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AGO D/A ltr dtd 29 Apr 1980

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

IN REPLY REFER TO

AGAM-P (M) (21 Nov 68) FOR OT UT 683145

25 November 1968

SUBJECT: Operational Report - Lessons Learned, Headquarters, 222d
Combat Support Aviation Battalion, Period Ending 31 July 1968

AD 844817

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 that the Army realizes current benefits from lessons learned during recent operations.
3. To insure that the information provided through the Lessons Learned Program is readily available on a continuous basis, a cumulative Lessons Learned Index containing alphabetical listings of items appearing in the reports is compiled and distributed periodically. Recipients of the attached report are encouraged to recommend items from it for inclusion in the Index by completing and returning the self-addressed form provided at the end of this report.

BY ORDER OF THE SECRETARY OF THE ARMY:

Kenneth G. Wickham

KENNETH G. WICKHAM
Major General, USA
The Adjutant General

1 Incl
as

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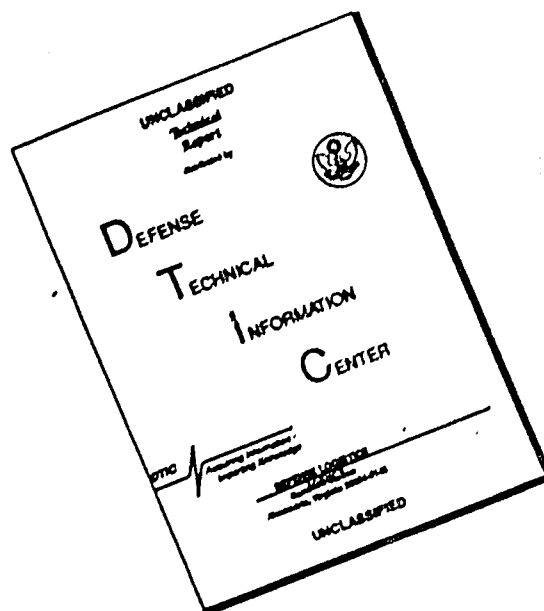
UNCLASSIFIED REPORT

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DEPARTMENT OF THE ARMY
HEADQUARTERS, 222D COMBAT SUPPORT AVIATION BATTALION
APO San Francisco 96291

AVGC-I

9 August 1968

SUBJECT: Operational Report - Lessons Learned of the 222d Combat Support Aviation Battalion for the Period Ending 31 July 1968 (RCS
CSFOR-65 (R1))

SEE DISTRIBUTION

1. Section 1, Operations: Significant Activities.

a. The mission of the 222d Combat Support Aviation Battalion has not changed since the last ORLL.

b. Since the last report there have been two changes to the organizational structure. The 272d Assault Support Helicopter Company and its attached 362d Transportation Corps Detachment were assigned to the Battalion on 11 May 1968, and arrived in Vietnam on 20 May 1968. The 272d and the 362d received their in-country orientation and training from this Battalion and were assigned to the 101st Air Cavalry Division on 1 July 1968. The present organization chart and station list is included as Inclosure 1.

c. The following personnel changes within this command and principle staff group have taken place since the last report:

CO - LTC George W. Adamson, 068855, no change.

XO - Major James E. Rogers, 01930337, no change.

S1 - Major William K. Kuykendall, 04071924, replaced Major Billy J. Patterson, 04041184, on 5 July 1968.

S2 - Major Larry H. Osborn, 0F102693, replaced Major Edward A. Janas, 0F113213, on 2 May 1968. Cpt Val D. York, 0F109352, replaced Major Osborn on 19 July 1968.

S3 - Major Larry E. Honsinger, 035185, no change.

S4 - Cpt James Thomas, 02312713, replaced Major Collins J. Purchase, 084505, on 21 June 1968.

