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DEPARTMENT OF THE ARMY
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WASHINGTON, D.C. 20310

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IN REPLY REFER TO

AGDA (M) (3 Sep 69)

FOR OT-UT-692239

18 September 1969

SUBJECT: ~~Operational Report~~ Lessons Learned, Headquarters, 307th Combat Aviation Battalion, ~~Paratrooper Landing 30 April 1969 (U)~~

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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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as

Robert E. Lynch
ROBERT E. LYNCH
Colonel, AGC
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DEPARTMENT OF THE ARMY
HEADQUARTERS, 307TH COMBAT AVIATION (PHANTOM) BATTALION
APO San Francisco 96215

AVBAEN-PC

10 May 1969

SUBJECT: Operational Report of the 307th Combat Aviation (Phantom)
Battalion for Period Ending 30 April 1969, RCS, CSFOR-65 (RI) (U)

1. (C) SECTION I OPERATIONS: SIGNIFICANT ACTIVITIES:

a. (U) MISSION: There has been no change in the battalion mission since the last reporting period.

b. (U) ORGANIZATION: In mid January the 307th Combat Aviation Battalion assumed the responsibility of defending Can Tho Army Airfield. The additional responsibility necessitated the attachment of several small units previously assigned to the 164th Combat Aviation Group. Three units, the 77th Medical Detachment, the 13th Security Platoon and 78th Field Artillery Detachment (Counter Mortar) were assigned to 307th Combat Aviation Battalion. Team 3, 69th Infantry Detachment was attached to the battalion for all purposes. The attachment and/or assignment of these units to the battalion facilitates centralized command and control for purposes of airfield defense. (See Organization and Station Chart, Incl 1)

c. (C) COMMAND GROUP PERSONNEL:

(1) (U) The battalion had very few key personnel changes in the command group and among subordinate units. Significant is the fact that the S2, MAJ Berry, who rotated to CONUS, was replaced by a non-rated captain.

(2) (C) Composition of the Battalion Command Group:

| <u>POSITION</u> | <u>RANK</u> | <u>BRANCH</u> | <u>NAME/ASN</u> | <u>ASSIGNED</u> | <u>RELEASED</u> |
|-----------------|-------------|---------------|---------------------------------|-----------------|-----------------|
| Commander | LTC | INF | Billy E. Rutherford OF103021 | 2 Jan 69 | N/A |
| Exec Off | MAJ | SC | Robert S. Borer 091554 | 24 Jan 69 | 18 Mar 69 |
| Exec Off | MAJ | INF | Rex E. Saindon 05700172 | 18 Mar 69 | N/A |
| S1 | MAJ | FA | James O. Starkey 05405768 | 28 Oct 68 | N/A |
| S2 | MAJ | SC | Franklin W. Berry 04045241 | 24 Jan 69 | 23 Apr 69 |
| S2 | CPT | ADA | James H. Kurilko 05213185 | 21 Apr 69 | N/A |
| S3 | MAJ | INF | Rex E. Saindon 05700172 | 2 Nov 68 | 18 Mar 69 |

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10 May 1969

SUBJECT: Operational Report of the 107th Combat Aviation (Phantom)
Battalion for Period Ending 30 April 1969, RCS, CSF04-65 (RI) (J)

| <u>POSITION</u> | <u>RANK</u> | <u>BRANCH</u> | <u>NAME/ASN</u> | <u>ASSIGNED</u> | <u>RELEASED</u> |
|-----------------|-------------|---------------|-----------------------------------|-----------------|-----------------|
| S3 | MAJ | SC | Howard D. Burks 05310977 | 15 Mar 69 | N/A |
| S4 | MAJ | TC | Karl A. Brugger 082311 | 18 Jan 69 | N/A |
| Asst S1 | 1LT | AG | Frederick H. Vollmath 05345338 | 27 Jun 68 | N/A |
| Asst S3 | CPT | ADA | Allen R. Thompson 05424060 | 13 Jan 69 | N/A |
| Asst S3 | CPT | AR | Henry J. Renken 05247859 | 20 Apr 69 | N/A |
| Asst S3 | CPT | AR | Richard M. Shute 05714669 | 27 Jan 69 | N/A |
| In Off | CPT | SC | Harry B. Loper 05333509 | 22 Jan 69 | N/A |
| Tech Supply | C/2 | USA | Walter C. Capron W3430928 | 11 Dec 68 | N/A |
| A/cft Maint | CPT | TC | Jerry A. Ross OF104265 | 24 Jan 69 | N/A |
| Safety | CPT | TC | John M. Grilli 05240179 | 1 Nov 68 | 30 Apr 69 |
| Safety | C/3 | AVN | Benjamin Epps W3151050 | 26 Apr 69 | N/A |
| Flt Surgeon | CPT | MC | Lawrence Freeman 05715774 | 8 Feb 69 | N/A |
| Signal | CPT | SC | Joseph S. Smith 05537569 | 13 May 68 | 6 Apr 69 |
| Signal | 1LT | SC | Michael O. Bedwell 05340589 | 1 Apr 69 | N/A |
| Motor Maint | C/2 | USA | Elgene Hamilton W3200842 | 26 Apr 68 | 13 Mar 69 |
| Personnel | WO1 | USA | Bobby J. Walston W3157981 | 28 Nov 68 | N/A |

