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AUTHORITY

AGO ltr 29 Apr 1980 ; AGO ltr 29 Apr 1980

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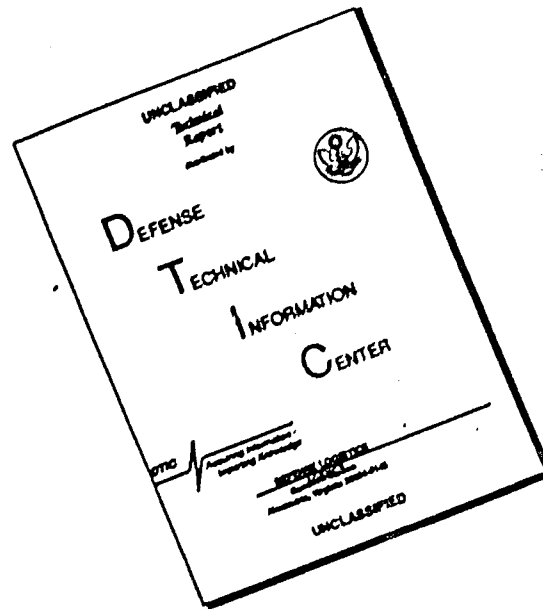
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DEPARTMENT OF THE ARMY  
OFFICE OF THE ADJUTANT GENERAL  
WASHINGTON, D.C. 20310

(20)



IN REPLY REFER TO

AD 503460

AGAM-P (M) (22 Jul 69) FOR OT-UT-692238

4 August 1969

SUBJECT: Operational Report - Lessons Learned, Headquarters, 13th 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.

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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④ Operational report...  
ending 30 Apr 69

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13th Aviation Battalion

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DEPARTMENT OF THE ARMY  
Headquarters, 13th Aviation Battalion  
APO San Francisco 96296

AVBABN-GC

18 May 1969

SUBJECT: Operational Report of the 13th Aviation Battalion for Period Ending  
30 April 1969, RCS CSFOR-65(RI) (U)

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1. (C) Section I Operations: Significant Activities:

a. Unit mission. There was no change to the unit mission during this period.

b. Organization. At the close of the reporting period the organization of the 13th Aviation Battalion was as follows:

- (1) Headquarters and Headquarters Detachment.
- (2) The 114th Aviation Company (Airmobile Light).
- (3) 121st Aviation Company (Airmobile Light).
- (4) The 175th Aviation Company (Airmobile Light).
- (5) The 336th Aviation Company (Airmobile Light).
- (6) The 221st Aviation Company (Airmobile Light).

c. Changes in Command and Staff:

(1) MAJ Ralph Nauman 076459 was assigned as Executive Officer on 13 Feb 69. LTC Freeze was reassigned to CONUS.

(2) 1LT John H. Daane 05238063 was assigned Adjutant on 28 March, MAJ Ronald H. Thornquist was reassigned within the battalion.

(3) CPT Charles R. Steiner 0F108933 was assigned as S-2 on 16 Feb 69. CPT Charles E. Johnson was reassigned within the battalion.

(4) MAJ Ronald H. Thornquist 093319 was assigned S-3 on 17 April 1969. MAJ Jesse W. Glance was reassigned within the battalion.

FOR OTUT

692238

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SUBJECT: Operational Report of the 13th Aviation Battalion for Period Ending  
30 April 1969, RCS CSFOR-65(RI) (U)