FOR CV UT
683145

Incl 1

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SUBJECT: Operational Report - Lessons Learned of the 222d Combat Support Aviation Battalion for the Period Ending 31 July 1968 (RCS CSFOR-65 (R1))

d. Unit strengths as of 31 July 1968:

(1) Military:

SUBORDINATE UNIT	OFFICER		WO		EM		TOTAL	
	AUTH	ACTUAL	AUTH	ACTUAL	AUTH	ACTUAL	AUTH	ACTUAL
147th ASHC	14	11	26	17	215	222	265	250
205th ASHC	14	11	26	16	223	212	263	239
273rd ASHC (Hvy)	17	10	17	10	154	153	188	173
HHC, 222nd CSAB	16	16	3	5	81	128	100	149

(2) Civilian:

SUBORDINATE UNIT	DAC		VN		3RD NAT'L		CONTRACTOR
	AUTH	ACTUAL	AUTH	ACTUAL	AUTH	ACTUAL	
147th ASHC	0	0	13	13	0	0	2
205th ASHC	0	0	28	23	0	0	2
273rd ASHC (Hvy)	0	0	0	0	0	0	4
HHC, 222nd CSAB	0	0	33	33	0	0	0

e. Aircraft status as of 31 July 1968 is included as Inclosure 2.

f. Operational results as of 31 July 1968 are included as Inclosure 3.

g. The Battalion engaged in aviation support operations on each of the 92 days in this reporting period. Missions included aerial resupply, vehicular airlift, medical evacuation, troop lift, artillery air movement and administrative missions.

h. No tactical movements were made by elements of this Battalion during the quarter. An administrative move was made by the 272d ASHC and the 362d Trans Det in conjunction with their assignment to the 101st Air Cavalry Division. The move was made during June 1968 from Bearcat to Hue-Phu Bai.

i. Dropped loads have been a matter of considerable concern and

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discussion during the reporting period. The 222d Combat Support Aviation Battalion has developed a three point, Dropped Load Prevention Program, that has been quite successful in quelling the rising number of incidents. Point One is to use Pathfinders on every mission possible, for the purpose of inspecting the rigging of the loads, and the adequacy of the rigging equipment used. Point Two is to conduct classes with Mobile Training Teams, formed from aviation and Pathfinder personnel within the Aviation Battalion, for ground units that receive medium and heavy helicopter support. Subjects covered include proper utilization of the CH-47 and CH-54, capabilities and limitations of the aircraft, inspection of sling equipment, proper rigging of type sling loads, and load hook up procedures. A sample lesson plan is included as Inclosure 4. Point Three is the dissemination of pertinent data on rigging equipment and techniques. This has been accomplished thru liaison visits and publication of Dropped Load Bulletins, copies of which are included as Inclosures 5 through 9.

j. It has been found that cross training and standardization of duties for all crewmembers aboard CH-47 aircraft has improved overall Chinook operations. This unit's CH-47 crew duty SOP is included as Inclosure 10.

k. The Modified Troop Ladder Kit was tested by the 147th Assault Support Helicopter Company on 7 June 1968, under the supervision of a representative from the U.S. Army Natick Laboratories. Kit assembly time was one hour and fifteen minutes. Installation time on the ramp of the Chinook, with two men working, is approximately fifteen minutes. When operated in accordance with published instructions, no difficulties were experienced with the ladder. However, special emphasis should be placed on paragraph j, page 5 of the booklet "Interim Instructions for Installation and Operation of Modified Troopers Ladder Kit", pertaining to initial pull up of the ladder. If circumstances prevent this, and the ladder must be deployed from a rolled configuration versus a retrieved configuration, instructions shown in TM 10-1670-254-12, page 11, paragraph 13a(1), should not be followed. Dropping the modified ladder while rolled will almost surely result in its becoming fouled. The ladder can be deployed from a rolled configuration if it is unrolled inside the aircraft and played out over the handrails of the stand-off platform allowing the bottom of the ladder to drop last. Special emphasis should also be placed on installation of retrieving cables. As pertains to the "Caution" note, page 14, paragraph f, of the Instruction Booklet, the set screws discussed should be tightened so that a firm jerk by hand would pull the cables free. Excessive tightening of these set screws will prevent proper jettison of the ladder.

l. During the reporting period a new 100 seat chapel was constructed

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in the 222d Battalion cantonment area. The building was built by Post Engineers and self-help labor. Construction was completed on 6 July 1968. A ceremony dedicating the chapel was held on 7 July 1968.

m. During the period 25 June to 19 July 1968, the 147th Assault Support Helicopter Company conducted tests with Heliborne Fire Suppression Equipment, with the objective of providing a means of controlling the enormous fires that the enemy can start in populated areas, such as those recently experienced in Saigon. Through efforts of the Department of Defense, equipment was procured from the U.S. Forestry Service; it arrived in Vietnam on 24 June 1968. This equipment consisted of fiberglass, 450 gallon buckets, which are suspended in tandem by three 15-foot cable slings connected to three 8-foot nylon straps, which are attached to the cargo hook of a CH-47 helicopter. The buckets are dipped into the ocean, a pond, or a river to be filled and carried over the fire. Through electrically operated doors in the bottom of the buckets, the water is released over the fire. The concept of operation is to conduct rapid, continuous trips between water source and fire. Maximum desirable airspeed enroute with the buckets full or empty, is 30 knots. A drop altitude of 200 feet, and an airspeed of 5 knots provides the most desirable ground pattern, which measures approximately 20 feet by 120 feet. The result of the experiments, which were conducted with fires established for this purpose, was that the concept is feasible and practical with a fire of great dimension and intensity, and where repetitive sorties by the helicopters are possible.