(3) (C) Subordinate Unit Commanders: (Changes)

(a) Commanding Officer, 271st Aviation Company (Medium Helicopter), MAJ Gregory Roche, OF105811, commanded from 15 Sep 68 to 5 Feb 69; MAJ John Wright, 05405644, assumed command on 5 Feb 69.

(b) CPT Marshall Hough, 199th RAC, CPT Freddie Ussery, 235th AWC, MAJ William A. Jugel, 244th SAC, and CPT Richard Crump, 271st Avn Co, assumed duties as executive officers of their respective companies during the reporting period.

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d. (C) UNIT STRENGTH AS OF 30 APRIL 1969:

| SUBORDINATE UNIT | OFFICER | | VO | | EM | | TOTAL | |
|---------------------|------------|------------|-----------|-----------|-------------|------------|-------------|-------------|
| | AUTH | O/H | AUTH | O/H | AUTH | O/H | AUTH | O/H |
| 199th RAC | 32 | 27 | 2 | 0 | 89 | 90 | 123 | 117 |
| 235th AWC | 17 | 15 | 39 | 35 | 198 | 179 | 254 | 229 |
| 244th SAC | 18 | 22 | 22 | 1 | 292 | 306 | 332 | 329 |
| 271st Avn Co | 15 | 16 | 26 | 27 | 228 | 197 | 269 | 240 |
| 78th FA Det | 0 | 0 | 1 | 1 | 8 | 6 | 9 | 7 |
| 774th Med Det | 1 | 1 | 0 | 0 | 7 | 7 | 8 | 8 |
| 13th Scty Plat | 1 | 8 | 0 | 0 | 106 | 114 | 107 | 122 |
| HHC, 307th CAB | 19 | 21 | 3 | 3 | 66 | 88 | 108 | 112 |
| 307th CAB | 103 | 110 | 93 | 67 | 1014 | 987 | 1210 | 1164 |

e. (C) Civilian:

| SUBORDINATE UNIT | VN | | 3RD NAT'L | | TECH REP | |
|---------------------|----------|-----------|-----------|----------|----------|----------|
| | AUTH | O/H | AUTH | O/H | AUTH | O/H |
| 199th RAC | 4 | 4 | | | | |
| 235th AWC | 1 | 3 | | | 0 | 5 |
| 244th SAC | 2 | 2 | 0 | 1 | 0 | 3 |
| 271st Avn Co | 0 | 1 | | | 0 | 1 |
| 13th Scty Plat | | | | | | |
| 78th FA Det | | | | | | |
| 774th Med Det | | | | | | |
| HHC, 307th CAB | 2 | 1 | | | | |
| 307th CAB | 9 | 11 | 0 | 1 | 0 | 9 |

f. (U) AWARDS PRESENTED 1 FEBRUARY to 30 APRIL 1969:

| AWARD | 199th | 235th | 244th | 271st | HHC | 307th |
|----------------------------|-------|-------|-------|-------|-----|-------|
| Distinguished Flying Cross | | | | 1 | | 1 |
| Bronze Star | 9 | | 4 | 3 | 5 | 21 |
| Army Commendation | 8 | 2 | 5 | 13 | 4 | 32 |
| Air Medal | 35 | 104 | 19 | 19 | 5 | 172 |
| Purple Heart | 3 | 1 | 1 | | | 5 |

