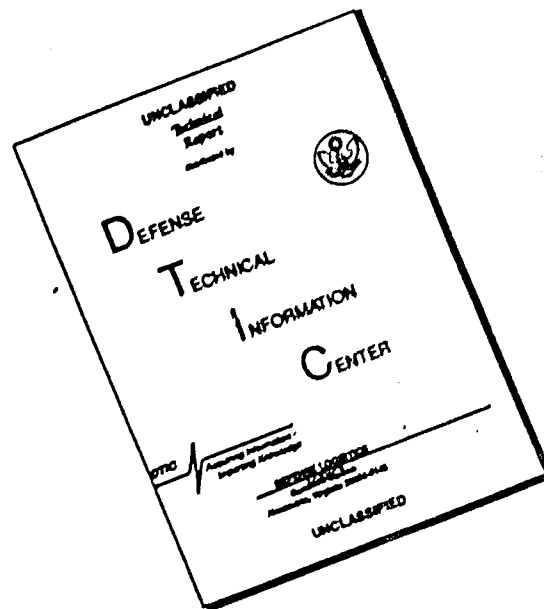
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DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310

IN REPLY REFER TO

AGDA (M) (21 Aug 69) FOR OT UT 692157


12 September 1969

SUBJECT: Operational Report - Lessons Learned, Headquarters, 223d
Combat Support Aviation Battalion, Period Ending 30 April
1969 (U)

SEE DISTRIBUTION

1. Subject report is forwarded for review and evaluation in accordance with paragraph 5b, AR 525-15. Evaluations and corrective actions should be reported to ACSFOR OT UT, Operational Reports Branch, within 90 days of receipt of covering letter.
2. Information contained in this report is provided to insure appropriate benefits in the future from lessons learned during current operations and may be adapted for use in developing training material.

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223d Combat Support Aviation Battalion

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

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12 May 1969

SUBJECT: Operational Report of 223d Combat Support Aviation Battalion
for Period Ending 30 April 1969, RCS CSFOR-65 (R1) (U)

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1. Section 1, Operations: Significant Activities.

a. (U) General. This report covers the period 1 February 1969 through 30 April 1969, and is submitted in accordance with AR 525-15 and USARV Regulation 525-15. The report includes the Headquarters and Headquarters Company 223d CSAB, the 18th Utility Airplane Company (UAC), 183d Reconnaissance Airplane Company (RAC), 185th Reconnaissance Airplane Company (RAC), 203d Reconnaissance Airplane Company (RAC), 219th Reconnaissance Airplane Company (RAC), and the 225th Surveillance Airplane Company (SAC).

b. (C) Personnel.

(1) Infusion Program: There have been no significant problem areas in the infusion program during this quarter. This headquarters has generally been able to resolve conflicts internally before they develop into problems requiring outside assistance. The present outlook indicates that the 183d Reconnaissance Airplane Company exceeds the criteria of 15% slightly (17.5%) for the month of August 1969, and the Headquarters and Headquarters Company exceeds the criteria by 5% for the month of January 1970. However, the experience factor on extensions of overseas tours indicates that extensions should resolve the problem without resorting to reassignment action at this time.

(2) Replacements:

(a) The receipt of replacement personnel has been satisfactory throughout the quarter. Enlisted personnel are arriving slightly in advance of the date they are required, with the exception of a few MOS in which shortages still exist. A total of 41 replacements were received during the month of February. The months of March and April were completed with 78 and 154 personnel arriving. At the end of this period, the battalion had 76% of its authorized commissioned officers, 73% of its authorized warrant officers, and 101% of its authorized enlisted men. The current manning level of the battalion is 90% of its authorized strength. The excess enlisted personnel is due primarily to recent changes in the MTOE of all units in the battalion. Normal rotation of personnel is expected to eliminate the excess personnel.

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(b) In general, the quality of replacement personnel has been satisfactory. Aviator replacements, with the exception of seven commissioned officers and two warrant officers, have been directly out of flight school with a minimum of aviation experience. This has necessitated placing added emphasis on their operational checkouts and on standardization procedures. This is not expected to create a major problem since the aviators appear to be highly motivated and eager to learn. The majority of enlisted replacements are well trained with the exception of supply and clerical personnel in the low skill levels who require a great deal of on-the-job training.

(3) Current status of the 223d CSAB Personnel: (See Inclosure #1)

(4) The significant personnel changes within the command and principal staff during the last quarter are as follows:

(a) LTC Robert G. Cooper, FA, OF076988, assumed command of the 223d CSAB on 6 March 1969, vice LTC William S. Bayer, AD, OF105611.

(b) MAJ James H. Thacker, IN, 02298580, assumed command of the 18th UAC on 11 February 1969, vice MAJ Kenneth S. Womack, FA, 092275.

(c) MAJ Duane M. Lane, IN, OF117845, assumed command of the 185th RAC on 12 March 1969, vice MAJ Leigh M. Ogden, FA, 075737.

(d) CPT Thomas G. Smith, TC, 02319990, assumed the duties as the Battalion Maintenance Officer on 19 March 1969, vice MAJ Troy D. Cooper, TC, 05401459.

(e) MAJ Kenneth S. Womack, FA, 092275, assumed the duties as Battalion Executive Officer on 5 April 1969, vice MAJ Darrell M. Basom, IN, 04040796.

(f) CPT Donald C. Fricks, AR, 05328044, assumed the duties as Battalion Safety Officer on 8 April 1969, vice CPT Robert E. Cadman, TC, 05240160.