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

a. Personnel

Awards and Decorations.

(1) OBSERVATION. Recommendations for awards for service must be submitted at least 90 days prior to recipient's DEROS in order for him to receive it before departing RVN.

(2) EVALUATION. Oftimes, full and sufficient evaluation of a man's work cannot be determined so far in advance of his DEROS. Such evaluation is essential before writing awards of this type.

(3) RECOMMENDATION. The submission deadline be reduced to 45 days prior to a man's DEROS, and processing of awards expedited.

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b. Operations

(1) Transition training.

(a) OBSERVATION. An OH-6A aircraft was assigned to the Battalion without accompanying quotas for the USARV LOH Pilot Transition Course.

(b) EVALUATION. Since the OH-6A is such a new aircraft in the Army inventory there are relatively few aviators who are qualified to fly it, and even fewer instructor pilots. This shortage is especially true in the medium/heavy helicopter battalion. Without sufficient numbers of personnel qualified to operate the equipment, its usefulness is severely curtailed.

(c) RECOMMENDATION. That when such new type aircraft are assigned to units, they be accompanied by, or preceded by, sufficient quotas to the USARV LOH Pilot Transition Course.

(2) Proper utilization of cargo clevises.

(a) OBSERVATION. Cargo clevis assembly, Bolt and Nut Type, must be used with care to assure security of the load it is carrying.

(b) EVALUATION. To prevent the nut from vibrating off of clevis bolts, the nut must be finger-tightened flush against the clevis.

(c) RECOMMENDATION. That all users of this equipment be advised of the unserviceability of the clevis assembly if the threads of the nut or bolt become stripped, or filled with paint, dust or rust to the extent that the nut cannot be finger-tightened flush against the clevis.

(3) Cargo loads falling from a moving aircraft.

(a) OBSERVATION. When a load falls from a moving aircraft, it is nearly impossible to determine the exact point at which the load will land.

(b) EVALUATION. Several factors influence the path such a falling load will take, such as, momentum from forward speed of the aircraft, centrifugal force when the aircraft is in a turn, wind friction, and weight, size, and configuration of the load. Therefore, all reasonable care must be taken to avoid flying a sling loaded helicopter over or near buildings or populated areas.

(4) Transporting lumber, PSP, and barbed wire by sling load.

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(a) OBSERVATION. Transporting the above items with nylon slings or rope cargo nets is an unsafe practice.

(b) EVALUATION. These three items have a tendency to cut through nylon and rope in a very short period of time, causing the load to be dropped.

(c) RECOMMENDATION. Rigging these type loads can be done safely with the use of a cable, the ends of which can be unraveled and spliced together by reraveling and clamping the splice, thereby forming a loop which is as strong as the rest of the cable.

(5) Wind vibration of nylon slings at high airspeeds.

(a) OBSERVATION. Such vibration causes nylon straps to become overheated.

(b) EVALUATION. When nylon becomes too hot it will begin to melt, and this has been experienced when a moving aircraft causes such vibration. Under these circumstances the nylon will not approach the point of melting apart, but the strands of fiber become weakened sufficiently so as to reduce the load-carrying capacity of the slings. The problem can be alleviated by placing one twist in the sling for every three feet of sling.

(6) Flight Status Orders.

(a) OBSERVATION. Once a request is made for crewmember and non-crewmember flight status orders, it takes between sixty and ninety days for the orders to reach the individual's assigned unit.

(b) EVALUATION. This excessive administrative delay seriously affects morale of flight personnel who are flying, but not receiving incentive flight pay. There have been instances when such requests have been made and subject individual has rotated out of RVN before the flight status orders arrived.

(c) RECOMMENDATION. That authority to issue flight status orders, IAW paragraph 10 and 11, AR 600-106, be delegated to a lower echelon of command, i.e., battalion level.

c. Training

(1) Pathfinders in Medium/Heavy Helicopter sling load operations.