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g. (C) AIRCRAFT STATUS AS OF 30 APRIL 1969:

| SUBORDINATE UNIT | UH-1 | | CH-47 | | AH-1G | | O-1 | | OV-1 | | U-6 | | CH-6A | |
|---------------------|------|-----|-------|-----|-------|-----|------|-----|------|-----|------|-----|-------|-----|
| | AUTH | O/H | AUTH | O/H | AUTH | O/H | AUTH | O/H | AUTH | O/H | AUTH | O/H | AUTH | O/H |
| 199th RAC | | | | | | | 24 | 28 | | | 0 | 1 | | |
| 235th AWC | 3 | 2 | | | 21 | 21 | | | | | | | | |
| 244th SAC | | | | | | | | | 18 | 18 | 0 | 1 | | |
| 271st Avn Co | | | 16 | 16 | | | | | | | | | 2 | 1 |
| HHC, 307th | 0 | 1 | | | | | | | | | | | 3 | |
| 307th CAB | 3 | 3 | 16 | 16 | 21 | 21 | 24 | 28 | 18 | 18 | 0 | 2 | 5 | 10 |

h. (U) R&R ALLOCATIONS: 1 FEBRUARY TO 30 APRIL 1969:

| CITY | FEBRUARY | MARCH | APRIL |
|--------------|----------|-------|-------|
| Bangkok | 8 | 9 | 14 |
| Hawaii | 14 | 11 | 21 |
| Hong Kong | 11 | 8 | 10 |
| Kuala Lumpur | 4 | 3 | 0 |
| Manila | 0 | 0 | 4 |
| Penang | 2 | 0 | 3 |
| Sydney | 11 | 8 | 16 |
| Singapore | 2 | 6 | 6 |
| Taipei | 6 | 5 | 9 |
| Tokyo | 4 | 4 | 2 |
| TOTALS | 62 | 54 | 80 |

i. (C) OPERATIONAL SUPPORT AND EVENTS:

(1) (C) The major effort of the enemy's Winter/Spring Campaign started on the night of 22-23 February 1969. During the initial 24 hour period, the number of incidents doubled that of any subsequent period. Although the total number of incidents was greater than the number of incidents in the 1968 TET offensive, the general intensity of the enemy's efforts throughout the Delta was much less. Even during the enemy's initial thrust, when activity was at its height, the intensity of his efforts, with few exceptions, was relatively light. One of those exceptions was the 24 April attack on the Special Forces Camp at Cai Cai. This attack was significant in that the enemy hurled ten rounds of 107mm at the camp and was the first confirmed tactical employment of the weapon in the Delta. During the last three months 86% of the enemy's attacks were of the harrassment variety; whereas other attacks against small targets constituted 14%. Forty-seven per cent of all incidents were attacks on outpost and watchtowers; attacks against troop concentrations 33%; attacks against province capitols 12%; and other activities

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of a terrorist nature 8%. The most significant enemy incident of reporting period was the shelling of Vinh Long Airfield on 18 April 1969, which resulted in 15 U.S. WIA.

(2) (C) Airfield Security:

(a) The 307th C.B., with additional responsibility of defending the Can Tho Army Airfield, published OPLAN 1-69, subject Airfield Security, which standardized procedures and outlined requirements for all tenant units assigned a defensive sector of the perimeter. Basically the plan required each unit to provide security for their billet and unit office areas and outlined the requirements for manning their portion of the perimeter. Larger units were required to organize reaction force elements that could be sent to any area of the airfield.

(b) During the first month of the reporting period, IV Corps intelligence summaries frequently indicated the increasing possibilities of enemy sapper attacks against large U.S. installations. In light of these reports maximum efforts were taken to improve the perimeter. More wire, claymore mines, trip flares, noise devices and other passive defensive devices were installed. Four strike zones were established around the perimeter for AH-1G Cobras and live firing exercises were conducted on an inconsistent schedule. Artillery concentrations were integrated with air support to provide maximum fire support. A PPS-4 personnel radar unit was transferred from Soc Trang to provide an additional sapper detection capability. Enemy sapper units moved in and out of the Can Tho area during the beginning of the Winter Spring offensive, but attacks were never attempted. Significant is the fact that even major U.S. airfield in IV Corps was attacked with the exception of the Can Tho airfield.

(3) (C) The battalion's own offensive operation, Phantom III, was conducted in eight provinces in the IV CTZ. Primarily a search and destroy operation, Phantom III was intensified during the outset of the enemy's Winter Spring offensive, in expectation of an increased amount of lucrative targets which did not materialize. Coordinating with Sector Advisors, the operation attacked intelligence targets and targets of opportunity within specified strike zones by employing two AH-1G Cobras and one UH-1H C&C ship. Based on the success of Phantom III, a similar operation, Phantom III Special was initiated and is currently in the testing stage. This operation differed from Phantom III in that an O-1 Bird Dog was employed as the C&C ship. Reconnoitering the strike area in advance of the AH-1G's, the controlling sector officer, normally Vietnamese, was allowed more time to consider the best targets to be destroyed. When targets were established, the gunships were advanced from the staging airfield and entered the operational area under the control of the C&C ship. Utilizing the sector O-1 Bird Dog's advantageous