(g) MAJ Earl Williams, IN, 05314164, assumed the duties as the Battalion S-3 on 15 April 1969, vice MAJ Ronald N. Peterson, IN, OF106770.

(h) MAJ Ronald N. Peterson, IN, OF106770, assumed command of the 225th SAC on 23 April 1969, vice MAJ David J. Amaral, IN, 075887.

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(5) Casualties: The Battalion casualties for the period were five killed and ten wounded. (See Inclosure #2)

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

c. (C) Intelligence:

(1) General. During the first week of February 1969, enemy initiated activity was at a low level. The majority of those reported were attributed to isolated cases of sniper fire, mining incidents and booby traps. A noticeable increase existed during the second week of February and continued through the third week (the week of TET). On 23 February 1969, Qui Nhon Army Airfield was the target of a sapper attack. This engagement resulted in one friendly KIA and two WIA, with one $\frac{1}{4}$ ton truck receiving light damage. Five enemy sappers were killed. The compound at Camp Coryell, headquarters of the 185th RAC, incurred five 82mm mortar attacks, three 75mm recoilless rifle attacks, and one 122mm rocket attack throughout the report period. In spite of the number of attacks, the 185th RAC sustained negative casualties, negative equipment damage, and negative damage to the living quarters. Also during this quarter, attacks were reported at Dong Ba Thin (183d RAC), Pleiku and Kontum (219th RAC) with those units incurring negative casualties or damage to quarters or equipment.

(2) Aerial Surveillance and Visual Reconnaissance. The 223d Combat Support Aviation Battalion visual reconnaissance and aerial surveillance program reported 2,612 significant VR sightings and the 225th SAC Imagery Interpretation Section recorded and evaluated 12,223 IR items, 3,663 SLAR items, and 873 photo items.

(3) Air Activity. The 223d CSAB, while flying in support of units within the II Corps Tactical Zone, experienced 20 aircraft hit by hostile ground fire, 6 of which were destroyed (five O-1 and one OV-1).

(4) Intelligence Collection. All units of this Battalion have significantly increased their support of the intelligence collection effort within the II Corps Tactical Zone. An intensified visual reconnaissance program has been shared by all RAC units. Additionally, the 225th SAC has significantly contributed to this effort by its ability and speed to record, evaluate, and disseminate intelligence data.

(5) Security Clearances. During the period 1 February 1969 through 30 April 1969, this headquarters validated and granted 37 officers security clearances for access up to and including SECRET. During this same period, 55 enlisted men were granted CONFIDENTIAL and higher security clearances.

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d. (C) Operations:

(1) The 223d CSAB continued to provide fixed-wing aviation support to the US and Free World Forces located primarily in the II Corps Tactical Zone, Republic of Vietnam. This support was rendered utilizing the assets of one Utility Airplane Company, four Reconnaissance Airplane Companies, and one Surveillance Airplane Company. The 223d CSAB flew a total of 27,551 hours of combat support during this report period. Both normal and special operations were supported by units of the 223d CSAB. Large scale operations were minimal due to the characterization of small units operating in search of enemy supply caches, infiltration routes, and anti-aircraft and rocket firing positions. During the period 14 through 18 April 1969, the USARV IG Team conducted the Annual General Inspection of this headquarters and its outlying units. Inquiry was made into three Department of the Army special subjects for inspection: 1) Command Implementation of the Material Readiness Program. 2) Command Surveillance of User Communications Discipline. 3) Security of Arms and Ammunition. The battalion received an overall rating of Satisfactory, with several areas being rated as Outstanding and numerous areas receiving Excellent ratings.

(2) The 18th UAC carried on support of its mission requirements in all four of the corps areas within the Republic of Vietnam. The first flight platoon at Nha Trang supports the 5th Special Forces Group, and the Joint United States Public Affairs Office. The second flight platoon with sections at Pleiku and Da Nang, support 5th Special Forces Group, II Corps Headquarters and I Corps Headquarters respectively. Other special missions were flown in support of the 17th Combat Aviation Group and the 1st Signal Brigade. The 18th Aviation Company flew a total of 2,623 hours with an aircraft availability rate of 72% for this report period. The unit has completed a dayroom, fully equipped with recreational services.

(3) The 183d RAC continued to perform its assigned mission in the southeast section of the II Corps Tactical Zone. The supported units remained the same as the last report period, with the exception of an additional commitment of one O-1 aircraft to the Cam Ranh Bay Support Command. The unit experienced the loss of three aviators during this quarter. On 24 February 1969, 1LT Robert E. Holloway was seriously injured when his aircraft crashed during takeoff at Dalat Camly Airfield. On 3 April 1969, 1LT Arthur H. Ecklund departed Phan Rang Air Base on a normal visual reconnaissance mission. He made one position report from his assigned area and did not report at his next estimated reporting time. An extensive search and rescue effort failed to find any trace of the aircraft or crew. Both pilot and observer are currently listed as missing in action. On 14 April 1969, 1LT Victor M. Hodson was killed when his

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aircraft was shot down during an artillery adjustment mission, a few miles northwest of Phan Thiet. Improvements made during this report period include the construction of a new arms room, the rewiring of the perimeter lights, and the installation of an emergency back-up power source for the perimeter lights. The 183d has flown a total of 5,353 combat support hours, while maintaining an aircraft availability rate of 89%.