(a) OBSERVATION. Pathfinders can be of great value in these operations.

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(b) EVALUATION. The use of Pathfinders to inspect and rig loads, and to help each supported unit personnel in these techniques, has been instrumental in reducing the incidence of dropped loads.

(c) RECOMMENDATION. That the Pathfinder School at Fort Benning, Georgia, insert in its syllabus of instruction subject to include rigging of various type loads, inspecting of rigging equipment, and familiarization with medium/heavy helicopters. Also, that Battalions with medium/heavy helicopter assets be given a TO&E augmentation of Pathfinder personnel.

(2) Aviator sling operations training.

(a) OBSERVATION. Aviators need additional training on this subject.

(b) EVALUATION. Aviators who have had little or no prior experience with cargo helicopters are lacking the basic knowledge of rigging procedures and are unable to determine if sling equipment is serviceable.

(c) RECOMMENDATION. That the Aviation School insert in its syllabus of instruction additional classroom subjects to include equipment nomenclature, limitations of sling equipment, inspection of equipment serviceability, and rigging procedures.

d. Intelligence

Enemy Antiaircraft Fire.

(a) OBSERVATION. Intelligence concerning aircraft hit reports and enemy antiaircraft fire is antiquated by the time it is disseminated, under the present system.

(b) EVALUATION. The intelligence information received at lower command echelons is barely adequate for aviation units which operate daily throughout their Corps areas.

(c) RECOMMENDATION. That an intelligence net be established, perhaps similar to an Air Defense Warning Net, over which aircraft could obtain current antiaircraft fire intelligence information in localized areas. This net might be operated by the 125th ATC or similar units, or perhaps in conjunction with the present artillery advisory system.

e. Logistics

Aerial Delivery Slings.

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(a) OBSERVATION. Slings are usually in short supply.

(b) EVALUATION. Requests have been received for this organization to furnish slings and to rig loads for various missions. Some slings are nonexpendable property, making it quite difficult to keep track of organizational slings when they are utilized on operational missions.

(c) RECOMMENDATION. That aerial delivery slings be classified expendable since recommended useable life is six months. This would also facilitate placing orders for these items, and insure more timely receipt.

f. Organization. None.

g. Safety

(1) Airfield refueling site congestion.

(a) OBSERVATION. Congestion around mini-ports has resulted in aircraft accidents.

(b) EVALUATION. Recently a CH-47 meshed rotor blades with a UH-1 while taxiing to refuel at a mini-port. The accident probably would not have occurred had the flight of UH-1's not been blocking the entrance to the mini-port. Other instances of near-misses and rotor wash damage to light observation helicopters have occurred due to congestion in the vicinity of mini-ports.

(c) RECOMMENDATION. That separated refueling areas be made available for CH-47 and CH-54 aircraft, and that other aircraft refueling areas be separated from cargo refueling areas by a minimum of two hundred meters.

(2) Battery emergency relay switch failure on CH-47 aircraft.

(a) OBSERVATION. Failure of this switch led to an aircraft accident.

(b) EVALUATION. Recently a CH-47A experienced dual generator failure. The pilot performed the proper emergency procedures by turning off all unnecessary electrical equipment and moved the battery switch to the emergency position. As thrust was applied for landing, the emergency beep trim failed to respond due to failure of the battery emergency relay switch. The aircraft landed hard due to low rotor RPM, and sustained damage. Further investigation of other aircraft revealed that on some the battery emergency relay was inoperative.

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(c) RECOMMENDATION. That the ground operational checks for the CH-47 be revised to include a check to test the battery in the emergency position with the generator off, to insure that the emergency beep trim operates properly. This check should be added to the DA TM 55-1520-209-10 CL, page 10, under the Ground Operation Check, after the generator operation check. This procedure should be accomplished in the following manner:

Generator - Off

Battery Switch - Emergency

Emergency Engine Trim - Check

Battery - On

Generator - On

h. Signal. None.

i. PIO

Command Information Program

(a) OBSERVATION. The inclusion of pictures in Battalion level publications has greatly enhanced the Command Information Program.

(b) EVALUATION. Interest in the Battalion newspaper, contributions to it, and the evaluation of its contents, have risen markedly since institution of the practice of printing pictures to dramatize stories. This personal touch to journalism has been enthusiastically received by the troops.

(c) RECOMMENDATION. None.