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in that the pilot is thoroughly familiar with potential target areas in his sector. Phantom III results for the reporting period 1 February to 30 April 1969:

| <u>DAYS</u> | <u>STRIKES</u> | <u>KBA CONF/EST</u> | <u>WBA CONF/EST</u> | <u>STRUCTURES DEST/DAM</u> | <u>SAMPANS DEST/DAM</u> | <u>SECONDARIES</u> |
|-------------|----------------|-------------------------|-------------------------|--------------------------------|-----------------------------|--------------------|
| 69 | 276 | 577/26 | 22/0 | 2368/1064 | 576/170 | 134 |

(4) (U) The number of precautionary landings within the battalion this reporting period increased. Few aircraft malfunctions occurred without some prior indication of failure. The only accident involved an AH-1G and could have been avoided if the pilot had used better technique in hovering the aircraft in close quarters with adverse wind conditions.

SAFETY STATISTICS 1 FEBRUARY 1969 TO 30 APRIL 1969:

| <u>UNIT</u> | <u>FORCED LANDING</u> | <u>PRECAUTIONARY LANDINGS</u> | <u>ACCIDENTS</u> | <u>ACCIDENT RATES</u> | <u>INCIDENTS</u> |
|-------------|---------------------------|-----------------------------------|------------------|---------------------------|------------------|
| 199th | | | | | |
| 235th | 2 | 9 | 1 | 31.5 | 2 |
| 244th | | 10 | | | 4 |
| 271st | 2 | 4 | | 6.9 | 3 |
| HHC | | | | | |
| 307th | 4 | 23 | 1 | 9.6 | 9 |

(5) (U) The 199th Reconnaissance Airplane Company is still the principle means of visual reconnaissance in the upper Delta. Its aircraft support all the provinces within the operational areas of the 7th and 9th ARVN Divisions and 44th Special Tactical Zone. Along the coastal provinces, an average of one mission per day was flown for the U.S. Navy in support of naval gunfire. In addition to its regular missions, the 199th RAC supports the defense of Vinh Long Army Airfield by providing continuous aerial surveillance during the hours of darkness. During the reporting period the aircraft, revetments, and maintenance facilities of the 199th RAC were repositioned on the airfield in order to clear the area directly adjacent to the runway. The new revetments offer greater protection to the aircraft and the new location removes the safety hazard associated with the revetments being near the active runway.

(6) (U) The 235th Aerial Weapons Company continued to provide fire support throughout the IV CTZ. During the reporting period the AH-1G expanded its mission of landing zone preparatory fires. The company also provided from one to four light fire teams on five minute standby daily. These teams were

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able to deploy rapidly and effectively to assist friendly units in enemy contact. In support of the battalion's airfield defensive role, the company provides a fire fly team consisting of three AH-1G's and a flare ship. One AH-1G is in the air constantly during the hours of darkness and thus far, has helped deter enemy activity within a five kilometer radius of the airfield.

(7) (U) The 244th Surveillance Airplane Company provided intelligence information by flying Side Looking Airborne Radar (SLAR), infrared (IR) and visual-photo missions within the IV CTZ. Two types of SLAR missions were flown daily: the interior mission covering 95% of the inland waterways and the border/coastal mission which provided detection of enemy infiltration activities. Infrared missions were flown daily to provide surveillance of areas of specific interest. Day and night visual-photo missions were flown on request. Sixty-two (62) IR missions were flown for the U.S. Navy in support of Operation SEALORDS.

(8) (U) The 271st Aviation Company (Medium Helicopter) acquired the LOH Flight Platoon which currently consists of three (3) commissioned officers, four (4) warrant officers, ten (10) enlisted men and ten (10) OH-6A aircraft. The platoon is utilized to provide air transport for members of the IV Corps staff, COMUS personnel and VIP's. In addition, a pathfinder detachment consisting of one officer and six (6) enlisted men was attached on 6 March 1969. The pathfinders are utilized to coordinate the movement of supplies and troops from the landing and pick up zones, and are also used to supervise the rigging of external loads and the operation of the resupply area on Can Tho Army Airfield.

2. (C) SECTION II LESSONS LEARNED: COMMANDERS OBSERVATIONS, EVALUATIONS, RECOMMENDATIONS AND COMMAND ACTION:

a. PERSONNEL:

(1) (U) Assignment of Non-rated Officers to Non-aviator Positions:

(a) Observation: The need exists for non-rated officers to be assigned to aviation companies to perform duties which do not require aviation experience. Unit Supply Technician, MOS 761A0, is one position that should be authorized in each company as Property Book Officer.