(4) The 185th RAC provided support to Darlac, Phu Bon, Quang Duc, and Lam Dong Provinces. The Command and Control South (formerly B-50) commitment also continued operating alternately out of Pleiku and Ban Me Thout. During this report period, the company accrued 3,943 combat support hours, and attained an aircraft availability rate of 89.8%. The "Pterodactyls", in addition, provided air cover in support of Ban Me Thout City Airfield during impending enemy attacks. This support has assisted in thwarting numerous hostile attacks and spared many lives and aviation resources. On 10 March 1969, an ARVN element in Phu Bon made contact with an estimated battalion size force. CPT Edward J. Reynolds flew over the battle area, directed medevac helicopters and gunships into the area and continued to mark the enemy's route of withdrawal. Twenty NVA soldiers were confirmed killed in that engagement and CPT Reynolds was recommended for the Distinguished Flying Cross. On the basis of the 185th Aviators' recommendations, an operation was launched on 23 April 1969 in the rugged hill country east of the special forces camp at Thieu Atar. Contact was made immediately and continued for four days resulting in 160 dead of an NVA regiment.

(5) The 203d RAC continued its support of US and Free World Forces located primarily in Phu Yen and Binh Dinh Provinces, Republic of Vietnam. Units supported include the 41st Artillery Group, Radio Relay and general support for elements of Company E/20th Infantry (recently redesignated C/75th) and general support of the 173d Airborne Brigade. The 203d RAC flew a total of 5,237 hours of combat support, and achieved an aircraft availability rate of 88.1% for this report period. The unit experienced the loss of WO James E. Kirby on 11 February 1969, when his aircraft was shot down by enemy small arms fire, seventeen miles northwest of Phu Cat, Republic of Vietnam. On 28 April 1969, WO Bradford W. Wheeler, while on a routine visual reconnaissance mission in the Binh Khe area, spotted a moderate size NVA force. Immediately WO Wheeler requested Tac Air and gunships and with pinpoint accuracy killed 30 enemy soldiers.

(6) The 219th RAC performed its primary mission of providing visual reconnaissance support for the 4th Infantry Division, 52nd Artillery Group, M.I.C.V.-Pleiku and Kontum Provinces and 5th Special Forces (CCC).

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The company flew a total of 7,206 hours while maintaining an availability rate of 89.2%. The 219th RAC successfully completed their annual CMMI given by the 1st Aviation Brigade. The 219th "Headhunters" added several improvements to their Mess Hall and Supply Room this quarter. These changes have enabled the unit to capture such quarterly awards as the best supply and mess within the battalion.

(7) During this report period, the 225th SAC provided visual, photographic, infrared (IR) and Sidelooking Airborne Radar (SLAR) surveillance to the II Corps Tactical Zone. Free World Military Forces supported during this period were the 173d Airborne Brigade, 4th Infantry Division, II Corps ARVN Corps Task Force South, and the Korean 9th and 10th Divisions. A total of 3,184 hours of flying were accomplished in support of this mission with a resulting aircraft availability rate of 83%. During the Tet Offensive, an intensified SLAR program was initiated in order to provide a 24 hour vigil on the II Corps border area. From 8 March 1969 through 18 April 1969, each one of the four OV-1B (SLAR) aircraft assigned to the company flew an average of 188 hours in support of this requirement. Numerous moving targets were detected, recorded and reported. On 12 April 1969, a surveillance information center (TAQ-1A) was placed in support of Task Force South at Dalat. This is the fourth ground station located with the supported units. Others are positioned at Dragon Mountain, Pleiku, where both SLAR and IR ground stations support the 4th Infantry Division and LZ Uplift and an IR station which supports the 173d Airborne Brigade. These stations greatly facilitate the transmission of intelligence data to these units. On 21 March 1969, while on a visual/photo mission for the 4th Infantry Division, CPT David B. Peterson encountered anti-aircraft fire. CPT Peterson and his observer received wounds from the fire; however, both safely ejected from the aircraft. The observer was rescued, but CPT Peterson died as a result of his injuries while enroute to the hospital. The company continued to improve the perimeter defenses and the living quarters of its members.

(8) A resume of operations is found in Inclosure #3.

e. (U) Training:

(1) Quarterly training requirements were fulfilled. Additional emphasis has been placed on safety requirements in all aspects of training, particularly in the areas of vehicle and weapons safety.

(2) All RAC units of the 223d CSAB have conducted aerial observer schools. Approximately 100 observers have completed the course of training, covering a wide area of subjects.

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(3) Aviator safety classes were conducted monthly and in some areas on a weekly basis. The bi-monthly meeting of all commanders, safety officers and maintenance officers was held during the month of March 1969.

(4) Several personnel of this battalion are actively enrolled in correspondence courses through either the USAFI or Army Service School Extension Program. These programs are receiving wide attention in this command to insure that all personnel are aware of the education and training opportunities in Vietnam.

(5) Eight officers and one EM within the 223d CSAB attended and successfully completed jungle survival training at either the Air Force Pacific Jungle Survival School or the Navy's Jungle Environmental School.

(6) The 223d CSAB organized a Battalion Standardization Board comprising battalion SIP(s), company SIP(s), battalion Flight Surgeon and Safety Officer. The board will coordinate, disseminate and administer flight standardization procedures in this organization.

f. (U) Logistics:

(1) TOE/MTOE Authorizations. The 223d CSAB was reorganized under new TOE's and MTOE's during February 1969. Correlation of these documents to produce a workable knowledge of all authorized equipment was a major problem within the units. Efforts in this behalf have resulted in a consolidated listing being published that contains all equipment, by Line Item Number, authorized within each unit. Further results of this listing is the assurance that all authorized equipment is on a valid requisition and that excess equipment is being eliminated.