~~10~~-Incl Incl 4-10 Withdrawn,
as HQ, DA

George W. Adamson
GEORGE W. ADAMSON
MSG. Infantry
Commanding

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- 2 - CG, 1st Avn Bde, ATTN: AVBA-C
- 4 - CO, 12th CAG, ATTN: AVGC-SC

AVGC-SC (9 Aug 68) 1st Ind

SUBJECT: Operational Report of the 222d Combat Support Aviation
Battalion for Period 31 July 1968 (RCS CSFOR - 65) (RI)

DA, HEADQUARTERS, 12TH COMBAT AVIATION GROUP, APO 96266 25 August 1968

TO: Commanding General, II Field Force Vietnam, AFVN: AVFAC-RT-R,
APO San Francisco 96266
ACofS for Force Development, DA (CSFOR, DA), Washington, D.C. 20310


1. In compliance with AR 525-15 and USARV Regulation 525-15, two (2) copies of subject report are forwarded.
2. This headquarters has reviewed subject report and the following comments are made:

a. Reference page 4 paragraph 2a - 1st Aviation Brigade Regulation 672-1, 24 May 68, requires that recommendations for service awards be submitted NOT 60 days before DEROS. This necessitates initiation into channels approximately 90 days before DEROS. Command emphasis is needed to expedite awards at all levels. It has been observed that recommendations are being habitually submitted by some units subordinate to this command approximately 30-45 days before DEROS. In some cases, recommendations are submitted at even later dates precluding the approval and presentation before DEROS. While it is necessary that recommendations for service be processed more rapidly than at present, emphasis is needed at unit level to ensure presentation of awards in RVN.

b. Reference Inclosure 2, Aircraft Status, the corrected authorizations for the battalion headquarters is as follows: 3 OH-6A, 1 UH-1D/H and 1 U-6A.

3. Concur with all other comments and recommendations.

FOR THE COMMANDER:


ROBERT A. WITCHES
Major, Armor
Asst Adjutant

NOT REPRODUCIBLE

10

AVFBC-Rd-H (9 Aug 68) 2nd Ind

SUBJECT: Operational Report - Lessons Learned of the 222d Combat Support Aviation Battalion for the Period Ending 31 July 1968 (RCS CSFOR-65 (R1))

DA, HQ II FFORCEV, APO San Francisco 96266 5 SEP 1968

THRU: Commanding General, 1st Aviation Brigade, ATTN: AVBA-C, APO 96307

Commanding General, US Army Vietnam, ATTN: AVIGC-DH, APO 96375

Commander-In-Chief, US Army Pacific, ATTN: GPOP-OT, APO 96558

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

1. Subject report is forwarded.
2. This headquarters has reviewed and concurs with the Operational Report-Lessons Learned of the 222d Combat Support Aviation Battalion for the period ending 31 July 1968, as indorsed, with the comments below.
3. Reference para 2a: The time frame within which recommendations for awards are to be submitted varies from command to command, according to the capability of the command to complete administrative processing of the award in time for presentation to the individual prior to his departure from Vietnam. It is felt that nine months is sufficient time in which to evaluate an individual's work. In the case of an individual assigned into a unit after completing a portion of his tour, information to support a recommendation for award, if appropriate, should be forwarded by the previous unit under the provisions of paragraph 5g, USARV Reg 672-1.
4. Reference para 2b (6): Para 9a (1), AR 600-106, authorizes the 1st Aviation Brigade to publish orders on crewmembers and non-crewmembers. Paragraph 12c, AR 600-106, authorizes USARV to publish orders on flying status for personnel not otherwise specified in paragraphs 11 and 12, AR 600-106. The Army Regulation does not provide for further delegation of this authority. A member of the Military Personnel Office of 1st Aviation Brigade indicated that normally only about 10 days elapse between preparation of the request and distribution of the orders. Aviation Section of USARV which reviews those requests which are acted upon by that headquarters states that the requests normally remain in that office about one week before being either disapproved and returned to the unit or approved and forwarded to AG for publication of orders. Although it would seem that an inordinate amount of time elapses before orders are received, this does

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AVFBC-RI-H

SUBJECT: Operational Report - Lessons Learned of the 222d Combat Support
Aviation Battalion for the Period Ending 31 July 1968 (RCS
CSFOR-65 (R1)

not influence receipt of flight pay since orders contain an effective date
from which payment of flight pay is authorized. It does not appear that
recommendation is valid.