- (5) CPT Thomas R. McLaughlin Jr OF107843 was assigned to S-4 on 28 Feb 69, MAJ William H. Jugal was reassigned to the 244th Aviation Company.
- (6) MAJ Walter W. Powell 086661 was assigned CO 114th Aviation Company on 18 Feb 69. MAJ Julian T. Caraballo was reassigned to CONUS.
- (7) MAJ William E. Callander 099797 was assigned CO 175th Aviation Company on 11 Feb 69, MAJ John H. Boysen was reassigned to CONUS.
- (8) CPT James A. Richards OF110974 was assigned as XO 114th Aviation Company, CPT Robert E. Brown was reassigned to CONUS.
- (9) CPT Lawrence D. Graves OF108182 was assigned as XO 121st Aviation Company, on 28 Feb 69, MAJ Roger K. Paquett was reassigned to CONUS.
- (10) CPT Richard S. Fero 095518 was assigned as XO 175th Aviation Company on 1 Feb 69.
- (11) CPT Timothy G. Coles 05335519 was assigned as XO 336th Aviation Company on 17 Feb 69, MAJ William W. Powell was reassigned within the battalion.
- (12) CPT Emron A. Yancey 05337008 was assigned as Asst S-4 on 18 Apr 69.
- (13) CW2 Alfred B. Craft was assigned as Asst S-4 on 26 Feb 69.
- (14) 1LT Timothy Phalen 05342112 was assigned to the BOC on 26 Mar 69, 1LT Erickson was reassigned within the 164th Aviation Group.

- d. Unit Strength as of 30 April 1969: See Incl 3.
- e. Aircraft Status as of 30 April 1969: See Incl 3.
- f. Operational results as of 30 April 1969: See Incl 4.
- g. Operations:

(1) The 13th Aviation Battalion, during this last quarter continued to provide aviation assets for preplanned airmobile assaults, troop insertions and extractions, tactical and administrative resupply, command liaison, medical evacuation, and direct fire support, in support of the IV Corps in the Republic of Vietnam. With the 214th Aviation Battalion coming under the operational control of the 164th Group, the 13th Battalion mission was shifted to concentrate primarily on the 21st ARVN Division and the 44th Special Zone. Support was also provided to the Military Advisory Group, IV Corps, 5th Special Forces and COORDS. In addition the 13th Battalion provided aircraft for use by the

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30 April 1969, RCS CSFCR(RI) (U)

Navy "Seal" units conducting combat operations out of Ha Tien and Moc Hoa.

(2) Airmobile Operations. The battalion supported 248 airmobile operations during this last quarter. Two of the more significant operations were conducted on the 17th of April 1969, and from the 24th to the 26th of April, 1969.

(a) The 13th Aviation Battalion supported the 21st ARVN Division in a one day operation north of Vi Thanh on 17 April. The 336th Aviation Company was the initial lift force for the operation. This operation began with five UH1D helicopters, three gunships, and a command and control helicopter. Immediately after the first insertion was made, heavy contact was made with an estimated VC battalion. Due to the ground units being badly pinned down and the significant amount of ground fire received by all helicopters, all assets from the 114th Aviation Company, working a different airmobile operation for that day had to be diverted to join the 336th. Total assets then became two command and control helicopters, 15 lift ships and 9 gunships, two of which were AH-1G's from the 307th Aviation Battalion. The combined assets lifted over 1200 troops into the area of contact, 300 troops being inserted in one twenty minute period. During the day numerous airstrikes were called in from both VNAF and USAF forces, and helicopter gunships made close-in strikes on targets marked by the ground forces. Each insertion received heavy enemy fire and multiple hits were taken on many of the aircraft. The last assets were finally released at 2030 hours, to include the 336th C&C command by MAJ Leonard Boswell.

Total claims for all assets that day were as follows:

32 VC KBA (killed by aircraft)

2 57MM Recoilless Rifles captured

4 AK47 Rifles captured

(b) The 13th Battalion continued its support of the 21st ARVN Division between 24 April and 26 April in the Vi Thanh area. All assets were under the control of the Battalion S-3 with the 121st Aviation Company and the 175th Aviation Company as the primary and secondary units in a combined operation. Assets staged out of Vi Thanh airstrip with the 121st as the primary troop movement unit and the 175th as a quick reaction, "eagle flight" force. A forward CP under the control of the 13th Battalion S-3 controlled all assets in a coordinated effort that in 3 days inserted over 2000 troops into areas of reported VC activity. The total claims and munitions captured follows:

68 ARVN POW's released

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- 4 Choi Hanh's
- 12 VC KBA
- 15 Sampans destroyed
- 22 Structures or Bunkers destroyed
- 64 Cases of 12.7mm linked ammunition captured
- 8 Cases of 81mm mortar rounds captured
- 4 Cases of B40 rounds captured

The overall operation was determined a complete success by the 21st Division due to the close coordination and support between the 13th Aviation Battalion and the ARVN ground forces.

h. Training: The 13th Battalion continued in their mission of providing UH-1 transition training to VNAF aviators. VNAF class number 5 saw five aviators come to the battalion in February. All of them have now received over 100 hours of transition time and three weeks still remains in the training cycle. Class number 6, which started in March, has completed ground school in the UH-1 transition course and is presently undergoing aircraft qualification training by unit instructor pilots from the 121st and 336th Aviation Companies. VNAF class number 7 is presently in ground school bringing the total to 17 students presently undergoing training with this battalion. On 28 February this battalion graduated 5 VNAF students as fully qualified UH-1 pilots.

i. Morale and Discipline:

(1) The number of approved recommendations for awards received during this period are shown by type and totals awarded:

DFC-3, Bronze Star-1, Air Medal-289, Army Cross-17, Purple Heart-3, Air Medal w/V-7.

(2) During this reporting period the number approved disciplinary actions taken under UCMJ were:

	Officer	WO	EM
GEN	0	0	0
SPECIAL	0	0	5
SUMMARY	0	0	0
ART 15's	0	4	65

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18 May 1969

SUBJECT: Operational Report of the 13th Aviation Battalion for Period Ending  
30 April 1969, RCS CSFOR-65(RI) (U)

(3) The following personnel were reported as casualties during this period.

KIA 9                      WIA 44

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

Aus-54,    Haw-75,    BK-37,    HK-26,    Man-8,    Sing-7,    Taip-19,  
Tok-13,    KL-2

j. Safety:

(1) During the reporting period the battalion experienced eleven reportable accidents, approximately one accident per 3400 flying hours. Two of these were a result of material failures, two were caused by maintenance deficiencies, six were caused by pilot error and one is unknown at this time. The accident rate reflects an increase over the previous period, one accident per 6000 flying hours.

(2) The battalion experienced eight (8) engine failures, a decrease from the previous reporting period. All engine failures were attributed to internal failure, all engines were rebuilt engines with an average of 500-600 engine hours.

2. (U) Section 2. Lessons Learned: Commanders Observation, Evaluations and Recommendations.

a. Personnel: None

b. Operations:

(1) OBSERVATION: Since the beginning of 1969 the 164th Group has changed its check point listing for towns and cities throughout the Delta each month. As a result, pilots fail to use the proper designator with flight following centers in lieu of the Vietnamese town or city name.

EVALUATION: On numerous occasions flight following center frequencies have been blocked at critical times while someone tries to pronounce a Vietnamese word correctly or look up the designator in his SOI. Since these letters are constantly changing they cannot be committed to memory.

RECOMMENDATION: Publish a unclassified check point listing to be used with flight following centers and if necessary continue using the classified check points on tactical operations.

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AVRBN-6C

SUBJECT: Operations  
30 Aug

1. Introduction

(2) OPERATIONS  
missions under  
battalion control.

2. Objectives

EVALUATION  
minimums to insure  
safe aircraft operations  
the weather minimums.

3. Procedures

RECOMMENDATIONS  
describing weather  
be especially significant.

4. Results

(3) OPERATIONS  
the transportation  
and conservation of fuel.

5. Conclusions

EVALUATION  
used to locate the problem  
in the aircraft and during  
critical periods. Therefore  
there must be sufficient  
aircraft.

6. Recommendations

RECOMMENDATIONS  
during night inspections  
during critical periods.

7. Summary

(4) OPERATIONS  
heliports at the base.

8. Appendix

EVALUATION  
instead of considering  
of the lack of knowledge.

