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Colonel, AGC
Acting The Adjutant General

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11th Combat Aviation Battalion
US Army Aviation Test Activity
1 November 1967


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SECTION I

SIGNIFICANT EVENTS

A. COMMAND

1. (U) General. The 11th Combat Aviation Battalion made substantial gains in all areas of performance during this reporting period. 89 percent of the battalion effort during this period was in support of U.S. Forces. The majority of Army aviation support provided was oriented toward the 1st Infantry Division on Operations Portland, Bluefield II, Shennandoah II, and Lam Son 67. UH-1's of the 11th Combat Aviation Battalion averaged 151 percent of the programmed flying hours for the quarter. CH-47's of the two assigned Assault Support Helicopter Companies averaged 150 percent of the programmed flying hours for the quarter. The O-1's in the Reconnaissance Airplane Company averaged 176 percent of the programmed flying hours for the quarter.

2. (U) Mission. The Mission of the 11th Combat Aviation Battalion is to provide:

   a. Tactical Army aviation support as directed by the 12th Combat Aviation Group, to elements of U.S., SVN and Free World Military Assistance Forces within the III Corps Tactical Zone.

   b. Command, control, administration and communications to units assigned to the 11th Combat Aviation Battalion.

3. (C) Organization.
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a. Current organization of the 11th Combat Aviation Battalion is as shown in Annex 2.

b. Organization of the 11th Combat Aviation Battalion during this reporting period is shown below:

1. Anning Det, 11th Combat Aviation Battalion - Phu Loi
2. 123rd Assault Helicopter Company - Phu Loi
3. 162nd Assault Helicopter Company - Phuoc Vinh
4. 173rd Assault Helicopter Company - Lai Khe
5. 184th Reconnaissance Airplane Company - Phu Loi
6. 205th Assault Support Helicopter Company - Phu Loi
7. 213th Assault Support Helicopter Company - Phu Loi

4. Command and Staff Structure.

a. Current command and staff structure is shown in Annex 3.

b. Significant changes in the 11th Combat Aviation Battalion command and staff structure during this reporting period are shown below:

(1) On 2 August 1967, LTC Neal C. Petree, Jr. replaced James L. Johnston as the Battalion FSO.

(2) On 2 August 1967, Maj Stanley K. Miller replaced LTC Neal C. Petree, Jr. as the Commanding Officer of the 162nd Assault Helicopter Company.

(3) On 2 August 1967, Maj Robert C. Stafford replaced Maj Benjamin L. Collins as the Commanding Officer of the 184th Reconnaissance Airplane Company.

(4) On 4 August 1967, Lt Col Richard E. Schreiber replaced Maj Daniel B. Knight as the Battalion Executive Officer.

(5) On 4 August 1967, Maj Herbert L. Link replaced Lt Col Richard B. Schreiber as the Commanding Officer of the 173rd Assault Helicopter Company.

(6) On 10 August 1967, Maj Leon L. Hovard replaced Maj Daniel B. Lenz as the Commanding Officer of the 205th Assault Support Helicopter Company.


(9) On 10 September 1967, Maj Richard A. Lilly replaced Maj Larry G. Miller as the Commanding Officer of the 128th Assault Helicopter Company.


(11) On 1 October 1967, LTC William H. Hobbs replaced LTC Richard B. Schaefer as the Battalion Executive Officer.

(12) On 1 October 1967, Maj Ralph E. Naumann replaced Maj Clyde F. Klick as the Battalion S-1.


B. PERSONNEL, HUMANS, DISCIPLINE, INFORMATION AND CIVIC
   ACTION.

1. (U) Personnel.

   a. The personnel section maintained support of approximately 1300 records during this reporting period.

   b. Planned infusion of all CH-47 and UH-1 units was initiated during this period.

   c. Personnel section processed 73 requests for foreign service tour extensions during this period and of this figure, 51 were for the full six month period.

   d. Assigned gains during this reporting period were 300.

   e. Losses during this reporting period were 330.
2. (U) Morale.

a. The following awards and decorations were recommended and approved during this reporting period:

(1) Recommended

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b. Special Services

Three USO shows were sponsored by the battalion and improvements on the swimming pool is a continuous process. The emphasis that is placed on securing, distributing and maintaining special service equipment is instrumental in keeping morale at a high level within the 11th Combat Aviation Battalion.

3. (U) Discipline.

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4. (U) Information.

Information personnel have been working on an average of 18 hours daily to provide proper coverage for all noteworthy events occurring within the 11th Combat Aviation Battalion. 101 daily summaries, 56 home town news releases, and nine feature stories were submitted during the reporting period. Continued liaison with outside news media has given
the 11th Combat Aviation Battalion greater recognition in radio, television, and newspaper coverage.

5. (U) Civic Action

a. The 11th Combat Aviation Battalion civic action program has progressed well, considering the accelerated military operations, availability of manpower and materials. At the present time emphasis is being placed on Christmas holiday activities. Participation by all units is encouraged. The mission is to include as many local national children of all ages, in as many activities as possible, and promote the true spirit of Christmas.

b. The school at Lai Khe continues to increase their enrollment to the present 110 students. Supplies are distributed on a continuing basis. Space available is the only limiting factor in the growth of this project.

c. Direct medical assistance continues to be rendered by battalion medical personnel.

- Phu Loi: 80 patients
- Lai Khe: 60 patients
- Phuoc Vinh: 80 patients

d. The 128th AEJ continues the sponsorship of the Vietnamese orphan student in Phu Cuong.

e. Supplies, clothing, and commodities continue to be distributed as they become available.

C. INTELLOGIC.

1. (U) Significant Activities.

a. On 27 Aug 67, S-2 received C:JU 2-67 from Hq, Division artillery, 1st Infantry Division. The plan outlines the defense for the Phu Loi complex against mortar and rocket attacks.

b. A summary of normal S-2 actions for the past three months is as follows:

- Number of clearances validated: 20
- Number of requests for NLC: 8
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(1) Number of clearances granted 19
(4) Number of requests for record checks 19
(5) Number of individual debriefings 10
(6) Daily INTELS written 10
(7) Weekly INTELS written 10
(8) Hit reports recorded and forwarded to 7th
Air Force 60
(9) FIELDIEPS written 10
(10) Order of Battle map VF datings 12
(11) Number of Secret documents received 4
(12) Number of Secret documents processed for
destruction 5
(13) Number of Confidential documents handled 200
(14) Number of personnel finger printed 30

2. (U) Escape and Evasion (EE).

During this period four officers attended the Navy
Jungle Survival School (Cubi Point, Republic of the Phillipines).
The allocations for EE school were allocated as follows:

<table>
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<tr>
<td>1</td>
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<td>1</td>
<td>128th AHC</td>
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At present there are 11 EE qualified officers in the Battalion.