(2) Assistance Visits. A total of twenty-two assistance visits were conducted by members of the S-4 Section of this headquarters during the past quarter. Items of interest included supply operations, mess hall operations, arms room, ammunition storage areas and vehicle and aircraft maintenance.

(3) Motor Vehicle Maintenance. The average motor vehicle deadline rate has dropped from an excess of 25% for last quarter to less than 10% for the current period. Assistance visits determined the higher deadline rate to be the result of unit maintenance personnel who are unfamiliar with DSU operations, lack of trained operators and maintenance personnel, and difficulties associated with the supply system. Liaison visits with DSU's, organization and conducting of maintenance training programs, and proper indoctrination of supply operations is credited with the continuous decline of the deadline rate.

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(4) Aircraft Maintenance.

(a) Carburetors: Numerous cases involving O-1 carburetor failure were encountered during the past quarter. Problems were general in nature and EIR's were submitted on those found deficient.

(b) Turbine Oil MIL-L-23699: This oil was authorized as a replacement for MIL-L-7808 type oil. Changeover instructions were received; however, the drastic reduction in the stockage of the old type oil, makes it difficult to maintain the required ratio during the changeover period. Efforts to procure sufficient MIL-L-7808 oil continues.

(c) Fuel Selector Control Cables: An urgent action message required inspection of all U-6A fuel selector control cables. Inspections were conducted and all short length cables on five aircraft were found to be deficient. Cables were placed on EDP requisitions but were never received. This particular cable requires swedging in order to be locally manufactured and the supporting DSU and GSU activity of the 223d CSAB does not possess this capability. A thorough search of other facilities revealed that the Air Force has the capability and the cables were eventually manufactured and installed.

(d) Aircraft Status: See Inclosure #4.

(5) Flight Gear. A critical shortage of Nomex flight suits and ballistic helmets existed within the battalion until mid-February. Liaison visits with Depot personnel, inclusion of critical flight gear on the Commander's Critical Item List, and considerable research has helped eliminate this problem.

(6) Refrigeration Units. The low priority of the Unit Mess Halls within the battalion for refrigeration units continues to pose a problem. Liaison visits to Depot have produced little improvement. Continuous efforts are being made to obtain adequate cooling devices.

g. (U) Organization. Organizational Chart and Station Listing appears as Inclosure #5.

h. (U) Chaplain.

(1) The Battalion Chaplain, during this quarter, has conducted a total of 26 Sunday and weekday Protestant religious services, with a total attendance of 1167 soldiers.

(2) Religious services were held at Lane Army Heliport at An Son.

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(3) During this quarter the 223d CSAB initiated the following programs:

(a) A Bible study program was started on 28 April 1969.

(b) A library has been established in the 18th UAC dayroom, for HHC 223d and 18th UAC personnel. The paperback books were sent to the Chaplain by an interested person in CONUS.

(4) The 223d CSAB Chaplain made 18 visits to units located at Ban Me Thout, Dong Ba Thin, Phu Hiep, Pleiku, An Khe and Kontum. Visits were also made to the Qui Nhon Poor People's Home. The renovation and support of the Qui Nhon Poor People's Home has become the project of the 223d HHC and the 18th UAC.

(5) This battalion delivered 36 cases of detergent, 12 boxes of clothes and food supplies to the Qui Nhon Leprosarium and Phu Cat Orphanage during this period. The clothes were sent to the Chaplain by families of soldiers, churches and interested people in the United States.

(6) The building of a Chapel for the 223d CSAB was approved by the Qui Nhon Base Development Board on 23 April 1969. The Battalion Chaplain attended this meeting and gave an oral report to the board justifying the need for a Chapel in this area. The construction of the Chapel will begin in the near future.

i. (U) Aviation Safety.

(1) The accident rate per 100,000 flying hours for the 223d CSAB has increased from 7.7 to 9.6 since the last reporting period. Increased emphasis has been placed on flight safety through command and safety channels.

(2) The accident experience for this quarter is as follows:

	<u>UNIT</u>	<u>ACCIDENTS</u>	<u>CUMULATIVE RATE FY</u>
(a)	HHC, 223d CSAB	0	0.0
(b)	18th UAC	0	20.9
(c)	183d RAC	1	5.9
(d)	185th RAC	0	6.1
(e)	203d RAC	1	11.8
(f)	219th RAC	2	12.4
(g)	225th SAC	0	0.0
	TOTAL	4	9.6

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j. (U) Civil Affairs.

(1) The 223d CSAB has assumed a greater participation in this area. Several new programs have evolved, as a result of the great need of the Vietnamese poor in the Qui Nhon area. Through the combined efforts of all personnel in the Battalion, food supplies, clothing, and other essentials have been made available to the Qui Nhon Leprosarium and Phu Cat Orphanage. Another project receiving wide attention is the renovation and support of the Qui Nhon Poor People's Home, by members of the 223d CSAB, HHC, and 18th UAC.

(2) The 18th UAC's flight section in Da Nang continues to support a local orphanage through the distribution of clothing items received from stateside donors. The flight section in Pleiku is establishing a program through B Company, 5th Special Forces Group to determine the needs of local Montagnard villagers and orphans in an effort to decide what items the section would be capable of providing.