9. References

RECOMMENDATIONS  
out hazards to flight  
maximum load take off  
and location of outposts.

10. Glossary

(5) OPERATIONS  
necessary to perform these  
aircraft as soon as possible  
vision from the pilot.

11. Bibliography

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SUBJECT: Operational Report of the 13th Aviation Battalion for Period Ending 30 April 1969, RCS CSFCR-65(RI) (U)

EVALUATION: Maintenance of aircraft has suffered in some areas due to the lack of experience of the crew chiefs. Often the mission ready capability has been delayed while line maintenance was called upon to perform a task that an experienced crew chief would have performed.

RECOMMENDATION: That a crew chief be given more extensive OJT before actually taking over the responsibilities of an aircraft crew chief. A possible solution would be to have him serve as a door gunner to obtain a better working knowledge of the duties and job requirement.

(6) OBSERVATION: Aviators attending the IP school at the training base are not adequately trained for hydraulics off and tail rotor failures.

EVALUATION: These maneuvers are necessary in view that tail rotor and hydraulics are fairly frequent malfunctions. New IP's from the training base can not pass a USARV standardization check ride and therefore require extensive training at unit expense to become proficient.

RECOMMENDATION: That the training base include tail rotor failure and hydraulics off training in the training curriculum.

(7) OBSERVATION: In the past months a number of tail rotor failures have occurred in various units due to foreign objects left in the tail rotor drive-shaft covers.

EVALUATION: An inspection of the tail rotor driveshaft and deck be made during the aviators pre-flight inspection both the night prior to flight and in the morning prior to take-off should minimize the possibility of tail rotor driveshaft failure due to foreign objects left in the aircraft.

RECOMMENDATION: Commanders and Safety Officers insure that this type of inspection is included in the normal pre-flight.

4 Incl  
1 Organization and Stationing  
~~2 13th AB Unit Strength~~  
3 13th AB Aircraft Status  
4 13th AB Operational Statistics

Incl 2 wd Hq, DA

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8-S-3 Operational File

THOMAS E. ANDERSON  
LTC, Infantry  
Commanding

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AVR 05-0 (18 Feb 69) 1st Ind

AF 69-1: Operational Report of the 13th Combat Aviation Battalion for  
Period Ending 30 April 1969, AOC 65541-05 (11) (U)

TO: 104th AVIATION BATT, AOC 90215, 29 May 1969

SEE DISTRIBUTION

1. (U) Number 22, General Order: Commander's Observations, Evaluations,  
and Recommendations.

a. (U) Reference: None

b. (U) Comments:

(1) The 104th CAB check point listing is intended for tactical use  
and is therefore classified. The CAB tactical aerospace director provides  
a tactical aerospace system. The 13th CAB has been advised  
that certain action should be initiated.

(2) The 104th CAB supplies a liaison officer to each of the major  
units in the area. The direct communication mission commander is re-  
sponsible for the reports of the units in the area. The 13th CAB has been  
advised that certain action should be initiated.

(3) The 104th CAB provides a liaison officer to each of the major  
units in the area. The direct communication mission commander is re-  
sponsible for the reports of the units in the area. The 13th CAB has been  
advised that certain action should be initiated.

(4) Existing regulations and directives provide a complete picture  
of the current situation. The 13th CAB has been advised that certain  
action should be initiated.

(5) The amount of resources available is dependent upon the  
personnel situation of each individual unit. Units of the 104th  
CAB provide as much as to help assigned crew chiefs as possible. The  
13th CAB has been advised that certain action should be initiated.

(6) The ability of the training courses to provide a sufficient  
amount of resources to help assigned crew chiefs as possible. The  
13th CAB has been advised that certain action should be initiated.