3. (C) Security.

a. Work continued on the 11th B sector of the
   Phu Loi perimeter defense with 12 new bunkers being completed.
   Work is continuing on Fougasse and Husch Flares.

b. The Battalion experienced no security violations
during the period requiring investigation under the provisions
of para 72, A3 380 b. No administrative violations were received

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4. (C) Intelligence and Counter Intelligence Reports. The daily and weekly intelligence summaries and bi-weekly PERIMTRASP were continued throughout this period.

D. PLANS, OPERATIONS AND TRAINING

1. (C) Plans.

a. During this reporting period the concept of planning airmobile operations continued to be centralized planning and decentralized execution.

b. Planning of airmobile combat assaults, extractions and major resupply effort was conducted within the 11th Combat Aviation Battalion Operations Center. Execution of airmobile combat assaults involving 20 UH-1's or less were decentralized to company level by designating one company commander as air mission commander for the operation. Execution of airmobile combat assaults, extraction and/or major resupply efforts involving more than 20 UH-1's and CH-47's were controlled by the 11th Combat Aviation Battalion Commander from his airborne Command Post.

c. Coordination of aviation support was effected by the 11th Combat Aviation Battalion Operations Center (OCC), S-3 Section.

d. Liaison requirements were ascertained by the 11th Combat Aviation Battalion and liaison with the supported unit was conducted by the designated air mission commander.

c. During this reporting period, the methods used for planning, coordinating and liaisoning aviation support proved very effective. By continuous planning, coordinating and liaisoning, standard procedures with supported units have evolved, and command relationships with supported units were firmly cemented.

2. (C) Operations.

a. Operation Portland 12 August - 21 August 1967. The 11th Combat Aviation Battalion (CAB) conducted two combat assaults on 12 August in support of the 1st Infantry Division. UH-1D aircraft from the 162nd Assault Helicopter Company (AHC), the 173d AHC, the 213th Assault Support Helicopter Company (AASHC) and one heavy fire team (HFT) augmented by the 188th AHC, 29th CAB inserted the 1/2nd Infantry from Tong Le Chon to XIII/752. Artillery fire and Tac Air Strikes were placed on the LZ prior to the insertion. The 11th CAB's "smoke ship" was positioned screen the south east edge of the LZ during insertion.
This same task organization then inserted the 1/16th Inf from Lai Khe to XTF712763. On 14 August, Uh-1D aircraft of the 128th and 173rd AHS, augmented by an A-1 from the 269th C.B, conducted an administrative move of the 1/18th Inf from Lai Khe to Chon Thanh. Later this same task organization extracted the 1/18th Inf from Chon Thanh to Lai Khe. On 18 August, the 11th C.B, under the control of Red Dog 6, airlifted three infantry battalions and two artillery batteries in support of the 1st Infantry Division. The purpose of this insertion was to secure the LZ so that two batteries of artillery could be airlifted from Lai Khe to establish Fire Support Base "Doughboy". On 21 August, the 11th C.B lifted the 1/16th Inf from Lai Khe to Bau Bang; the 1/26th Inf from XTF673399 to Phuoc Vinh; the 2/18th Inf from Phuoc Vinh to Bau Bang and the 1/18th Inf from XTF662413 to Phuoc Vinh. The Task organization received light to moderate enemy semi-automatic and automatic weapon fire at all LZ's but no hits were sustained. Gunships engaged the area from which the fire came with unknown results. The 1/16th Inf closed Bau Bang at 0728H in 45 Uh-1D sorties. The 1/26th Inf closed Phuoc Vinh at 1115H in 50 Uh-1D sorties. The 2/18thInf closed Bau Bang at 1055H in 49 Uh-1D sorties and the 1/18th Inf closed Phuoc Vinh at 1402H in 75 Uh-1D sorties.

Operation Portland statistical summary:

Total sorties - 3541
Total passengers transported - 9185
Total cargo transported - 1698 tons
Total hours flown - 1003


On 17 August, the 11th C.B, augmented by two Mi-24's from the 214th C.B, conducted a lift of two Inf Bns in support of the 195th Light Infantry Brigade to begin Operation Shelby. The task organization for the lifts were 10 Uh-1D's and one HFT from each of the following companies: 128th, 162nd, 173rd, and the 191st and 240th of the 214th C.B. Working from four LZ's, this task organization inserted the 3/7th Inf, 195th LI, and the 33rd Vietnamese Ranger Battalion into five LZ's. Artillery and FAC air strikes were used on the LZ prior to the insertion. Gunships suppressed the LZ as the lift ships touched down. The lifts began at 1015H and were completed at 1100H. Black Jack 6 was the Air Mission Commander for these lifts which were conducted without incident. The total statistics for this lift, not including support from the 214th C.B, are as follows:

Total sorties - 327

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Total personnel transported - 768
Total cargo transported - 7.1 tons
Total hours flown - 101.7

c. Operation Bluefield II 23 September - 28 September 1967. The 162nd AVN made one combat assault for the 1st Infantry Division on 23 September 1967. UH-1D aircraft from the 162nd and 173rd AVNs lifted the 1/26th Inf from XTH2845 to XTH3278. On 24 September, 10 UH-1D and 2 UH-1C aircraft from the 162nd AVN flew one combat assault mission in support of the 1st Inf Div when they lifted the 2/28th Inf from XTH9134 to L161 Khe. On 25 September, the 162nd AVN again flew in support of the 1st Inf Div with a task organization of 10 Vultures, 10 Gun Hooches and 2 Light Fire Teams (LFT) with Vulture 6 as a mission awakener. They flew one combat assault mission to lift the 1/28th Inf from XTH3276 to L1 Phuoc Vinh. On 26 September, the 123rd AVN, augmented by the 173rd AVN, lifted the 1/22nd Inf from XTH3276 to L1 Phuoc Vinh. The 123rd AVN supported by the 162nd AVN lifted the 1/26th Inf on 21 September from XTH5230 to L1 Phuoc Vinh. Negative enemy contact was reported during this operation.

Operation Bluefield II statistical summary:

Total sorties - 965
Total personnel transported - 2366
Total cargo transported - 82 tons
Total hours flown - 174

d. Operation Shenandoah II 25 September - 31 October 1967. The 11th CCav Aviation Battalion's support of operation Shenandoah II was primarily for the 1st and 3rd Brigades, 1st Infantry Division and is summarized below:

1 Oct 67. the 123rd and 173rd AVNs flew in support of the 3rd Brd, 1st Inf Div by moving the 1/16th Inf from Lai Khe to XTH9245. The 123rd was prepared by artillery, TAC air and guns. The machine guns and slicks had full suppression coming into the LZ. This same day, the 173rd AVN flew early flights for the 2/16th Inf, 1st Inf Div from Phuoc Vinh to XTH3243.