FOR THE COMMANDER:



O. E. FORY
1LT, AGC
Asst AG

AVBA-C (9 Aug 68) 3d Ind

SUBJECT: Operational Report-Lessons Learned of the 222d Combat Support Aviation Battalion for the Period Ending 31 July 1968 (CSAB CSFGR-65) (RI)

DA, HEADQUARTERS, 1ST AVIATION BRIGADE, APO 96384 SEP 16 1968

THRU: Commanding General, United States Army Vietnam, ATTN: AVPOC-OST,
APO 96375
Commander-In-Chief, United States Army Pacific, ATTN: GFCP-OT,
APO 96558

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.

2. The following additional comments are considered pertinent:

a. Paragraph 2a, page 4, paragraph 2a, 1st Ind and paragraph 3, 2d Ind. 1st Aviation Brigade Regulation 672-1 requires that recommendations for awards be submitted sixty (60) days prior to DEACOS, however, every effort is made to complete action on recommendations received when personnel have less than sixty (60) days.

b. Paragraph 2b (1), page 5. Due to the limited output of the USAFV OH-6A pilot transition course (6 per week) and the rapid build up of OH-6A aircraft in RWN a limited number of quotas are made available to 1st Avn Bde. These quotas are distributed to the CAG's based on number of assigned & programmed aircraft. In country OH-6A transition training is authorized and is being conducted by 12th CAG OH-6A IP's. The 12th CAG S-3 was contacted by this headquarters in reference to the 222d CSAB problem and stated that OH-6A IP's will be made available to transition 222d pilots as necessary.

c. Paragraph 2c(1)(6), page 6 and paragraph 4, 2d Ind. This headquarters has recognized the problem of delays in issuing flight status orders. Separate correspondence is being prepared at this headquarters recommending a change to AR 600-106 which will allow units with personnel sections to issue flight status orders.

d. Paragraph 2c(1)(c), page 7. A Pathfinder Detachment of 10 personnel has been proposed in the Standardized CAB MTOE 1-256G. Approval of the MTOE by DA is expected within 60 days.

e. Paragraph 2e, page 7. This headquarters concurred in and forwarded the request from the 222d CSAB recommending the subject slings be classified as expendable. The reply from USAFV, 3d Ind, AVHGD-SM, subject: Slings,

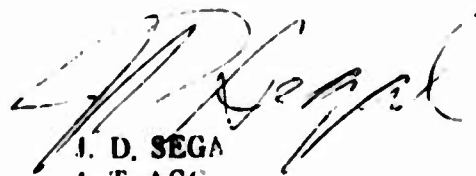
AVBA-C

SEP 16 1968

SUBJECT: Operational Report-Lessons Learned of the 222d Combat Aviation Battalion for the Period ending 31 July 1968 (ACS CSFOR-65) (R1)

Cargo Aerial Delivery, dated 10 August 1968 states it is the responsibility of the transportee commander to furnish cargo slings, cargo bags and related items. A USAF Standard Basis of Issue (BCI) is currently being developed authorizing adequate slings to US units. The 4th Ind to Basic correspondence forwarded this information thru the 12th Combat Aviation Group to the 222d CSAB.

FOR THE COMMANDER:



J. D. SEGA
1LT, AGC

Assistant A. C. [unclear]

AVSBC-DST (9 Aug 68) 4th Ind

MAJ Klingman/ds/TM. 1122

SUBJECT: Operational Report - Lessons Learned of the 222d Combat Support
Aviation Battalion for the Period Ending 31 July 1968 (CSAF
USFOR-65 (R1))

HEADQUARTERS, UNITED STATES ARMY, VI NHAM, APO San Francisco 9/375 24 OCT 1968

TO: Commander in Chief, United States Army, Pacific, AFHQ: CIMP-11,
APO 96558

1. This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 July 1968 from Headquarters, 222d Combat Support Aviation Battalion.

2. Reference item concerning flight status orders, page 6, paragraph 2c(1)(6); 2d Indorsement, paragraph 4; and 3d Indorsement, paragraph 2c: Concur with 2d Indorsement. Paragraph 9a(1), AR 600-106 delegates to commanders of installations or commands which are authorized a commander of general officer grade authority to issue flight status orders for personnel meeting the requirements of paragraphs 10 and 11, AR 600-106. No further delegation is authorized.