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... .. the 15th  
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*J. D. Stark*  
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AVBAGC-O (18 May 69) 2d Ind  
SUBJECT: Operational Report of the 13th Aviation Battalion for Period  
Ending 30 April 1969, RCS CSFOR-65(RI) (U)


DA, HEADQUARTERS, 1ST AVIATION BRIGADE, APO 96384 6 JUN 1969

TIRU: Commanding General, United States Army Vietnam, ATTN: AVHGC-DST,  
APO 96375  
Commander-in-Chief, United States Army Pacific, ATTN: GPOP-OT,  
APO 96558

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

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

FOR THE COMMANDER:

  
W. H. PIERCE  
LTC, AGC  
Adjutant General



AVHGC-DST (18 May 1969) 3d Ind  
SUBJECT: Operational Report of the 13th Aviation Battalion for Period  
Ending 30 April 1969, RCS CSFGR-65 (R1) (U)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 963752 11 JUN 1969

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 30 April 1969 from Headquarters, 13th Aviation Battalion.

2. Comments follow:

a. Reference item concerning Operations, section II, page 5, paragraph 2b(1); concur with 1st Indorsement. Flight following nets are unclassified nets using unclassified frequencies and call signs. Classified check points should not be used in unclassified nets. The Department of Defense (DOD) publication, Tactical Aerodrome Directory, South Vietnam assigns an unclassified identifier system that is available to flight following stations and aviation units. Unit will be advised.

b. Reference item concerning Operations, section II, page 7, paragraph 2b(6); concur. A USARV letter specifying the need for additional training in emergency procedures for CONUS trained Instructor Pilots is being prepared for dispatch to CINCUSARPAC.

FOR THE COMMANDER:



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

Cy furn:  
13th CAB  
1st Avn Bde

GPOP-DT (18 May 69) 4th Ind (U)  
SUBJECT: Operational Report of HQ, 13th Avn Bn for Period  
Ending 30 April 1969, RCS CSFOR-65 (R1)

HQ, US Army, Pacific, APO San Francisco 96558 8 JUL 69

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

This headquarters has evaluated subject report and forwarding indorse-  
ments and concurs in the report as indorsed.

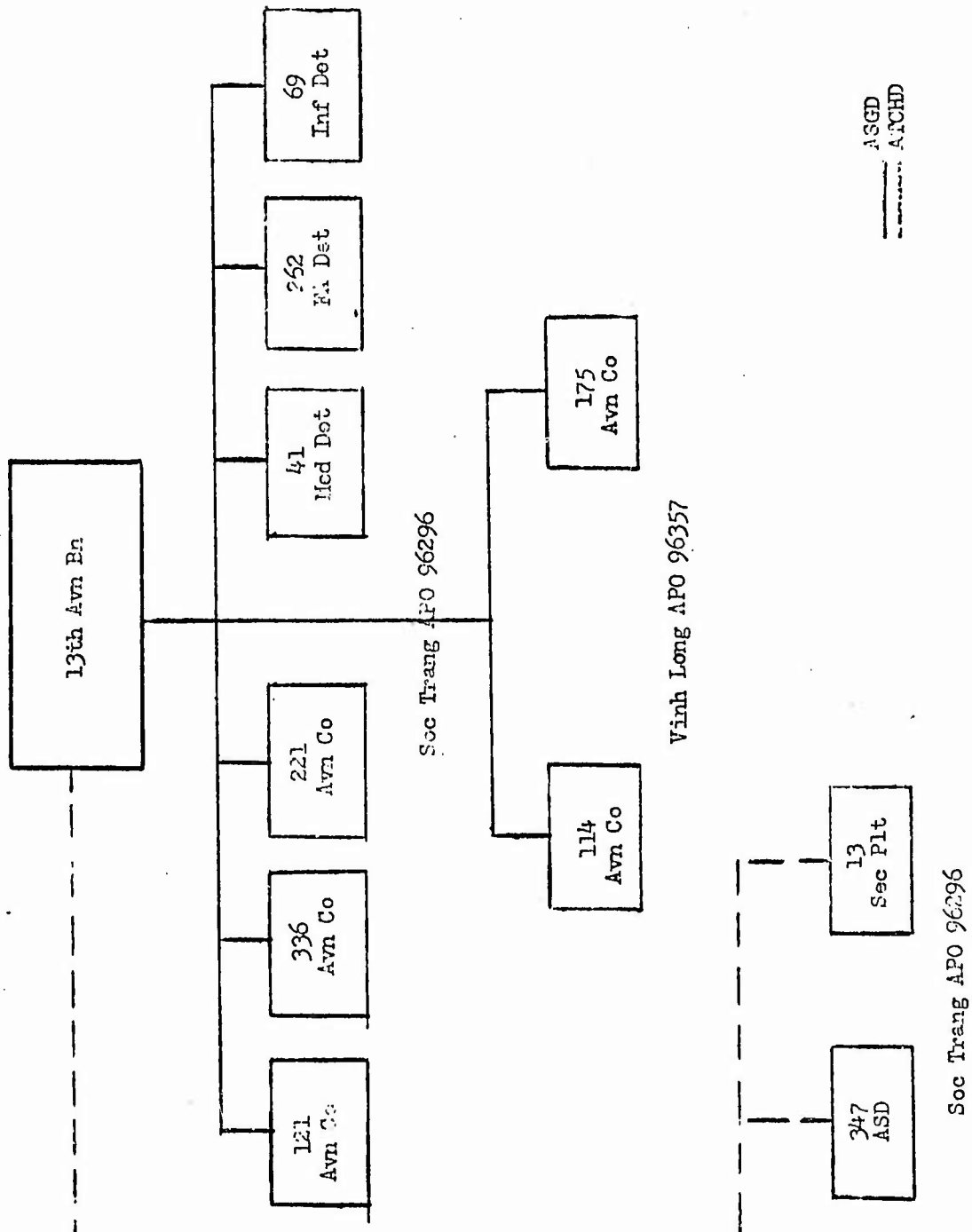
FOR THE COMMANDER IN CHIEF:



C. L. SMITH  
CPT, AGC  
ASST AG

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Organization & Stationing



ASGD  
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13th Aviation Battalion Aircraft Status  
 Quarter Ending 30 April 1969

Company	UH-1B		UH-1C		UH-1D		O-1		OH-6A	
	AUTH	C/H	AUTH	C/H	AUTH	C/H	AUTH	C/H	AUTH	C/H
114th AC			8	6*	23	21				
121st AC	3	7			23	20				
1750th AC			8	7	23	20				
336th AC			8	6	23	21				
221st AC							32	32		
HHD									3	0
Total	3	7	24	19	92	82	32	32	3	0

\* Two of these aircraft are replacement AH-1G aircraft.

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13th Aviation Battalion Operational Statistics  
 Quarter Ending 30 April 1969

UNIT	SORTIES FLOWN	TROOPS LIFTED	CARGO LIFTED (TONS)	ENEMY KRA	STRUCT DESTROYED	SAMPANS DESTROYED	AIRCRAFT LOSSES	AIRCRAFT DAMAGE	HOURS FLOWN
121st AT	18,935	38,374	549	UNK	N/A	NONE	1	14	6,864
AH	2,284	N/A	N/A	214	464	622	2	17	2,405
175th AT	20,061	17,850	288	NONE	NONE	NONE	3	2	7,059
AH	2,393	N/A	N/A	265	245	183	1	2	1,665
114th AT	23,439	40,284	339	3	NONE	NONE	3	5	6,207
AH	1,752	N/A	N/A	74	243	108	2	16	1,748
221st	7,429	N/A	N/A	136	100	74	3	4	6,554
336th AT	19,577	40,175	501	NONE	NONE	NONE	2	27	7,142
AH	1,629	N/A	N/A	101	313	101	2	37	1,479
HHD	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	456
TOTALS	83,553	143,687	1,707	1,283	1,167	1,158	19	124	45,569

AT: Armed Transport

AH: Armed Helicopter

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CO, 13th Aviation Battalion		
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