2 Oct 67, the 123rd and the 173rd AVNs moved the 1/22nd Inf, 3rd Brd from Trung Khe to XTH9245.

5 Oct 67, the 173rd AVN moved the 2/23rd Inf, 3rd Brd from Lai Khe to XTH9245.

8 Oct 67, the 123rd AVN was out of line of mission of 10 Robinhoods, five Bulldogs, five Slicks, one Cessna, three Cessnas, two Crossbow MPTs and one Spider MPT which were an ideal support to the reinforcement for battalion size units of the 1st Inf Div. The

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insertion for the 2/23rd Inf, which was prepared with arty, tac air and gunships, was from Chon Thanh to XT693559. The 1/2nd Inf was extracted from XT725538 to Chon Thanh where they were later picked up and moved by CH-47's to Phuoc Vinh.

17 Oct 67, "A" Company and "D" Company of the 2/28th Inf were being overrun by an unknown enemy force at XT683584. The 162nd AVG, augmented by five Bulldogs and two LFT's inserted "C" Company of 2/28th Inf and a recon platoon, and later extracted numerous Med Evacs. There were a total of 106 VC KIA (30), 58 US KIA and 61 KIA.

18 Oct 67, the 11th C/B augmented by units of the 269th C/B inserted 1/16th Inf and 1/2nd Inf into the LZ occupied by the 2/28th Inf. This same task organization extracted the remainder of the 2/28th Inf and later the 1/16th Inf to Phuoc Vinh.

21 Oct 67, the 173rd AVG flew in support of the 1st and 3rd Bde, 1st Inf Div by moving the 1/2nd Inf, 1st Bde from Chon Thanh to XT63553. The lift started at 1405H and was completed at 1440H. The 1/16th Inf, 3rd Bde was moved from XT683599 to XT692547. This lift started at 1524H and was completed at 1647H.

23 Oct 67, the 173rd AVG made one combat assault, moving the 1/26th Inf, 1st Bde from Chon Thanh to XT691460.

24 Oct 67, five UH-1D's and one LFT from the 162nd AVG flew eagle flights for the 2/16th, 3rd Bde. The battalion was moved from XT823335 to XT809302 and later extracted back to XT823335. The 173rd AVG moved the 2/39th Inf, 1st Bde from Xinh Chanh to XT293073.

27 Oct 67, the 173rd AVG flew eagle flights for the 2/16th Inf, 3rd Bde from XT8732 to XT867215.

28 Oct 67, the 173rd AVG, supported by 10 UH-1D's from the 269th C/B extracted the 1/2nd Inf, 1st Bde from XT635513 to Chon Thanh. This same task organization moved the 1/26th Inf, 1st Bde from XT652660 to Lai Khe and the 2/16th Inf, 2nd Bde from XT909320 to Normandy II.

29 Oct 67, all companies of the 11th C/B supported the 1st Inf Div with 3 battalion size lifts. The first lift was for the 1/18th Inf, 1st Bde, which was moved from Lai Khe to Chon Thanh by UH-1D, from Chon Thanh to Quan Loi by CH-47, and from Quan Loi to XT699105 by UH-1D. The second lift was for the 1/29th Inf, 2nd Bde. They were moved from XT699529 to Chon Thanh by UH-1D, and from Chon Thanh to Quan Loi by CH-47. The third lift was for elements of the 1/26th Inf, 2nd Bde which were moved from Lai Khe to Quan Loi by CH-47.
30 Oct 67, the 173rd AHC flew three combat assaults and one administrative move for the 1st Inf Div. The first lift was for the 2/16th Inf, 2nd Bde from Lai Khe to Normandy III. The second lift was for 2/18th Inf, 2nd Bde from Normandy III to Lai Khe. The admin move was for the 2/28th Inf from Loc Minh to an LZ.

31 Oct 67, the 173rd AHC, augmented by 10 Black Hawks, flew five combat assaults in support of the 1st Inf Div. The first lift was for the 1/28th Inf, 1st Bde from Quan Loi to XT770380. The second lift was for the 2/28th Inf, 3rd Bde from an LZ to Loc Minh. The third lift was for the 1/26th Inf, 1st Bde from XT774816 to an LZ. The 4th lift was for the 1/22nd Inf, 1st Bde from Chon Thanh to XT765726. The fifth lift was for the 1/16th Inf, 3rd Bde from Lai Khe to XT786455, and from Caisson V to Lai Khe.

Operation Shenandoah II statistical summary through this reporting period:

Total sorties - 3197
Total passengers transported - 8455
Total cargo transported - 795.4 tons
Total hours flown - 968.5

4 Sep 67, the 11th CAB, augmented by three assault helicopter companies from the 269th CAB conducted a lift of 2 Infantry Battalions whose mission was to search and seal the village of Chanh Luu. Ten UH-1D's and 10 LFT from each of the following companies, 128th, 162nd and 173rd AHC's and 10 UH-1D's each from the 116th, 187th and 188th AHC's (269th CAB) inserted the 2/18th Inf into an LZ at coordinates XT829303 and the 1/16th Inf into a LZ at coordinate XT820308. Because the mission of the operation was to search and seal a village, no arty, air or gunship preparation was made. However, artillery blocking fires to the north were used. The lifts began at 0605H and were completed at 0800H.

13 Sep 67, the 128th, 162nd and 173rd AHC's of the 11th CAB, augmented by the 187th and 188th AHC's of the 269th CAB flew in support of the 1st Inf Div whose overall mission was to seal 3 villages: Chanh Luu, located at XT8232, Bo La, located at XT8232 and a smaller village located approximately 500 meters South of Bo La. The first assault was for the 1/22nd Inf, 1st Bde into six LZ's in the vicinity of coordinate XT76428. The second lift was for the 1/28th Inf, 1st Inf Bde.
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into two LZ's vicinity of coordinate XT843862. The third assault
was in support of the 2/18 Inf, 2nd Inf Bde into seven LZ's in
the vicinity of coordinate XT826305.

The 11th C&C supported the 1st Inf Div in numerous village
search, search and destroy operations throughout the Lam Son 67
area of operation. Operation Lam Son 67 continues at the end
of this reporting period.

Operation Lam Son 67 statistical summary through
this reporting period:

Total sorties - 5918
Total passengers transported - 15876
Total cargo transported - 1440.3 tons
Total hours flown - 1747.5

f. 5th RVN Division Direct Support 29 September -
31 October 1967. The 128th HC, 11th C&C has flown daily in di-
rect support of 5th RVN Division as summarized below:

30 Sep 67, the 128th HC flew one combat assault in support
of the 5th RVN Div with Tomahawk 6 as AHC. The Tomahawks
lifted one battalion from XT796206 to LZ's at XT717246 and XT732235.
Task organization was 10 UH-1D's, two LFT's and a C&C ship.
Gunship (gun platoon) reported two VC KIA (estimated) by 40mm
and one bunker destroyed at XT675255 by 2.5 rockets. Five
RVN were Med Evac by the slicks from XT722329 and 8 RVN Med
Evac from XT7323 to Lam Son.