FOR THE COMMANDER:



A.R. CUENTHER
CPT. AGC
ASST. ADJUTANT GENERAL

Cy furn:
HQ 1st Avn Bde
HQ 222d CSAF

NOT REPRODUCIBLE

GPOP-DT (9 Aug 68) 5th Ind

SUBJECT: Operational Report of HQ, 222d Cbt Spt Avn Bn for Period
Ending 31 July 1968, RCS CSFOR-65 (R1)

HQ, US Army, Pacific, APO San Francisco 96558 14 NOV 1968


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

1. This headquarters has evaluated subject report and forwarding
indorsements and concurs in the report as indorsed, except as noted
in paragraph 3 below.

2. Reference paragraph 2, 4th Indorsement: Concur with the basic
suggestion and the 3d Indorsement to delegate, in Vietnam, the authority
to publish flight status orders to those units which have an organic
Personnel Section. Considering the volume of orders requests processed
by the 1st Aviation Brigade, a delay of 60 to 90 days before receipt of
orders is not unrealistic. Although loss of entitlement should not
occur if the order is prepared in a manner that confirms an earlier
VOCG, this time lag undoubtedly has an impact on the morale of personnel.
Considering the distances involved and the intermediate headquarters
through which orders request must be processed, it is improbable that
a significant reduction in processing time can be achieved under the
present system.

3. Reference paragraph 2b, 1st Indorsement: Contrary to the figures
stated in 1st Indorsement, the figures in Inclosure 2 are correct.
The authorization for light observation helicopters (LOH) for battalion
headquarters is three, and no other aircraft.

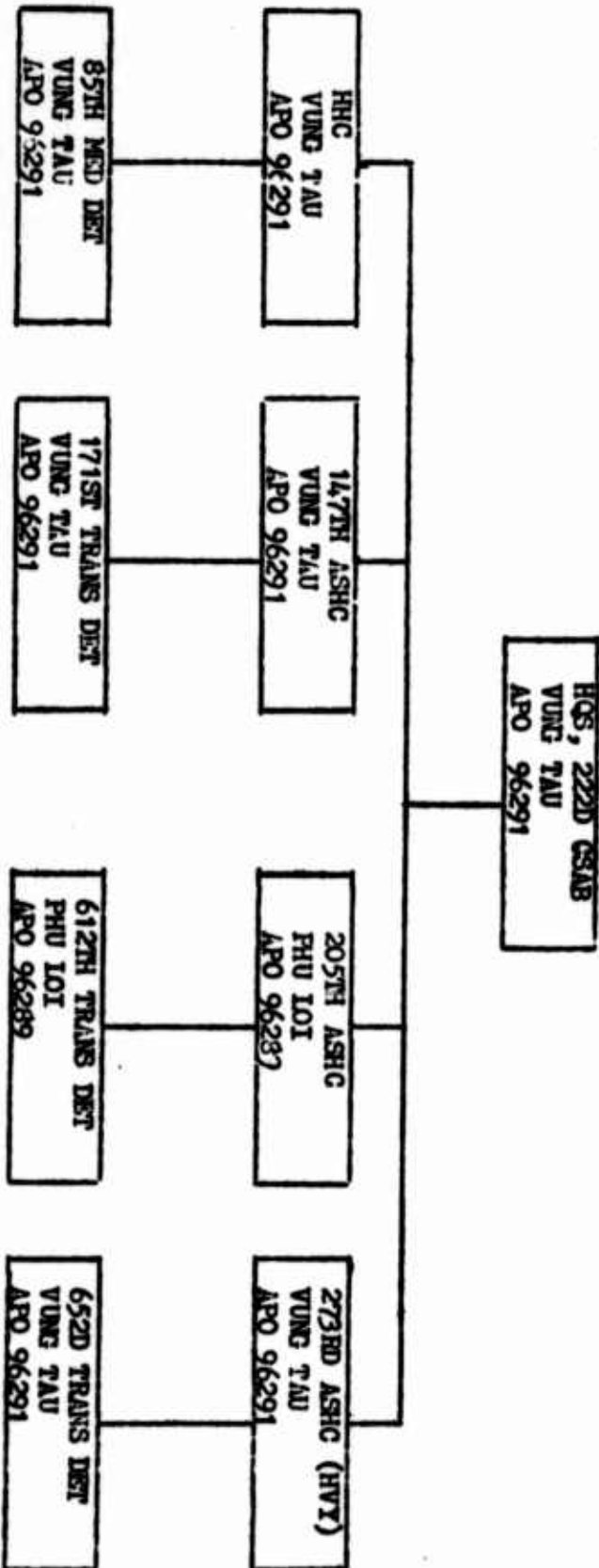
FOR THE COMMANDER IN CHIEF:



C. L. SHORTT
CPT, AGC
Asst AG

Cy furn:
CG USARV

HEADQUARTERS, 222D COMBAT SUPPORT AVIATION BATTALION
 ORGANIZATIONAL CHART AND STATION LIST
 QUARTER ENDING: 31 JULY 1968



Inclosure 1

HEADQUARTERS, 222D COMBAT SUPPORT AVIATION BATTALION
 AIRCRAFT STATUS
 QUARTER ENDING 31 JULY 1968

SUBORDINATE UNIT	OH-6A		UH-1D		U-6		CH-47		CH-54	
	AUTH	O/H	AUTH	O/H	AUTH	O/H	AUTH	O/H	AUTH	O/H
147th ASHC	2	0	0	0	0	0	16	17	0	0
205th ASHC	2	0	0	0	0	0	16	16	0	0
273rd ASHC (Hvy)	2	0	0	0	0	0	0	0	9	9
HQS	3	1	0	2	0	1	0	0	0	0
222d CSAB	9	1	0	2	0	1	32	33	9	9

Inclosure 2

HEADQUARTERS, 222D COMBAT SUPPORT AVIATION BATTALION
 OPERATIONAL STATISTICS
 PERIOD ENDING 31 JULY 1968

SUBORDINATE UNIT	SORTIES FLOWN	TROOPS LIFTED	CARGO TONS LIFTED	ENEMY KIA	STRUCTURES DAM/DEST	S.A.F. AIRS DAM/DEST	AIRCRAFT CONFIRMED LOSS	AIRCRAFT DAMAGED*	AIRCRAFT RECOVERIES
147th ASHC	10,376	39,576	24,194	0	0/0	0/0	0	5	2
205th ASHC	10,438	32,728	15,774	0	0/0	0/0	0	1	34
273rd ASHC (HVV)	3,208	0	10,578	0	0/0	0/0	0	2	10
222d CS/LE	24,022	72,302	50,526	0	0/0	0/0	0	8	46

*DAMAGE REPORTED BY TYPE:
 147th ASHC Aircraft Damage: 4 Light, 1 Moderate
 205th ASHC Aircraft Damage: 1 Light
 273rd ASHC Aircraft Damage: 2 Light

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UNCLASSIFIED

Security Classification

DOCUMENT CONTROL DATA - R & D

(Security classification of title, body of abstract and indexing annotation must be entered when the overall report is classified)

1. ORIGINATING ACTIVITY (Corporate author) HQ, OACSFOR, DA, Washington, D.C. 20310		2a. REPORT SECURITY CLASSIFICATION Unclassified	
		2b. GROUP	
3. REPORT TITLE Operational Report - Lessons Learned, HQ, 222d Combat Support Aviation Battalion (U)			
4. DESCRIPTIVE NOTES (Type of report and inclusive dates) Experiences of unit engaged in counterinsurgency operations, 1 May - 31 Jul 68			
5. AUTHOR(S) (First name, middle initial, last name) CO, 222d Combat Support Aviation Battalion			
3. REPORT DATE 9 August 1968		7a. TOTAL NO. OF PAGES 20	7b. NO. OF REFS
5a. CONTRACT OR GRANT NO.		5a. ORIGINATOR'S REPORT NUMBER(S) 683145	
b. PROJECT NO. N/A		5b. OTHER REPORT NO(S) (Any other numbers that may be assigned this report)	
10. DISTRIBUTION STATEMENT			
11. SUPPLEMENTARY NOTES N/A		12. SPONSORING MILITARY ACTIVITY OACSFOR, DA, Washington, D.C. 20310	

17. ABSTRACT			
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The following items are recommended for inclusion in the Lessons Learned Index:

ITEM 1

* SUBJECT TITLE _____
** FOR OT UT # _____
***PAGE # _____

ITEM 2

SUBJECT TITLE _____
FOR OT UT # _____
PAGE # _____

ITEM 3

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ITEM 4

SUBJECT TITLE _____
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PAGE # _____

ITEM 5

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PAGE # _____

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** FOR OT UT# : Appears in the Reply Reference line of the Letter of Transmittal. This number must be accurately stated.

***Page # : That page on which the item of interest is located.