(b) Evaluation: Some of the additional duties assigned aviators require full time attention because of the amount, value, and variety of men and equipment in the average aviation company. The complexity of the position varies depending on the type of company, but in most aviation units there are jobs that a non-rated officer could perform. This would relieve the aviator to perform flying duty. In the case of the Supply Technician, the

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assignment of aviators on a part time basis as Property Book Officer and Supply Officer is unsatisfactory. The Supply Officer's responsibilities, particularly in this environment where aggressive knowledgeable pursuit of supplies is required, are such that anything less than a full time commitment by a trained technician results in a lack of equipment, which affects mission accomplishment.

(c) Recommendation: TOE positions for aviation companies should be reviewed in order to study the possibility of assigning non-rated officers to positions which do not require aviation skills.

(d) Command Action: This battalion has recommended to the next higher headquarters the need to modify existing TOEs to include a Unit Supply Technician, MOS 761A0, as PBO.

b. OPERATIONS:

(1) (U) Rigging Equipment:

(a) Observation: An apparent insufficient quantity of rigging equipment continues to exist in the IV Corps area.

(b) Evaluation: Lack of rigging equipment continues to be the most frequently encountered hindrance to efficient Chinook operations in support of ARVN units. The lack of rigging equipment causes the CH-47 to spend unnecessary ground time waiting for the load to be de-rigged in order that the slings can be carried back to the PZ for re-use.

(c) Recommendation: That command emphasis be placed on the acquisition, distribution and maintenance of rigging slings and nets, particularly for ARVN units.

(d) Command Action: This headquarters has met with supported field commanders to discuss the importance of having the necessary equipment available to prepare loads. Paragraph 8 of "Guide to CH-47 (Chinook) Operations" outlines the proper techniques to be used in preparing loads for extraction and paragraph 7(c)(5) states that the supported unit has the responsibility for providing sling equipment for their loads.

(2) (U) Modification of Smoke Marking Grenades:

(a) Observation: During the monsoon season in the Delta, a large percentage of the land is under water. When a smoke grenade from an aircraft hits the water and sinks, it is rendered useless as a marking device for friendly elements.

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(b) Evaluation: Marking targets and landing zones is essential to successful completion of the mission. It is further essential that the smoke remain visible to aircraft and to adjacent units on the ground.

(c) Recommendations: That a new smoke grenade be developed which would continue to burn and emit smoke even while partially or completely submerged. This smoke grenade must remain in its present configuration so that it will be compatible with existing smoke dispensers.

(d) Command Action: This battalion is presently using WP smoke rockets to mark targets and landing zones during the monsoon season. This method is highly undesirable due to the often close proximity of friendly elements.

(3) (U) Inferior construction of the delinking feeder/gun housing in the turret system of the AH-1G:

(a) Observation: The present metal used in construction of both the delinking feeder, MNU-56/A and the mini-gun housing unit is considerably softer than the pins that retain the MNU-56/A to the housing unit.

(b) Evaluation: Under normal operating conditions, the weapons system of the AH-1G is subject to stress and vibrations which cause the harder metal retaining pins to enlarge the holes both in delinking feeder and in the gun housing unit. The enlarged holes cause excessive play between the housing and the delinking feeder, resulting in numerous mini-gun malfunctions.

(c) Recommendations: Construction of a delinking feeder and mini-gun housing unit of a metal compatible with its retaining pins. This would reduce wear, both on the delinking feeder and the housing unit, thus eliminating frequent malfunctions of the system.

(d) Command Action: Since the components can not be repaired, a requisition has been submitted for replacement units, but to this date none have been received. This headquarters is monitoring the progress of the requisition and is implementing local modifications in order to keep the present systems operational.

(4) (U) AN/ASS-14A IR sensor operations in heavy smoke and haze:

(a) Observation: The 244th SAC has been operating the IR sensor system equipped with a medium and a long detector. The burning of rice fields creates extensive smoke and haze which the medium detector can not satisfactorily penetrate.

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(b) Evaluation: The 244th SAC replaced the medium detector with a long detector which penetrates the smoke and haze and also gives a better pictorial display of the terrain in VFR conditions.

(c) Recommendation: That other OV-1 (Mohawk) units be informed of the procedure.

(5) (c) AN/AS-14A IR sensor cassettes:

(a) Observation: The 244th SAC has experienced extensive leaks in the IR film cassettes which results in the exposure of IR film while maintenance personnel pre-flight the aircraft during the hours of daylight.

(b) Evaluation: The leaks in the film cassettes allow for exposure of the first few feet of film, consequently the pilot's first run over a target area is usually unsatisfactory. To alleviate this problem the 244th SAC has instructed airborne sensor operators to run at least five minutes of film before arrival over the target area.