2 Oct 67, a task organization of 10 UH-1D's, one C&C ship
and two LFT's were committed to move elements of the 5th RVN
Div from Chon Thanh to XT861591 at 0925H and were placed on
Ready Reaction Force status (RRF) at Chu La at 1015H, at
1400H the element inserted took heavy contact with a force of
unknown size. The Tomahawks were scrambled to Ben Cat to pick-
up reinforcements to be inserted into the same LZ. Two Tomahawks
were sent directly to the LZ to make Med Evacs. At this time,
the AHC requested assistance from the Vultures (162nd AHC).
The Vultures sent two UH-1D's to augment the Tomahawks on the
insertion. The Tomahawks continued to shuttle troops from Chon
Thanh to the LZ and completed the move at 1910H. Two UH-1D's
Med Evaced seven walking wounded RVN from XT8661 to Chon Thanh
and three walking wounded RVN from Chon Thanh to the 93rd Evac.
They also Med Evaced the US walking wounded from Chon Thanh to
93rd Evac. Casualties for RVN unit were six KIA, 32 WL, and
69 WIA. There were two US KIA advisors and one WIA.

10 Oct 67, while lifting a platoon of the 5th Recon Bn
from Lam Son to XT737315, one UH-1D received light small arms
fire sustaining one hit in the chin bubble. The aircraft con-
tinued to fly and assaulted the target with unknown results.

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12 Oct 67, the 12th AHC supported the 5th ARVN Div with 11 UH-1D's, one C&C ship and three gunships with Tomahawk 6 as AHC. The mission was to move the 4/8th Infantry Regiment from XT760307 to XT823237. At 0655H, six members of the 11th CAB Pathfinders made a combat parachute jump on to the LZ. Their mission was to provide landing information, a mark for the touchdown point and a small security force. At 0700H, the first flight of troop carriers touched down in the LZ. 433 troops were landed in 134 sorties flown. The second mission was for the 5th Recondo Company with 10 UH-1D's, one C&C ship and a HFT. The Tomahawks moved the 5th Recondo Company from Lam Son to LZ's XT877136 and XT879132.

16 Oct 67, the 12th AHC supported the 5th ARVN Division with 11 UH-1D's and one HFT. The Tomahawks flew one combat assault starting at 1000H and completed at 1210H moving a CIDG element of the 4/8 Inf Regt from XT079755 to XT937821. One UH-1B while attacking the target at XT860002 received automatic weapons fire but took no hits. The source of fire was assaulted and the Gunslingers estimated three VC KBA.

29 Oct 67, the Tomahawks moved the 5th Recondo Company, with 10 slicks, one C&C ship and one HFT from PZ's Lam Son and Hon Dong to Loc Ninh. One UH-1B received intense small arms fire from XU735080 and took two hits. The aircraft was at 300 feet on a close air support mission and continued to fly. During this operation, the Tomahawks moved 29 stretcher cases from Loc Ninh to Hon Quan, 18 walking wounded from XU731085 to Hon Quan and nine walking wounded from Loc Ninh to Bien Hoa.

The 12th AHC supported the 5th ARVN Division daily from 29 September 1967 thru the end of this reporting period. The following is a statistical summary of the Tomahawks support:

- Total Sorties - 3863
- Total passengers transported - 8848
- Total cargo transported - 17.6 tons
- HEDEVAC of WIA & KIA - 147
- VC KBA (12th AHC) - 31

Other continuous operations supported by this battalion during the reporting period 1 August - 31 October 1967 are as follows:

<table>
<thead>
<tr>
<th>Operation</th>
<th>Unit Supported</th>
</tr>
</thead>
<tbody>
<tr>
<td>Barking Sands</td>
<td>1st Bde, 25th Inf Div</td>
</tr>
<tr>
<td>Kolekole</td>
<td>2nd Bde, 25th Inf Div</td>
</tr>
<tr>
<td>Diamond Head</td>
<td>3rd Bde, 25th Inf Div</td>
</tr>
</tbody>
</table>

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Riley 1st Bde, 9th Inf Div
Union Town 1st Bde, 9th Inf Div
Enterprise 3rd Bde, 9th Inf Div
Fairfax 9th Inf Div

h. Other Significant Activities 1 Aug 67 - 31 Oct 67.

3 Aug 67 - A gunship in a 162nd AHC LFT supporting the III Corps Tactical Zone was forced to land at XT325095 when one of the rocket pods exploded. Two of the crewmen were injured and were evacuated to Chu Chi. The aircraft was evacuated by a CH-47.

4 Aug 67 - Eight enemy mortar rounds landed within a 10 minute period in the 173rd AHC base camp at Lai Khe, resulting in one KIA, one KIA and five aircraft slightly damaged.

14 Aug 67 - Eleven UH-1D's and a HFT from the 162nd AHC were used to conduct a combat assault in support of the 3/39th Inf, 3rd Bde, 9th Inf Div. Artillery and gunships were used on the II, however the Vultures received intense automatic weapons and small arms fire during the initial landing at XT71467. A total of four UH-1D's and two UH-10's were hit. One UH-1D was forced to land with excessive damage to the transmission and tail boom. A UH-10 was also forced to land due to punctured fuel cells. Both of these aircraft were recovered by a CH-47. The remainder of the aircraft continued the mission. There were no injuries. The source of fire was silenced by slick doorgunners, and gunships.

14 Aug 67 - One 173rd AHC UH-1D received moderate enemy automatic weapons and small arms fire from XT821314 while enroute at 1000 feet altitude. Low ceiling required that the aircraft proceed low level. The aircraft sustained 4 hits but continued to fly. The aircraft commander and gunner were wounded and evacuated to the 93rd Evac Hosp. The source of fire was not assaulted.

19 Aug 67 - A 128th AHC LFT augmentation of 11 UH-1D's supporting the III Corps Tactical Zone engaged several enemy targets. They were credited with two VC KBA (Confirmed) and three VC KBA (Estimated) at XT3150, at XT310., the Gunslingers destroyed nine structures and damaged 12. These targets were engaged with 2.75 rockets and 40 mm.

20 Aug 67 - One 205th AHC CH-47 received intense automatic weapons fire from XT612434 while landing during a resupply mission. The aircraft sustaining 10 hits continued to fly. The gunner was slightly wounded. The source of fire was not assaulted.

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23 Aug 67 - During a troop extraction, one 205th AHC CH-47 received intense 30 cal auto wpns fire while at approximately 1000' altitude. The CH-47 continued to fly, however the pilot received a minor leg wound and was evacuated to Dau Tieng.

24 Aug 67 - The 173rd AHC supported the III Corps Tactical Zone with 11 UH-1D's and a LFT. One VC estimated killed and one structure damaged at coord XS3501 by gunship with 7.62 and rockets. One sampan destroyed at XS4961.

28 Aug 67 - While supporting the 2/28th Inf, a 128th AHC LFT estimated killing five VC at XT846280 with rockets and doorguns.

29 Aug 67 - One 205th AHC CH-47 while supporting the 25th Inf Div received light enemy Sn fire from XT654. The acft sustained two hits and continued to fly. The gunner was slightly wounded. The source of fire was not assaulted.