(3) The 185th RAC is currently active in two civil affairs projects in the Ban Me Thout area. The unit is assisting in the building of a six room school at the Vietnam Protestant Evangelical Church. Labor is being contributed on a voluntary basis and scrap material is also being donated. Additionally, the operations officer of the unit, who speaks Vietnamese fluently, teaches English to eleven 13-year old students at the Vinh Don Catholic School three times a week.

(4) The 203d RAC, in conjunction with the local Chaplain's office have donated time and labor in the refurnishing of the Man Yang Orphanage in Tuy Hoa City. Elsewhere, several cases of soap have been distributed to the local populace in Phu Yen and Binh Dinh Provinces.

(5) The 219th RAC assisted the people of Pleiku Province through two civil affairs programs. The Christian Missionary Alliance Compound was given cement, lumber and other materials to be used in construction of a church in Plei Monu, RVN. Clothing and other health items were collected and distributed to patients of the Pleiku Province Hospital.

2. Section 2, Lesson Learned: Commanders Observations, Evaluations and Recommendations.

a. (U) Personnel. None

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b. (C) Operations.

(1) Flight Following.

(a) Observation: Some aviators flying O-1 aircraft have not been utilizing proper flight following techniques.

(b) Evaluation: Staff visits to subordinate units revealed that some O-1 aviators were not using proper flight following techniques. They were flight following with their own unit or the supported ground unit and were not utilizing the other flight following facilities which are available. This is a potentially hazardous procedure which could result in serious delays in the initiation of search and rescue efforts in the event the aircraft should go down. It is particularly dangerous because a majority of the O-1 aircraft missions are single ship in remote areas. One of the O-1 companies of this battalion has completed an arrangement in which its aviators use the flight following system established for the USAF Forward Air Controllers in their area. This also provides side benefits of close coordination of the visual reconnaissance effort and better target acquisition for both services.

(c) Recommendation: That the need for proper flight following techniques be reemphasized in all O-1 units.

(d) Command Action:

1 This headquarters sent a policy statement² to all subordinate O-1 units on 10 April 1969, directing that proper flight following facilities be utilized.

2 This item has been reemphasized during recent aviation safety meeting.

(2) Rocket Firing Procedures.

(a) Observation: The hazards associated with a malfunctioning O-1 rocket firing system can be reduced by following standardized procedures.

(b) Evaluation: The pilot of an O-1G aircraft was directing two AH-1G gunships on a target from which another aircraft had received ground fire. No friendly ground troops were involved. The O-1 pilot followed established procedures in preparing to mark the target; however, upon engaging the rocket system master switch, the rocket fired

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missing the intended target by a considerable distance. When the aircraft was returned to maintenance, it was determined that the metal contact in the trigger mechanism (FSN #5390-258-4624) was bent, allowing the switch (trigger) to remain in the firing position. If the pilot had not followed prescribed procedures and had armed the master switch prior to turning onto final approach, it is apparent the misfired rocket would have impacted near the strike aircraft supporting the same contact.

(c) Recommendations:

1 That all O-1 aviators be made aware of the importance of following standardized rocket firing procedures.

2 That dry-firing checks be performed on the system during Intermediate and Periodic Maintenance Inspections.

(d) Command Action:

1 This lesson learned has been disseminated to all O-1 aviators of this battalion.

2 Maintenance personnel have been instructed to perform dry-fire checks of the rocket system during maintenance inspections.

(3) Aerial Photography Techniques.

(a) Observation: Close coordination and cooperation between O-1 and OV-1 aviators result in more efficient and improved photographic coverage.

(b) Evaluation: The large size of the 4th Infantry Division's area of operation dictated a more efficient means of obtaining photographic coverage. A targeting system was implemented which combined the efforts of both the O-1 and OV-1 aircraft. The O-1 aircraft flies a visual reconnaissance mission over its assigned area with an observer on board. When the O-1 detects a target, it contacts the OV-1 which is flying in that general vicinity on low priority photo missions and diverts it to the target. The O-1 aviator describes the target, marks it if necessary, and vectors the OV-1 aircraft into position to take the photo. This system has proven to be extremely successful in obtaining hard copy intelligence data of enemy activity.

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AVB1CB-DE

12 May 1969

SUBJECT: Operational Report of 223d Combat Support Aviation Battalion
for Period Ending 30 April 1969, RCS CSFOR-65 (R1) (U)

(c) Recommendation: That this technique be considered for adaptation to other areas where O-1 and OV-1 aircraft operate together.

(d) Command Action: This technique is being implemented in this battalion's area of operation where O-1 and OV-1 aircraft are habitually employed together.

c. (U) Training. None

d. (U) Intelligence. None

e. (U) Logistics.

Aircraft Recovery.

(a) Observation: Detailed prior planning for aircraft recovery operations is essential to success.

(b) Evaluation: An O-1 aircraft of this battalion made a forced landing in the jungle. The aircraft was declared recoverable; however, the recovery attempt was unsuccessful and the aircraft was lost. The recovery team was hastily organized and flown to the site by helicopter. A brush fire was started at the recovery site when the site was marked by a smoke grenade to assist incoming recovery aircraft. The team's radio did not operate properly, creating confusion between the recovery team and supporting aircraft. The pilot of the downed aircraft did not salvo his white phosphorus rockets prior to the crash which added to the hazard of the fire. The recovery team was successful in putting out the fire and in rigging the aircraft. However, when the CH-47 helicopter hovered over the downed aircraft for the pickup, its downwash rekindled the fire. The recovery team was unable to contain the fire and the aircraft quickly burned.