(c) Recommendation: That all OV-1 (Mohawk) units be informed of this procedure.

(6) (c) AN/AS-14A Gyro (CN770) Failure:

(a) Observation: In the past few months the 244th SAC has experienced four gyro (CN770) failures in the IR sensor.

(b) Evaluation: After consulting HEB Singer technical representatives about the problem, it was determined that the failure might be caused by banking the aircraft in excess of 30 degrees with the gyro in the uncaged position. For the past month the unit has caged the gyro prior to entering banks which exceeded 30 degrees and has not experienced any further failure.

(c) Recommendations: That all OV-1 (Mohawk) units be informed of this procedure.

(7) (c) AN/APS-94 Processor Block Assembly:

(a) Observation: The 244th SAC has experienced 48 failures in the processor block assembly. Thirty-six of these resulted from leaks in the pliable seal around the gears of the block, while the other 12 were a result of the motors shorting out.

b. Evaluation:

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(b) Evaluation: The pliable seal around the gears of the block allows moisture to escape from the block and short out the processor. The seals for the motors also allow water to enter and short out the motor. RIR's have been submitted.

(c) Recommendation: That the processor block be redesigned and more replacement parts be made available.

(d) Command Action: The 244th SAC has modified its cleaning methods of the block and has been able to reduce the number of block failures, however, preventive maintenance has not sufficiently solved the problem.

(8) (C) KY-28 System:

(a) Observation: The present location of the KY-28 in the O-1 necessitates complete removal of the set in order to key it.

(b) Evaluation: The KY-28 is installed in the cargo compartment behind the rear seat in the O-1. The area is accessible only by removing the rear seat. The KY-28 must then be removed from its mount, keyed and reinstalled. If the set could be keyed without removal from the mount, considerable time and effort would be saved. Keying the unit in place would also eliminate the possibility of damage due to frequent removal and reinstallation of the components.

(c) Recommendation: Measures should be taken to devise an access panel which would enable the set to be keyed from the outside of the aircraft.

(d) Command Action: This headquarters is presently working closely with the using unit in order to determine a solution to the problem.

c. (U) TRAINING: NONE.

d. (U) INTELLIGENCE: NONE.

e. (U) LOGISTICS:

(1) Repair and return to user program:

(a) Observation: The repair and return to user program causes continued problems and threatens mission accomplishment.

(b) Evaluation: The 244th SAC presently has in excess of 200 items evacuated for repair. Some of these items have been at repair sites for two years.

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AVBABN-PC

10 May 1969

SUBJECT: Operational Report of the 307th Combat Aviation (Phantom)
Battalion for Period Ending 30 April 1969, RCS, CSF0K-65 (RI) (U)

(c) Recommendation: Even though the program has improved, there is a requirement for more stringent control and strong command emphasis on returning items as soon as possible. In addition, more facilities with repair capabilities in country need to be established.

(d) Command Action: The work orders are reconciled approximately twice monthly. An ECOM representative is working with the unit and trying to alleviate the problem.

f. (U) ORGANIZATION: NONE.

g. (U) OTHER: NONE.

2 Incl

1. Organization and Station Chart
2. Operational Statistics

Billy E. Rutherford
BILLY E. RUTHERFORD
LTC, INF
Commanding

CONFIDENTIAL

AVRAGE-C (10 May 69) 1st Ind
SUBJECT: Operational Report of the 307th Combat Aviation (Phantom)
Battalion for Period Ending 30 April 1969, AOS, CSFOR-65
(U) (U)

DI, HQ, 164th AVIATION GROUP (COMBAT), APO 96215, 29 May 1969

SEE DISTRIBUTION:

1. (U) This Headquarters has reviewed the OMA for the 307th Combat Aviation (Phantom) Battalion dated 10 May 1969. The report is considered adequate.
2. (U) Section II Lessons Learned, Commander's Observations, Evaluations, and Recommendations.
 - a. (U) Personnel: This Headquarters concurs with the recommendations and action taken.
 - b. (U) Operations:
 - (1) Equipment: This Headquarters concurs with the recommendations and action taken.
 - (2) Modification of Smoke Popping Grenades: There is a need in IV OMA for a submersible smoke grenade. The 307th CAB has been advised to submit this recommendation on a DA Form 2407 (LIR).
 - (3) Interior Construction of the Pelican In-Feeder/Gun Housing in the Forward Section of the A-1H: This Headquarters concurs with the recommendation. The 307th CAB has been advised to submit a DA Form 2407 (LIR) concerning this problem.
 - (4) A-1H, In-Cannon Operations in Heavy Smoke and Haze: This Headquarters concurs with the recommendations and action taken.
 - (5) A-1H, In-Cannon Cassettes: This Headquarters concurs with the recommendation. The action taken described in (c) Evaluation is considered adequate.
 - (6) A-1H, In-Cannon (C-770) Failure: This Headquarters concurs with the interim solution presented. The 307th CAB has been advised to submit a DA Form 2407 (LIR) on this deficiency.
 - (7) A-1H, In-Cannon Processor Block Assembly: The 307th CAB has been advised to submit a DA Form 2407 (LIR) for each failure.