2 Sep 67 - A 128th AHC LFT scrambled in spt of 1st Inf Div to coord XT877132, killed an estimated 25 VC with rockets, miniguns and grenade launchers.

2 Sep 67 - The 162nd AHC gunships encountered heavy auto wpns fire while marking the LZ for a 1/2nd Inf lift. Both gunships received strike damage and were forced to land at Phuoc Vinh. The aircraft commander (AC) and doorgunner of the lead acft were wounded and evacuated to Phuoc Vinh for medical attention.

12 Sep 67 - The 173rd AHC, Crossbows (gun-platoon), had five VC KB (Confirmed), one VC KB (Estimated) and one VC KB at coord XT3715, all by 2.75 or 7.62 weapons.

13 Sep 67 - The 11th CAB augmented by the 269th CAB made 3 CAB's in spt of the 1st Inf Div to seal 3 villages in vicinities of coord XT706428, XT84362 and XT826030.

17 Sep 67 - One 205th AHC CH-47 flew one sortie for the 1st Div, Chemical carrying .5 tons of cargo in .3 hrs. This was an experiment in defoliation.

26 Sep 67 - Two 128th AHC UH-1B's while flying 18 sorties in 14.0 hrs for the 5th Special Forces confirmed 2 VC KB, estimated two VC KB, destroyed three structures, one sampan and one bunker in vicinity of XT335030.

30 Sep 67 - The 128th AHC flew one CAB in spt of the 5th CAB Div with 11th CAB Pathfinders to organize the LZ. The lift started at 0755H and completed at 0925H with full suppression on both LZ's. There were 136 sorties and 454 pax.

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in 35.4 hours. The Gunslingers reported two VC KBs (Estimated) at X675255 by 40 mm and one bunker destroyed at the same location by 2.5 rockets. Five ARVN were killed by the slicks from XT722239 and eight ARVN had evacuated from XT7323 to Lam Son.

3 Oct 67 - The 128th HC Tomahawks flew resupply and medevacs for the 2/8th Inf Regt and 4/9th Inf Regt. They moved a total of 6 ARVN WIA, 45 ARVN KIA and three US KIA.

3 Oct 67 - An 184th Reconnaissance Airplane Company (R.C) O-1G while enroute received unknown type of fire from XT667414. The round made a 3" by 2" hole in the windshield. The aircraft was at an altitude of 1100' and continued to fly. The source was not assaulted.

4 Oct 67 - Two 184th R.C O-1G's reported receiving fire. One received small arms, automatic tracer fire from YT085370. He received no hits. He called in artillery and accounted for three VC KIA (Confirmed). The other O-1G received light estimated 50 cal fire from XT683420 while flying at 1400'. The source of fire was not assaulted.

7 Oct 67 - While landing in a field resupply area, a 205th HHC CH-47 was hit by a claymore mine. The mine was located in a tree. The ship took numerous hits wounding the gunner slightly. The aircraft proceeded to Lai Khe with the injured man.

11 Oct 67 - The 128th HC Gunslingers were credited with six VC KBs (Confirmed) at XT761185. A suspected VC Base Camp was reported at XT075202. Four hooches were reported at this same location.

* QUARTERLY STATISTICAL SUMMARY AUG, SEP, OCT

(1) Hours flown

<table>
<thead>
<tr>
<th>Aircraft</th>
<th>Hours Flown</th>
</tr>
</thead>
<tbody>
<tr>
<td>UH-1</td>
<td>24,272</td>
</tr>
<tr>
<td>CH-47</td>
<td>7,474</td>
</tr>
<tr>
<td>O-1</td>
<td>8,526</td>
</tr>
<tr>
<td>Total</td>
<td>40,315</td>
</tr>
</tbody>
</table>

(2) Sorties flown

<table>
<thead>
<tr>
<th>Aircraft</th>
<th>Sorties Flown</th>
</tr>
</thead>
<tbody>
<tr>
<td>UH-1</td>
<td>72,999</td>
</tr>
<tr>
<td>CH-47</td>
<td>25,821</td>
</tr>
<tr>
<td>O-1</td>
<td>6,408</td>
</tr>
<tr>
<td>Total</td>
<td>105,228</td>
</tr>
</tbody>
</table>

(3) Passengers transported

<table>
<thead>
<tr>
<th>Aircraft</th>
<th>Passengers</th>
</tr>
</thead>
<tbody>
<tr>
<td>UH-1</td>
<td>45,903</td>
</tr>
<tr>
<td>CH-47</td>
<td>38,981</td>
</tr>
<tr>
<td>Total</td>
<td>84,884</td>
</tr>
</tbody>
</table>
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(4) Cargo transported

<table>
<thead>
<tr>
<th>Aircraft</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>UH-1</td>
<td>2,454</td>
</tr>
<tr>
<td>CH-47</td>
<td>4,332</td>
</tr>
</tbody>
</table>

Total 46,786

(5) Medical Evacuation - 356

(6) Aircraft Recovered - 32

(7) Ammunition expended:

- 7.62 mm - 2,018,431
- 2.75 mm - 10,122
- 40 mm - 36,920

(8) Enemy losses:

- VC KIA (80) 28
- VC KIA (EST) 50
- Structures destroyed 63
- Sampans sunk 31

(9) Friendly Summary:

- US KIA 11
- US KIA 0
- Aircraft hit 60
- Aircraft destroyed 0

3. (3) Training.

a. Pathfinder Training. One pathfinder training course was conducted during the reporting period. The course was conducted 21 - 31 August 1967. Nine pathfinders from the Battalion attended the course which presented the basic requirements as stated in USAV message USAV 26232. This training was designed to qualify the students sufficiently to apply for permanent designation as pathfinders upon completion of a six month on the job training or 25 combat missions of a specific nature.

b. AMTRAP Courses. 28 students from the 11th CIB attended classes at Vung Tau AAF conducted by the 765th Transportation Detachment. Attendance figures are shown below:

<table>
<thead>
<tr>
<th>Course</th>
<th>Student Input</th>
</tr>
</thead>
<tbody>
<tr>
<td>UH-1 Airframe</td>
<td>4</td>
</tr>
<tr>
<td>UH-1 T53 Engine</td>
<td>2</td>
</tr>
<tr>
<td>CH-47 T55-Up Course</td>
<td>7</td>
</tr>
<tr>
<td>CH-47 T55 Engine</td>
<td>6</td>
</tr>
<tr>
<td>CH-47 T55 Airframe</td>
<td>8</td>
</tr>
<tr>
<td>Supdr Course (Avionics)</td>
<td>2</td>
</tr>
</tbody>
</table>

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c. 

