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

AGDA (M) (9 Mar 70) FOR OT UT 694092

SUBJECT: Operational Report - Lessons Learned, Headquarters 223d Aviation Battalion, Period Ending 31 October 1969 (U)

16 March 1970

IN REPLY REFER TO

AGDA (M) (9 Mar 70) FOR OT UT 694092

SUBJECT: Operational Report - Lessons Learned, Headquarters 223d Aviation Battalion, Period Ending 31 October 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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ROBERT E. LYNCH
Colonel, AG
Acting The Adjutant General

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

AVBACB-DE  5 November 1969

SUBJECT: Operational Report of 223d Aviation Battalion (Combat) for Period Ending 31 October 1969, ROC CSPW-65 (R1) (U)

SEE DISTRIBUTION

1. Section 1, Operations: Significant Activities.

   a. (U) General. This report covers the period 1 August 1969 through 31 October 1969, and is submitted in accordance with AR 525-15 and USARV Regulation 525-15. The report includes the Headquarters and Headquarters Company 223d Aviation Battalion (Combat), 18th Aviation Company (Utility Airplane), 163d Medical Detachment, 103d Aviation Company (Utility Airplane), 185th Aviation Company (Utility Airplane), 203d Aviation Company (Utility Airplane), 219th Aviation Company (Utility Airplane), and the 225th Aviation Company (Surveillance Airplane).

   b. (C) Personnel.

      (1) Infusion Program: There have been no significant problem areas in the infusion program during this quarter. The large number of automatic curtailments during the quarter did not cause any significant turmoil. This headquarters has been able to resolve conflicts internally, without recourse to outside assistance. The present outlook indicates that our major problem will be with the 163d Medical Detachment, which will lose all of its personnel in January. No programmed replacements are available. Outside assistance will most likely be required to alleviate this problem. Internal adjustments are planned and will be accomplished to solve other problem areas. Experience on extensions of overseas tours indicates that these should prevent any future problem areas without resorting to reassignment action, providing the flow of replacements continues.

      (2) Replacements:

         (a) Enlisted replacements were satisfactory during the first third of the quarter, but deteriorated in the latter part of the quarter. This was due to receiving personnel in excess MOS's and not in the MOS's needed, particularly those in the administrative area. A recent change to AR 611-201 further restricts the utilization and classification of individuals in
the personnel specialist and company clerk fields. Current directives preclude the award of the MOS without school training and/or correspondence lessons. This prohibits the use of OJT for personnel specialist positions. Personnel are placed in needed positions in OJT status when possible and not in contravention of AR 600-200 or DA Circular 611-4. Rehabilitative measures are taken with individual replacements who lack motivation or have limited capability to perform their assigned MOS. Major shortages are in the following areas: MOS 70A10 (Auth 17, Assg 2), 71B20 (Auth 9, Assg 3), 71T20 (Auth 10, Assg 5), and 91B20 (Auth 7, Assg 4). During this quarter 136 enlisted replacements were received, leaving the battalion at 96% of its enlisted strength at the end of the quarter.

(b) The quality of officer replacement personnel has been satisfactory. Fifty-four percent of the aviator replacements arrived directly out of flight school with minimum aviation experience. However, shortages of commissioned officers and aviators are becoming critical. A total of 30 commissioned officers and 7 warrant officers were received during the quarter, leaving the battalion at the end of the quarter with only 70% of its authorized commissioned officers and 86% of its authorized warrant officers strength. At current replacement levels, further depletion of strength will occur in the coming quarter.

(3) Reenlistment: During this reporting period, the battalion continued a vigorous reenlistment program. A total of 28 visits were made to outlying companies. The results were 6 reenlistments of career soldiers and 10 first term reenlistments.

(4) Current status of the 223d Aviation Battalion (Combat) is attached as Inclosure #1.

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

(a) LTC Robert F. Mc Guffin, IN, 264-30-9687, assumed command of the 223d Aviation Battalion (Combat) on 11 Sep 1969, vice LTC Robert G. Cooper, PA, 419-40-0323.

(b) MAJ Kennis F. Snyder, AR, 234-60-3901, assumed duties as Battalion Executive Officer on 1 Sep 1969, vice MAJ Robert L. Rackley, AR, 241-43-8326, who assumed duty, vice MAJ Kenneth S. Womack, PA, 432-33-5384, on 23 Aug 1969.

(c) CPT Thomas E. Higdon, IN, 263-54-7784, assumed duties as Battalion S-3 on 31 Aug 1969, vice MAJ Earl Williams, IN, 262-56-4919.

(d) CPT Burnell M. Mercer, TC, 569-36-1188, assumed duties as Battalion S-2 on 5 Aug 1969, vice CPT Terrance E. Wehrkamp, SC, 503-44-9478.

(e) CPT Earl Steinberg, IN, 030-32-9583, assumed duties as Battalion S-1/Adjutant on 15 Aug 1969, vice CPT Thomas E. Higdon, IN, 263-54-7784.