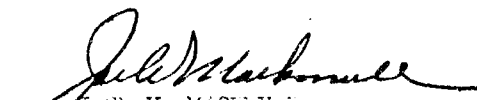
AVBA-C (10 May 69) 1st Ind 29 May 1969
SUBJECT: Operational Report of the 307th Combat Aviation (Phantom)
Battalion for Period Ending 30 April 1969, ACS, CSFOR-65
(a) (U)

(3) LY-28 system: Cutting an access panel seems unreasonable in this case. The 307th CAB has been advised to submit a DA Form 2407 (EIR) for more appropriate corrective action.

c. Training: None

d. Intelligence: None

e. Logistics: Repair and Return to User Program: This Headquarters concurs with the recommendations and action taken.


JACK V. MACMULL
Colonel, Infantry
Commanding

DISTRIBUTION:
2 DA, ATTN: ACSFOR
1 CG, 1st Avn Bde, ATTN: AVBA-C

AVBAGC-O (10 May 69) 2nd Ind
SUBJECT: Operational Report of the 307th Combat Aviation (Phantom) Battalion for Period Ending 30 April 1969, RCS, CSFOR-65 (RI) (U)

DA, HEADQUARTERS, 1ST AVIATION BRIGADE, APO 96384 5 JUN 1969

THRU: 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

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

2. The following additional comments are considered pertinent:

Paragraph 2a (1), page 7. The need for a nonrated officer to be assigned as a unit supply technician, MOS 761A at aviation company level is a valid observation. Correspondence has been submitted by this headquarters to Headquarters, USARV requesting that company size aviation units be authorized a unit supply technician MOS 761A. A review will be made of existing authorization documents to determine if other substitutions of non-rated personnel is practical.

FOR THE COMMANDER


DAVID R. ANDERSON
Ct, AGC
Asst, AG

AVHGC-DST (10 May 1969) 3d Ind
SUBJECT: Operational Report of the 307th Combat Aviation (Phantom) Battalion for Period Ending 30 April 1969 RCS CSFOR-65 (RI) (U)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375 19 JUL 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, 307th Combat Aviation (Phantom) Battalion.

2. Comments follow:

a. Reference item concerning "Assignment of Non-rated Officers to Non-aviator Positions," section II, page 7, paragraph a(1); concur. The requirement has been reviewed by this headquarters and has been deemed valid. Action requesting that one non-rated warrant officer be assigned to each aviation company assigned to the 1st Aviation Brigade has been initiated by this headquarters.

b. Reference item concerning "Inferior construction of the delinking feeder/gun housing in the turret system of the AH-1G," section II, page 9, paragraph b(3); concur. On 9 June 1969, the WECOM representative of the Customer Assistance Office, Vietnam, confirmed by telephone that WECOM is aware of the requirement to solve this problem.

c. Reference item concerning "Repair and return to user program," section II, page 11, paragraph e(1); concur. A USARV message, (AVHAV-LOG) dispatched on 9 June 1969, apprised USAECOM of this problem and made recommendations concerning the "Repair and Return to User Program" as it pertains to the OV-1 avionics systems.

FOR THE COMMANDER:



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

Cy furn:
307th CAB
1st Avn Bde


GPOP-DT (10 May 69) 4th Ind (U)
SUBJECT: Operational Report of HQ, 307th Combat Aviation
(Phantom) Battalion for Period Ending 30 April 1969,
RCS CSFOR-65 (R1)

HQ, US Army, Pacific, APO San Francisco 96558 21 AUG 69

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

This headquarters has evaluated subject report and forward-
ing indorsements and concurs in the report as indorsed.