**VHAF Aviator Training.** The 11th CAB had three VHAF aviators attached for transition and tactical training in the UH-1 on 21 August 1967. The three VHAF aviators were attached to the 173rd AH at Tan Khe. Training of the VHAF aviators has progressed smoothly and as of the end of this reporting period all three VHAF aviators are proficient in all maneuvers in the UH-1D and were being utilized daily as operational pilots on all types of missions.

d. **In-Country Flight Crew Training and Aviator Orientation.** During this reporting period, pilots and air crews from the 135th Assault Helicopter Company and three Australian Navy Pilots assigned to the 222nd Combat Aviation Battalion received flight crew training and in-country orientation with the 11th CAB. This training was conducted without incident in a highly satisfactory manner.

E. **LOGISTICS.**

1. *(U)* Significant activities. The major logistic effort during this period have been directed toward:

   a. Improving administrative supply procedures.

   b. Assisting units in the fields of supply, logistics and related activities.

   c. Construction of the Cannomant Area.

   d. Construction of aircraft revetments.

2. *(U)* Supply.

   a. Assistance visits for the purpose of determining unit's status, identifying weaknesses and assisting in detail to correct deficiencies, with emphasis on material readiness.

3. *(U)* Construction.

   a. Operational administrative, mess and billet facility construction has continued under the self help program.

   b. The 34th Engineer Battalion (Construction) has taken over the construction of the three maintenance hangers started by the 554th Engineers.

   c. Personnel bunkers have been constructed in all billet areas.
1. (U) Work on the extension of the Communications Center has been finished. All Signal Operations are in a new building constructed by the Communications Section. This has enabled the Comm Section to release two Shop Vans for use within this Headquarters.

2. (C) A Crypto Room has been set up and is completely operational. In addition to the "Land Line"/VHF teletype circuit, the 11th C&B has installed a radio teletype (RTT) system as an alternate means of passing traffic when the VHF circuit is out.

3. (U) The new Repair Shop is capable of giving 2nd and limited 3rd echelon maintenance support for all ground communication equipment for all subordinate units of the Battalion.

4. (C) The Comm Section has been able to adapt Security Gear (K-7) to the J/VSC-2 Radio Teletype configuration. This has given the Battalion the secure RTT capability installed in our Crypto Facility.

5. (C) The 11th C&B has received another radio teletype configuration called the J/VSC-19. The configuration is mounted in a jeep with a trailer which carries additional radios.

   a. Fully loaded, the configuration carries the following:

      (1) HF RTT system J/VSC-95
      (2) 1 FM J/VRC-46
      (3) 4 FM J/PRC-25
      (4) 2 HF J/PRC-47
      (5) 1 UHF J/PRC-41
      (6) Necessary storage area for all batteries for PRC-25, 41 and 47.

   b. Three J/N-191s have been received. Two have been distributed to outlying companies (162nd and 173rd). The third will be distributed to the 128th.

6. (C) The 11th C&B has received the J/VSC-10 and J/VSC-11 Communications Consoles. These sets will be installed in the Command and Control aircraft. These consoles will have a secure voice capability utilizing the new KY-28.
G. MAINTENANCE.

1. (U) The completion of one maintenance hanger has enhanced working conditions greatly during the daylight hours, but the lack of lighting facilities in the structure has hampered night maintenance operations. A second maintenance hanger is nearing completion and will provide the same facilities with lighting limitations.

2. (C) The Battalion has received seven UH-1D and one UH-1C aircraft to replace losses. At the end of the period the units are short three UH-1D and one UH-1C aircraft, using the criteria of 21 UH-1D's per assault helicopter company. A shortage of UH-1D float stock in the supporting aircraft maintenance company exists, and replacements for aircraft down for extensive maintenance are not available in adequate quantities.

3. (C) Lateral search throughout the Battalion has proven extremely successful in filling EDP requisitions. Supply support in most cases has shown improvement and with the introduction of the MCB 500 computer system in the supporting DSU, further improvement is anticipated.

4. (U) Revetments for protection against mortar and rocket attacks have been completed for all aircraft in the Battalion.

5. (C) Due to an increase in the number of aircraft being supported by our supporting maintenance company, the Battalion is experiencing a slower turn around time on aircraft work ordered to the DS maintenance company.

6. (C) FOD continues to be the greatest cause of premature engine failure. FOD accounted for 40% of the engines requiring change, while bearing failure and high EGT claimed another 23%. The remaining 37% was attributed to miscellaneous failures. The average time for early engine change was 425 hours, far below the programmed 1200 hours.

H. AVIATION SAFETY.

1. (U) There has been a gradual increase in the accident rate during the past ninety days though the overall accident rate has been low. Over half the accidents during this period were caused by pilot error while the remainder were caused by material failure.

2. (U) There have been eight major accidents, one minor accident, twelve incidents, ten precautionary landings, eight forced landings, and three combat damages reported.
during this period. Six of the major accidents and the minor accident were in UH-1 aircraft, the other two major accidents were O-1G aircraft.

3. (U) The following is a summary of the accidents and incidents reported during this period:

<table>
<thead>
<tr>
<th>INCIDENTS</th>
<th>ACIDENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine failure</td>
<td>3</td>
</tr>
<tr>
<td>Tail rotor strike</td>
<td>2</td>
</tr>
<tr>
<td>Downwind takeoff</td>
<td>1</td>
</tr>
<tr>
<td>Downwind landing</td>
<td>1</td>
</tr>
<tr>
<td>Landed long during</td>
<td>1</td>
</tr>
<tr>
<td>rainstorm</td>
<td>1</td>
</tr>
<tr>
<td>Fuel starvation</td>
<td>1</td>
</tr>
<tr>
<td>Over gross for conditions</td>
<td>1</td>
</tr>
</tbody>
</table>

4. (U) The principal cause factor that required forced or precautionary landings to be made are:

<table>
<thead>
<tr>
<th>FORCED LANDINGS</th>
<th>PRECUTIONARY LANDINGS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Short shaft failure</td>
<td>1</td>
</tr>
<tr>
<td>Fuel starvation</td>
<td>2</td>
</tr>
<tr>
<td>Hydraulic failure</td>
<td>1</td>
</tr>
<tr>
<td>Engine failure</td>
<td>2</td>
</tr>
<tr>
<td>Power loss</td>
<td>1</td>
</tr>
<tr>
<td>Tail rotor failure</td>
<td>1</td>
</tr>
</tbody>
</table>

5. (U) A noteworthy cause of accidents and incidents is downwind takeoffs and landings. Continued emphasis must be placed on avoidance of this type of procedure unless it is absolutely required by tactical necessity.

I. SURGEON.

(U) The medical resources of the 11th CAB remains relatively unchanged, however the magnitude of support offered by them has greatly increased. The 11th CAB Medical Detachment has the responsibility for providing medical support for two non 11th CAB units which bring the total for the battalion dispensary to support to over 2,500 personnel. This increased requirement is a direct consequence of the reduction of fixed post medical facilities by the 44th Medical Brigade. The battalion dispensary now provides 24 hour emergency medical officer coverage and basic medical laboratory support for the entire post.
SECTION II. PART I

LESSON 5 (L.R. ED)

1. (U) PERSONNEL.

Item. Personnel Infusion Program.