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SUBJECT: Operational Report of 223d Aviation Battalion (Combat) for Period Ending 31 October 1969, RCS CSR509-65 (R1) (U)

(f) CPT John L. Grilli, TC, 151-30-4659, assumed duties as Battalion Aviation Safety Officer on 23 Sep 1969, vice CPT Donald C. Fricks, AR, 252-66-0110.

(g) MAJ Arlie Deaton, EH, 260-62-5262, assumed duties as Battalion Liaison Officer on 23 Sep 1969.

(h) CPT Jerald L. Fore, MC, 361-30-9049, released by early DEROS as Battalion Medical Officer on 30 Aug 1969.


(k) MAJ Arvis R. Hall, CH, 441-34-8880, assumed duties as Battalion Chaplain on 20 Sep 1969.


(m) CPT William E. Wahl, SC, 521-56-4580, assumed duties as Assistant Battalion S-3 on 17 Sep 1969.


(o) MAJ Manuel Carnero Jr., IN, 093-22-1951, assumed command of the 185th Aviation Company (UA) on 15 Sep 1969, vice MAJ Duane M. Lane, IN, 007-32-2067.


Casualties: The battalion casualties for the period were four wounded and six MIA. (See Inclosure #2)

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

Intelligence:

1. Enemy Situation: Enemy activity was generally low during August and September, with two exceptions. On the 11th and 12th of August, 92 standoff fire attacks were directed against friendly positions throughout II Corps, but hitting hardest in Binh Binh Province. Again during the first week in September, numerous standoff fire attacks were directed against friendly bases in II Corps, but concentrating in the southern area.
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SUBJECT: Operational Report of 223d Aviation Battalion (Combat) for Period Ending 31 October 1969, AGS CSFM-65 (R1) (U)

5 November 1969

of II Corps. In the second and fourth weeks of October, strong standoff fire attacks hit bases in Khanh Hoa Province and elsewhere in II Corps. Aside from these activities, small-scale harassment continues to be the primary method of enemy operation.

(2) Ground Attacks: During the period 1 August 1969 thru 31 October 1969 there were 16 standoff fire attacks directed against airfields where elements of the 223d Aviation Battalion are located. The majority of these attacks fell upon Ban Me Thout Airfield. The 223d Aviation Battalion suffered three EM wounded and light damage from these attacks.

(3) Air Activity: Units of the 223d Aviation Battalion reported 72 significant shot-at incidents for this reporting period. The battalion lost two OV-1's and three 0-1's to enemy action. The following is a breakdown by unit:

<table>
<thead>
<tr>
<th>UNIT</th>
<th>SHOT-AT</th>
<th>HIT</th>
<th>DESTROYED</th>
<th>TOTAL JSIDR'S</th>
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<tr>
<td>18th Avn Co (UA)</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<td>183d Avn Co (UA)</td>
<td>0</td>
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<td>2</td>
</tr>
<tr>
<td>185th Avn Co (UA)</td>
<td>29</td>
<td>3</td>
<td>1</td>
<td>32</td>
</tr>
<tr>
<td>203d Avn Co (UA)</td>
<td>14</td>
<td>4</td>
<td>0</td>
<td>18</td>
</tr>
<tr>
<td>219th Avn Co (UA)</td>
<td>24</td>
<td>4</td>
<td>2</td>
<td>28</td>
</tr>
<tr>
<td>225th Avn Co (SA)</td>
<td>6</td>
<td>2</td>
<td>2</td>
<td>9</td>
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<tr>
<td>TOTAL</td>
<td>73</td>
<td>16</td>
<td>5</td>
<td>89</td>
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</table>

* Shot-At reports are not inclusive of hit and destroyed reports.

(4) Collection Plans:

(a) The four 0-1 companies of the 223d Aviation Battalion flew 6,631 visual reconnaissance sorties, reporting 2,981 significant sightings. The 225th Surveillance Airplane Company flew 230 SLAR targets, 3,904 IR targets and 479 V/P targets.

(b) Several OIR's (Other Intelligence Requirements) were levied on the 223d Aviation Battalion, requesting the expeditious reporting of cultivated fields in non-populated areas, traffic stopped along highways (probable VC extortion points), surveillance of pipelines for possible sabotage and suspected radar controlled AS sites.

(5) Administrative Intelligence Activities:

(a) Security Clearances: During the past quarter, the 223d Aviation Battalion processed 24 SECRET clearances, 23 CONFIDENTIAL clearances and 3 requests for National Agency Checks.
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SUBJECT: Operational Report of 223d Aviation Battalion (Combat) for Period Ending 31 October 1969, RCB CSPOR-65 (R1) (U)

(b) War Trophies: There was one war trophy reported and processed during this reporting period.

(c) Dissident Report: The 223d Aviation Battalion reported no dissident personnel for this period.

(d) Survival, Escape and Evasion:

1. All aviators assigned to the 223d Aviation Battalion received a thorough briefing on Survival, Escape and Evasion as part of their unit in-processing orientation. Emphasis was placed on the survival, escape and evasion equipment available and the proper procedures for employment of the equipment in order to provide for an efficient, effective recovery of downed aircrew personnel.