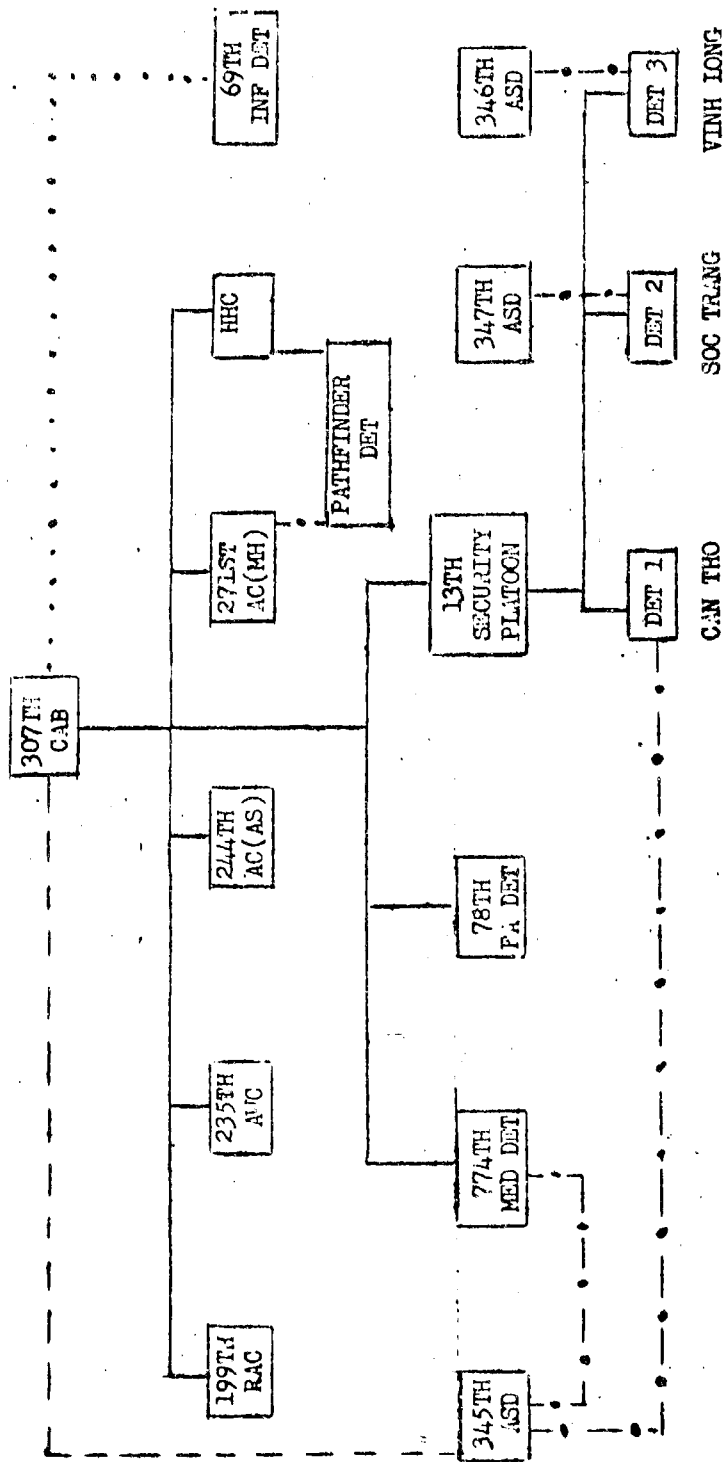
FOR THE COMMANDER IN CHIEF:


D. A. TUCKER
CPT, AGC
Asst AG

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307TH COMBAT AVIATION (PHANTOM) BATTALION

ORGANIZATION AND STATION CHART



- - - - - ATTACHED FOR SUPPLY &
 MAINTENANCE SUPPORT
 - - - - - OPERATIONAL CONTROL &
 MILITARY JUSTICE
 ATTACHED FOR ALL PURPOSES

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307TH COMBAT AVIATION (PHANTOM) BATTALION

OPERATIONAL STATISTICS

1 February 1969 - 30 April 1969

| UNIT | SO. TIRES | HOURS FLOWN | | | KBA | STRUCTURES | | | SAMPANS | | | ACFT COMBAT | |
|-----------------|-----------|-------------|------|------|--------|------------|------|------|---------|------|-----|-------------|------|
| | | Feb | Mar | Apr | | Total | Dam | Dest | Dam | Dest | Dam | Dest | HITS |
| 199th RAC | 7000 | 1601 | 2124 | 2486 | 6211 | 244 | 44 | 31 | 79 | 103 | 12 | 0 | |
| 235th AWC | 7249 | 1798 | 2118 | 1370 | 5286 | 848 | 1593 | 2815 | 274 | 732 | 16 | 0 | |
| 244th S.C. | 847 | 941 | 1013 | 961 | 2915 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | |
| 271st Avn Co | 13,953 | 1063 | 1314 | 1003 | 3380 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | |
| HHC | 713 | 188 | 242 | 246 | 676 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 307th CAB | 29,762 | 5591 | 6811 | 6066 | 18,468 | 1092 | 1637 | 2846 | 353 | 835 | 61 | 41 | 0 |

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