Discussion. During the month of October 1967, command emphasis was placed on the infusion program. A survey of supposedly infused units assigned was conducted and it was determined that none of the units were properly infused. An immediate program was undertaken to infuse all units within the battalion. This "crash" program necessitated the transfer of approximately 100 personnel, within the battalion, resulting in a reduction of combat effectiveness of all the units for a period of approximately two weeks. A much longer period of inactivity would have resulted if the units had been required to infuse on this scale with units outside the battalion, especially if personnel were infused from units equipped with the UH-1H. Both pilots and maintenance personnel trained on the UH-1H require additional training before they are mission ready to fly and maintain the UH-1D helicopters. During the month of October, twelve aviators from a unit equipped with UH-1H aircraft were in fact infused from the 188th HC, 269th C.B into the three assault helicopter companies assigned to the 11th C.B. The infusion was accomplished on two separate dates, 23 and 30 October. On each of these dates two aviators from the 188th HC were infused into each assigned assault helicopter company and were replaced by two other aviators from the receiving unit. The personnel infused from the 269th C.B had been flying the UH-1H helicopter and the unit into which they were infused were equipped with the UH-1D. This necessitated the staggering of the infusion to preclude any reduction in the degree of combat effectiveness of the companies involved.

Observation. Commanders are reluctant to have their units participate in the infusion program because it requires the giving up of aviators and enlisted personnel with known qualities and abilities for other aviators and enlisted personnel with unknown qualities and abilities. Additionally, the replacement aviators and enlisted personnel might require additional training in the particular type equipment assigned to the unit, prior to becoming operationally proficient. This additional training, when required to be given to a relatively large number of personnel and the resulting loss of operational quality, reduces the combat effectiveness of the unit. The need for infusing a unit is evident. However the plan by which a unit is infused must be well thought out to minimize the loss of combat effectiveness and preclude
and preclude unnecessary personnel inconvenience. Once the plan is implemented, it must be forcefully executed, and the required infusion goals attained within the prescribed time limit. Failure to accomplish the infusion goals will result in the unit being unable to accomplish its mission when the perponderance of its assigned personnel rotate as a group, leaving a void of trained personnel which are difficult to replace and only perpetuates the DEROS hump into yet another year.

B. Execution

Item: Defoliation Operations by CH-47.

Discussion. Testing the CH-47 as a defoliation delivery aircraft was initiated on 11 September 1967. Four test flights were conducted and testing was completed on 18 September 1967. On this date, the chemical section, 1st Infantry Division deemed both equipment and CH-47 delivery 100% effective. Normal procedure for conducting a defoliation mission is as follows. The CH-47 furnished by 11th C.B reports to HQ, 1st Inf Div for briefing and loading. The CH-47 crew receive a briefing on target area and are given maps by a representative of the chemical section while personnel from the section load the dispensing apparatus on the CH-47. The defoliation apparatus includes a 500 gallon fuel pod, a gas powered motor, fuel hose, and a spray boom. The aircraft ramp is lowered and the spray boom extends seven feet aft of the ramp section. After apparatus is installed, the fuel pod is filled with 500 gallons of defoliant. Rate of dispensing has been computed at 50 gallons per minute, for a total of 10 minutes of continuous spraying. A total of 209 acres can be covered with 500 gallons. The spray boom allows for a 100 foot wide strip to be defoliated. The most effective speed while spraying is 90 knots. The desired altitude is between 25 and 50 feet absolute altitude. Twenty seconds before the defoliant is released, the CH-47 aircraft commander notifies the chemical personnel onboard by turning on the red troop warning light. Two seconds prior to reaching target area, the aircraft commander turns on the green light and activates the troop alarm bell. At this time, personnel from the chemical section activates the dispensing apparatus. Dispersing apparatus is deactivated when red troop light is turned on by aircraft commander. Due to vulnerability to enemy fire while operating at lower altitude, defoliation missions have been restricted to perimeters of base camps and areas that have previously been cleared byrome plow. When security is in question, a light fire team will escort the CH-47. Defoliant has recently been obtained thru supply channels and actual missions will be conducted in the near future.
Observation. Advantages of the helicopter over fixed wing delivery is the ability to become discreet with target areas. Fixed wing aircraft often had overlap affecting friendly crops. This application of imagination in aviation has given the Commanding General, 1st Infantry Division the ability to deny cover and concealment to the enemy along heavily traveled roads and around base camps.

G. TRAINING AND ORGANIZATION. NONE

D. INTELLIGENCE. NONE

E. LOGISTICS AND MAINTENANCE.

1. (U) Item. Thirty GPH Kenco Pump.

Discussion. All units were surveyed to determine the suitability of 30 GPH Kenco Pumps for mini-port operations.

Observation. The 30 GPH pump was found to be unsatisfactory and a recommendation was made to delete this item from the TOS and replace them with 350 GPH pumps.

2. (U) Item. Foreign matter in aircraft fuel tanks.

Discussion. Although R62 pumps and H490 tank trucks have filter separators, foreign particles may be pumped into aircraft or vehicles fuel tanks because both the filter element and the dispensing hoses are subject to deterioration.

Observation. This problem can be corrected by inserting nozzle strainers in the dispensing nozzle and checking them daily.

3. (U) Item. Lack of adequate lighting facilities to perform night maintenance.

Discussion. To support the flying hour program it is necessary to establish a 24 hour a day maintenance operation. The lighting sets provided by the unit TOS is inadequate in type and number to support such an operation. So long as this condition of poor lighting exists, the efficiency of night maintenance operations will be below par and potential safety hazards will continue to be an ever present problem.

Observation. Plans to construct adequate lighting in newly constructed maintenance hangars will solve this problem for units occupying such facilities. Hangars of this type...
nature are not feasible for field sites, and still a requirement for 24 hour operation exists, therefore TO&E equipment should be changed as follows:

<table>
<thead>
<tr>
<th>Rec</th>
<th>CbtSpt&amp;</th>
<th>Maint</th>
</tr>
</thead>
<tbody>
<tr>
<td>Floodlight Set, Portable, model NF-2 FSI 6230-752-2082</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>Floodlight Set, FSI 6230-299-5642 2 Boxes per Set</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Floodlight Set Elect, Portable Tripod mount, 4 Flood Lights, 120V (Kans Tree) FSN 6230-299-5879</td>
<td>6</td>
<td>2</td>
</tr>
<tr>
<td>Light Set, General Illumination 25 Outlet FSI 6230-295-7077</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Light Set, 100 Watt Lamp V/25 Foot Long Cable FSN 6230-239-3518</td>
<td>4</td>
<td>3</td>
</tr>
<tr>
<td>Light, Extension, 100 Watt Lamp V/100 Foot Cable FSN 6230-268-9246</td>
<td>3</td>
<td>3</td>
</tr>
</tbody>
</table>

It is felt that the lighting sets listed above will best meet the needs of units operating in the field.