(c) Recommendation: That unit Standing Operating Procedures (SOP) include a comprehensive aircraft recovery plan.

(d) Command Action: The Standing Operating Procedures (SOP) of all units assigned to this battalion are being revised to incorporate these lessons learned.

f. (U) Organization.

(1) Motor Vehicle Mechanics.

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(a) Observation: The MTOE under which the Reconnaissance Airplane Companies are organized does not provide sufficient motor vehicle mechanics to adequately perform maintenance on the vehicles of a widely dispersed company.

(b) Evaluation: The Reconnaissance Airplane Company MTOE 1-257F authorizes a motor sergeant, E-6, a wheeled vehicle mechanic, E-4, a wheeled vehicle mechanic's helper, E-3, and a wrecker operator, E-4, in the company motor pool. The RAC units of this battalion are habitually employed from widely separated locations, with some platoons being located over 100 miles from the company headquarters. The companies are authorized a total of 21 vehicles and normally station several vehicles with the outlying sections and platoons. The motor maintenance section as presently constituted, has been unable to properly maintain the vehicles of the company, particularly the vehicles located away from the company headquarters.

(c) Recommendation: That Reconnaissance Airplane Companies be authorized one additional wheeled vehicle mechanic based on the widely dispersed nature of their operations.

(d) Command Action:

1 Frequent staff visits from battalion headquarters are made to these units to provide technical assistance and guidance in motor pool operations.

2 This headquarters is presently preparing a proposed change to MTOE 1-257F which will include this lesson learned.

(2) Aerial Observers.

(a) Observation: The lack of observers organic to Reconnaissance Airplane Companies reduces the effectiveness of the Visual Reconnaissance (VR) Program.

(b) Evaluation: During this quarter, approximately 1,000 flights were flown in the II Corps Tactical Zone in which qualified observers were not available. This represents several thousand hours of visual reconnaissance effort which was only partially effective. The problem of obtaining qualified observers has plagued the Reconnaissance Airplane Companies (RAC) since they were first organized. Units of this battalion have frequently conducted observer schools for both US forces and ARVN personnel. However, because of frequent shifting of observers,

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the shortage persists. One of the most effective means for elimination of this problem would be to make the observer organic to the RAC units. The observer would be under the command of the aviation unit commander and would be more responsive to overall requirements. Training would be simplified and observer turnover minimized.

(c) Recommendation: That observers be authorized in the MTOE of Reconnaissance Airplane Companies on the basis of one per aircraft.

(d) Command Action:

1 A staff study, this headquarters, dated 6 May 1969, Subject: O-1 Program, was submitted to 17th Combat Aviation Group as input for a study on O-1 Aircraft Utilization being conducted at IFFV level. This study emphasized the need for qualified observers in the Visual Reconnaissance Program.

2 The addition of one observer per O-1 aircraft will be incorporated into the next proposed change to the Reconnaissance Airplane Company MTOE.

(3) Avionics Mechanics.

(a) Observation: A shortage of Avionics Mechanics (MOS 35K20) exists in the current MTOE of the Reconnaissance Airplane Company (RAC).

(b) Evaluation: Avionics problems associated with the O-1 aircraft are considered to be a significant cause factor for non-mission ready aircraft in this battalion. The current RAC MTOE authorizes only one avionics mechanic for the O-1 company which is inadequate to perform the required avionics maintenance. This problem is accentuated when this mechanic goes on leave, performs guard duty, and pulls other necessary company details. Direct support avionics maintenance is provided on a geographical basis and due to heavy workloads, immediate response to user demands is not always possible.

(c) Recommendation: That MTOE 1-257F, Reconnaissance Airplane Company, be changed to include one additional avionics mechanic (MOS 35K20).

(d) Command Action:

1 The O-1 units of this battalion are cross-training the aircraft electrician (MOS 68F20) to assist the avionics mechanic.

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2 This headquarters will incorporate this lesson learned in the next proposed change to MTOE 1-257F for the Reconnaissance Airplane Company.

(4) Sensor Repair Section.

(a) Observation: The sensor repair section of the OV-1 company can operate more efficiently under the communications platoon than under the service platoon.

(b) Evaluation: The sensor repair section of MTOE 1-128T is presently authorized under the service platoon. This section is responsible for maintaining the sidelooking airborne radar (SLAR) and infrared (IR) sensor systems. The communications platoon and the sensor repair section are both involved in electronics repair. It would be more appropriate to place the sensor repair section under the supervision of the communications platoon headquarters. This would result in a centralization of resources and effort to include a consolidation of PLL, test equipment and manpower. This change has already been initiated in the OV-1 company of this battalion and has resulted in a more efficient maintenance effort.

(c) Recommendation:

1 That the sensor repair section be placed under the communications platoon headquarters in the OV-1 company.

2 That Combat Developments Command Aviation Agency consider incorporating this lesson learned into TOE 1-128T.

(d) Command Action: This headquarters will incorporate this lesson learned in the next proposed change to MTOE 1-128T.