4. (U) Item. Shortage of qualified airframe repairmen (KOS 68G20) and non availability of replacement aircraft for those meeting criteria for the aircraft Depot Exchange Program (2200 hours).

Discussion. At the present time the Battalion is experiencing a critical shortage of airframe repairmen (KOS 68G20). It appears that no relief for this shortage is in sight. This situation when combined with the fact that high time old aircraft require extensive sheet metal repair, present a critical problem.

Observation. It has been requested that civilian airframe repairmen be provided at unit level to offset this critical personnel shortage. As of this date information is not available on the status of this request. It appears that the aircraft Depot Exchange Program is falling behind schedule and as a result units will continue to fly high time aircraft until such time as replacements are made available.
5. Item. Shortage of maintenance float aircraft.

Discussion. Aircraft estimated to be down for extensive maintenance at the Direct Support Company should be replaced with maintenance floats. Due to a lack of available maintenance floats, the operational units are experiencing an excessive amount of aircraft down time. An increase in the turn around time for aircraft in the supporting maintenance company is attributed to a substantial increase in the number of aircraft they are required to support and a shortage of personnel.

Observation. When maintenance floats are available for issue, operational commitments can be met and additional time is available to the maintenance company to correct maintenance deficiencies which might otherwise be overlooked. If in fact, supporting units are required to accept additional work loads beyond their capability, all supported units suffer. A definite need for additional maintenance support exists.

F. SURGEON. NONE

SECTION II, PART II

RECOMMENDATIONS

NONE.

LTC, 3d Armored Aviation Commanding

LEGEND:
A - Current Organization
B - Concept and Staff Structure
C - Distribution

Withdrawn, Hqs, DA
1st Ind

SUBJECT: Operational Report - Lessons Learned (ORLL) for Period Ending 31 October 1967 (RCS CSPOR-65) (U)

HEADQUARTERS, 12TH COMBAT AVIATION GROUP, AFC 96266 18 November 1967

THRU: Commanding General, II Field Force Vietnam, APO 96266

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

1. (U) One copy of the 11th Combat Aviation Battalion's Operational Report - Lessons Learned (ORLL) (RCS CSPOR-65) for the period ending 31 October 1967, is forwarded in compliance with USARV Regulation 1-19, dated 3 November 1967.

2. (U) This headquarters has reviewed subject report and the following comments are made:

   a. Reference: Section I, paragraph G. 4., page 20. Monthly revetment report indicates that six (6) aircraft revetments were still incomplete.

   b. Reference: Section II, Part I, paragraph E. 3., page 24. Recommendations were solicited from all battalions as to the type of lighting set desired. The most popular set desired was the Floodlight Set, Portable, Model MF-2. Action has been initiated by this headquarters to procure 166 sets through the JSFUS program.

   c. Reference: Section II, Part I, paragraph E. 4., page 25. Hiring of civilians has been initiated by 34th Aircraft Maintenance and Supply Group. However, the assignment of civilians to combat units is still a matter of discussion at 34th Group and USARV.

FOR THE COMMANDER:

[Signature]

27
SUBJECT: Operational Report-Lessons Learned for Quarterly Period Ending 31 October 1967 (RCS GSMOR-65) (UIC-WIFU 70) (U)

DA HQ II FORCEV, APO San Francisco 96266 7 DEC 1967

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

Commanding General, USARV, ATTN: AVRGC-INT, APO 96375

Commander-In-Chief, US Army Pacific, ATTN: GPO-P-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 command has reviewed the attached report and concurs with the comments and recommendations with the following comment:

   p(25), para(4), Shortage of airframe repairmen, (ILS 66G20). ILS 66G20 is an Army wide shortage. The shortage in Vietnam is USARV wide and relief does not appear to be in sight.

FOR THE COMMANDER:

[Signature]

N. E. VANNENGANS
CPT, AG
Asst AG

1. (U) This headquarters has reviewed subject report of the 11th Combat Aviation Battalion, considers it to be adequate and concurs with the contents as indorsed.

2. (U) The following additional comments are considered pertinent:


FOR THE COMMANDER:

JAMES K. GODFREY
Maj, AGC
Asst Adjutant General
CONFIDENTIAL

AVHGC-DST (1 Nov 67) 4th Ind (C)
SUBJECT: Operational Report-Lessons Learned (ORLL)(RCS-CSFOR-65) For Quarterly
Period Ending 31 October 1967 (UIC WFAXAA)

HEADQUARTERS, UNITED STATES ARMY VIETNAM, APO San Francisco 96375 11 JAN 1968

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

1. (U) This headquarters has reviewed the Operational Report-Lessons
Learned for the quarterly period ending 31 October 1967 from Headquarters,
11th Combat Aviation Battalion (FAKA) as indorsed.

2. (C) Pertinent comments follow:

a. Reference item concerning lack of adequate lighting to perform
night maintenance, page 24, paragraph 3; and 1st Indorsement, paragraph 1b:
Nonconcur with 1st Indorsement, paragraph 1b. Requests for additional light-
ing sets should be submitted as MTQG action by the 11th Combat Aviation Battal-
ion.

b. Reference item concerning shortage of qualified airframe repair-
men (MOS 68G20), page 25, paragraph 4; and 2d Indorsement, paragraph 2. Based
on projection of input through 30 April 1968, it is anticipated that the 12th
Aviation Group will be at strength. Requisition shortfall in MOS 68G20 has
contributed to the USARV shortage in this MOS.

c. Reference item concerning shortage of maintenance float aircraft,
page 26, paragraph 5. During the period, USARV averaged 80 UH-1 type heli-
copters short of authorizations which significantly reduced the number of
float aircraft available to operational units. Programmed input of UH-1D/H
aircraft should eliminate shortages by May 1968. UH-1B/C and AH-1G input should
eliminate gunship shortages by February 1968. Programmed deployments of addi-
tional aircraft maintenance companies will also alleviate some of the present
shortages.

3. (U) Correct UIC Number FAKAAA.

4. (U) A copy of this indorsement will be furnished to the reporting
unit through channels.

FOR THE COMMANDER:

C. S. NAKATSUKASA
Captain, USA
Assistant Adjutant General

Downgraded at 2 year intervals
Declassified after 12 years
DOD Directive 5200.10
GPOD-DT(1 Nov 67) (U) 5th Ind
SUBJECT: Operational Report for the Quarterly Period Ending 31 October
1967 from HQ, 11th Combat Avn Bn (UIC: WFAKAA) (RCS CSFOR-65)
HQ, US ARMY, PACIFIC, APO San Francisco 96558 29 JAN 1968

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:

[Signature]
HEAVRIN SNYDER
CPT, AGC
Asst AG
Operational Report - Lessons Learned, Headquarters, 11th Combat Aviation Battalion

Experiences of unit engaged in counterinsurgency operations, 1 Aug - 31 Oct 1967

CO, 11th Combat Aviation Battalion

11 November 1967

674134

N/A

N/A

OACSFOR, DA, Washington, D.C. 20310