5 Incl

1. ~~Unit Strengths~~ wd HQ, DA
2. ~~Unit Casualties & Awards~~ wd, HQ, Commanding
3. Operational Statistics DA
4. Aircraft Status
5. ~~Organizational Chart~~ wd HQ, DA


ROBERT G. COOPER

LTC, FA

DISTRIBUTION:

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- 3 CG, USARV, ATTN: AVHGC-DST, APO 96375
- 2 CG, 1st Avn Bde, ATTN: AVBL-MH, APO 96384
- 7 CO, 17th CAG, ATTN: AVBACB-SC, APO 96240

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AVBACB-SC (12 May 69) 1st Ind

SUBJECT: Operational Report of 1st Combat Support Aviation Battalion for Period ending 30 April 1969, RCS CSFOR-65 (R1) (U)

DA, Headquarters, 17th Combat Aviation Group APO 96340 24 May 1969

TO: Department of the Army (ACSFOR, DA) Washington, D.C. 20310
Commanding General, I Field Force Vietnam, APO 96350
Commanding Officer, 2nd Combat Support Aviation Battalion, APO 96340

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

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

a. Section 1, Operations: Significant Activities.

(1) Paragraph 1f (4) (b), Turbine Oil MIL-L-23699, Page 8:
Depots now have sufficient stocks of MIL-L-7808 oil to support requirements.

(2) Paragraph 1f (4) (c), Fuel Selector Control C bloc, Page 8:
A cable swedging capability should be provided at the GS level of Army Aircraft Maintenance. Recommend that the 34th General Support Group be tasked with responsibility of providing this capability.

(3) Paragraph 1f (6), Refrigeration Units, Page 8: This headquarter is presently attempting to obtain a higher priority for refrigeration units within the 17th CAG. Coordination has been established with 1st Aviation Brigade logistics personnel.

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

(1) Paragraph 1i (1), Flight Following, Page 11: Concur with recommendation. This problem is correctable by proper command emphasis and education of individual aviators at unit level.

(2) Paragraph 1i (2), Rocket Firing Procedures, Page 11: Concur. Recommend this information be disseminated to all units within USAFV possessing O1 aircraft.

(3) Paragraph 2b (5), Aerial Photography techniques, Page 12: This technique should prove highly effective in obtaining valuable intelligence information. Recommend dissemination to like units throughout CSARV.

(4) Paragraph 2c, Aircraft Recovery, Page 13: Concur. The 17th CAG SOP includes comprehensive instructions for aircraft recovery

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AVRACB-SC (12 May 1969) 1st Ind 24 May 1969

SUBJECT: Operational Report of 223rd Combat Support Aviation Battalion for period ending 30 April 1969, RCS CSFOR-65 (R1) (U)

operations. Units are encouraged to develop further techniques for inclusion in their local SOP.

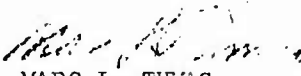
(5) Paragraph 2f (1), Motor Vehicle Mechanics, Page 13: Concur with recommendation. Command action is considered appropriate and adequate.

(6) Paragraph 2f (2), Aerial Observers, Page 14: Concur. To be fully effective, observers familiar with Visual Reconnaissance techniques should be utilized on all O1 VR missions. This augmentation would greatly increase the productivity of the VR program. Action held in abeyance pending receipt of proposed MTOE.

(7) Paragraph 2f (3), Avionics Mechanics, Page 15: Concur with recommendation. Command action taken is considered appropriate. The problem has been temporarily solved by providing each RAC with support from a collocated 17th OAG element. Further action held in abeyance pending receipt of proposed MTOE.

(8) Paragraph 2f (4), Sensor Repair Section, Page 16: Concur with 1st recommendation and anticipated command action. A change of this nature could best be accomplished by timely submission of an MTOE with sufficient justification.

FOR THE COMMANDER:


MARC L. TUMAS
CPT, ADA
Adjutant

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AVFA-GC-HIST (3 Jun 69) 2d Ind
SUBJECT: Operational Report of 223d Combat Support Aviation Battalion
for Period Ending 30 April 1969, RCS CSFOR-65 (R1) (U)

DA, Headquarters, I Field Force Vietnam, APO 96350 9 JUN 1969

TO: Commanding General, First Aviation Brigade, ATTN: AVBAGC
APO 96384

This headquarters has evaluated subject report and first indorsement and
concurs.

FOR THE COMMANDER:

FREDERICK E HOLLAND
LT AGC
ASST AG

Copy furnished:
2-ACSFOR, DA
1-223d Cbt Spt Avn Bn

AVMAGC-O (3 Jan 69) 3d Ind
 SUBJECT: Operational Report of 223d Combat Support Aviation Battalion
 for Period Ending 30 April 1969, MCS G-PCR-65 (R1) (U)

DA, HEDQUARTS, 1ST AVIATION BRIGADE, APO 96384 **17 JUN 1969**

MEMO: Commanding General, United States Army Vietnam, ATTN: AVAGC-DST,
 APO 96375
 Commander-in-Chief, United States Army Pacific, ATTN: GPCP-01,
 APO 96358

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

1. This headquarters has reviewed this report, considers it to be adequate
 and concurs with the contents as indorsed, except as noted below.

2. The following additional comment is considered pertinent:

Paragraph 11 (1) and (2), page 9: Nonconcur. The cumulative rate
 for the quarter should be 13.8 rather than 9.6. The cumulative rate is
 not an average of the rates for each company but is based on the number
 of flying hours for the entire battalion.

FOR THE COMMANDER:

David R. Anderson
DAVID R. ANDERSON
 CJA AGC
 AGC AG

AVHGC-DST (12 May 1969) 4th Ind
SUBJECT: Operational Report of 223d Combat Support Aviation Battalion
for Period Ending 30 April 1969, RCS CSFOR-65 (R1) (U)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375 20 JUL 1969

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

1. This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 30 April 1969 from headquarters, 223d Combat Support Aviation Battalion.

2. Comments follow:

a. Reference item concerning "Fuel Selection Control Cables," section 1, page 8, paragraph f(4)(c); and 1st Indorsement, paragraph 2a(2); concur. The capability for cable swedging is available in the 1st Transportation Battalion (FAMF). The 34th General Support Group has advised direct support and general support aircraft maintenance units of this capability.

b. Reference item concerning "Rocket Firing Procedures," section 11, page 11, paragraph 2b(3), and 1st indorsement, page 17, paragraph 2b(2); concur. Units will be informed.

c. Reference item concerning "Aerial Photography Techniques," section 11, page 12, paragraph 2b(3), and 1st indorsement, page 17, paragraph 2b(3); concur. Like units in USARV will be informed.

d. Reference item concerning "Motor Vehicle Mechanics," section 11, page 13, paragraph f(1); concur. Because of the method of employment and the dispersal of the Reconnaissance Airplane Companies (RAC's), the requirement of one additional wheeled vehicle mechanic appears valid. Upon receipt of the proposed MTCB, this headquarters will evaluate and process the document in accordance with established procedures.

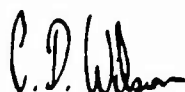
e. Reference item concerning "Aerial Observers," section 11, page 14, paragraph f(2); nonconcur. The addition of one observer to each O-1 aircraft in the Reconnaissance Airplane Companies (RAC's) within USARV would total some 272 personnel spaces. This addition would not be possible under the USARV force structure ceiling unless trade-off spaces were identified by the units concerned.

f. Reference item concerning "Avionics Mechanics," section 11, page 15, paragraph f(3); concur. The requirement for an additional avionics mechanic within the maintenance section appears valid. Upon receipt of the proposed MTCB, this headquarters will evaluate and process the document in accordance with established procedures.

AVIATION (12 May 1969) 4th and
 SUBJECT: Operational Report of 203d Combat Support Aviation Battalion
 for period ending 30 April 1969, HQ USAF (11) (1)

7. Reference item concerning "Sensor Repair Section," section 11, page 16, paragraph 1(4); concur. The consolidation of the sensor repair section and the communications platoon headquarters, with the aim of centralizing the resources, equipment repair parts and manpower, appears to have merit. Upon receipt of the proposed LTOE this headquarters will evaluate and process the document in accordance with established procedures.

FOR THE CGT AHEAD:



C. D. WILSON
 1LT, AF
 Assistant Adjutant General

By Turn:
 203d Cst Spt Avn Bn
 1st Avn Bde

GPOP-DT (12 May 69) 5th Ind
SUBJECT: Operational Report of HQ, 223d Combat Aviation
Battalion for Period Ending 30 April 1969, RCS
CSFOR-65 (R1)

HQ, US Army, Pacific, APO San Francisco 96558) AUC

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

This headquarters has evaluated subject report and forwarding
indorsements and concurs in the report as indorsed.

FOR THE COMMANDER IN CHIEF:

[Handwritten signature]
D. A. TUCKER
CPT, AGC
Asst AG

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OPERATIONAL STATISTICS
AS OF 30 April 1968

SUBORDINATE UNIT	SORTIES FLOW	PAY LIFTED	CARGO LIFTED (TONS)	ENEMY KIA	STRUCTURES		SALVAGE		AIRPORT DAMAGE	AIRFIELD COMPLETED LOSS
					DATA	DATA	DATA	DATA		
MAC	277	0	2	0	0	0	0	0	0	0
18th MAC	3366	10354	274	0	0	0	0	0	5	0
183rd MAC	4387	53	0	0	0	0	0	0	6	0
185th MAC	2831	0	0	0	0	0	0	0	1	3
203rd MAC	4568	0	0	0	0	0	21	1	1	2
21st MAC	6999	0	0	0	0	0	0	0	2	3
225th MAC	608	152	8	0	0	0	0	0	0	1
223rd CSLE	23036	10675	284	0	0	0	21	1	15	10

*AIRCRAFT DAMAGED

18th MAC - Five U-1A
183rd MAC - Three O-1G
 Three O-1E
185th MAC - One C-1G
203rd MAC - One C-1G
21st MAC - One C-1D
 One C-1G

*AIRFIELD LOSS

183rd MAC - Two O-1E
 One C-1G
185th MAC - One O-1G
203rd MAC - Three O-1G
21st MAC - One O-1D
225th MAC - One O-1G

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AIRCRAFT STATUS

30 APRIL 1969

SUPERORDINATE UNIT	O-1		U-3A		U-1A		OV-1	
	Auth	O/H	Auth	O/H	Auth	O/H	Auth	O/H
223rd CSAB, Hq	0	0	1	1	0	0	0	0
163rd UAC	0	0	0	0	16	16	0	0
163rd RAC	24	22	1	1	0	0	0	0
185th RAC	24	22	1	1	0	0	0	0
203rd RAC	24	23	1	0	0	0	0	0
219th RAC	32	30	1	1	0	0	0	0
225th SAC	0	0	1	1	0	0	18	17
223rd CSAB	104	97	6	5	16	16	18	17

Incl 4

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