2. Many newly assigned aviators have attended one of the three available survival, escape and evasion courses while enroute to the Republic of Vietnam. Available schools for enroute and assigned personnel are:

   a. PACAF Jungle Survival School (PJSS), Clark AFB, Philippines.
   b. PACAF Life Support School (PLSS), Kadena AFB, Okinawa.
   c. EAETUP Jungle Environmental Survival School (JEST), Cubic Point NAS, Philippines.

3. At the present time, the battalion has 32 survival, escape and evasion school trained personnel assigned throughout its units. During this reporting period quotas were received allowing eight crewmembers from units of this battalion to attend the PLSS course in Okinawa. No quotas for other schools were received.

   d. (C) Operations:

(1) The 223d Aviation Battalion (Combat) continued to provide fixed wing aviation support to the US and Free World Forces located primarily in the II Corps Tactical Zone, Republic of Vietnam. This support was rendered utilizing the assets of one U-1A company, four O-1 companies, and one OV-1 company. The battalion flew a total of 26,662 hours of combat support with an aircraft availability rate of 88.0% during this reporting period. Both normal and special operations were supported by units of the battalion. Large scale operations were minimal due to recent high level tactical decisions and general use of small units operating in search of enemy supply lines, infiltration routes, and artillery, mortar and rocket firing positions.

(2) During the current reporting period this headquarters conducted two subject studies. The first concerned proposed rocket safety procedures and recommended changes to current procedures. It was submitted through

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channels to 1st Aviation Brigade. The other article was on search and rescue procedures and was submitted directly to "Aviation Digest" and "Uptight" magazines for wider dissemination.

(3) Intensive inspections of subordinate operation sections were conducted during the quarter. Inspection checklists prepared from pertinent regulations and covering all aspects of operations were distributed to subordinate unit in advance. These were followed by in-depth inspections by battalion staff personnel with written inspection results sent through channels. Subsequent follow-up inspections were then conducted to insure correction of weak areas.

(4) 18th Aviation Company (Utility Airplane): The 18th Aviation Company continued to fulfill its ten allocated mission requirements throughout all Corps areas of the Republic of Vietnam. The first platoon at Nha Trang flew five aircraft daily to support 5th Special Forces Group, JUSPAO, 17th Aviation Group and IFFV. The first flight section of the second platoon at Holloway Field in Pleiku flew two aircraft daily to support II Corps Headquarters and 186th Company, 5th Special Forces Group. The second flight section, second platoon, located at Marble Mountain, Da Nang, flew three aircraft daily in support of III MAF. The only mission change during the period was the addition of one mission for II Corps Headquarters and the addition of one mission for IFFV in its place. Three additional aircraft were flown daily for IFFV between 7 and 14 August. Assigned aircraft flew a total of 2,633 hours during this reporting period with an average availability of 93.1%.

(5) 183d Aviation Company (Utility Airplane): The 183d Aviation Company continued to support ground forces in the southeast section of the II Corps Tactical Zone. Supported units remained the same during the past quarter. "C" Company Rangers, 75th Infantry (Airborne) continued special operations in the Phu Tho area supported by two O-1's from the second platoon. The unit had one accident during the reporting period. Improvements in the company area during the last quarter included building a wash rack for vehicles, and a grease pit for the motor pool, remodeling and painting the day room, repainting the company mess hall, and building several foot bridges to cross ditches in the company area. The 183d flew a total of 5,107 hours with an average availability rate of 92.0%.

(6) 185th Aviation Company (Utility Airplane): The 185th Aviation Company provided support for Daklak, Phu Bon, Quang Duc and Lam Dong Provinces. Support for Command and Control South was continued from Ban Me Thuot and Pleiku. Aviation operations were hampered by rain, low ceilings and poor visibility during the monsoon season, but continued on a daily basis nevertheless. Special operations included vectoring herbicide missions, aiding in the recovery of three downed aircrues in Lam Dong Province, forming "Hunter-Killer" teams with the 7/17th Cav, and combined Army-Air Force operations with Air Force FAC's riding 185th aircraft to provide immediate artillery, gunship or airstrike capability for the
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5 November 1969

Operational Report of 223rd Aviation Battalion (Combat) for Period Ending 31 October 1969, RGS CSFOM-65 (R1) (U)

During the reporting period, the 235th Aviation Company flew 4,370 hours, including 101 hours of night security, with an average aircraft availability rate of 88.0%.

(7) 203D Aviation Company (Utility Airplane): The 203D Aviation Company continued to support units of the 41st and 52d Artillery Groups, as well as 6/32d Artillery, 173d Airborne Brigade, 1st Brigade, 4th Infantry Division, C/75th Rangers, and MCV elements in Phu Yen and Binh Dinh Provinces. At An Xie, support was provided for Operation Wayne, still in progress. Smaller separate operations supported were Operation Safari Blue, 6 August to 25 August 1969, and Operation Wayne Shoulder, 11 September to 15 October 1969. LT L. English, two major operations were supported: Lang Vei Village, a combined US, ARVN and Korean operation began 15 April 1969, and Derby Drill Three began 27 September 1969. Both operations are still in progress. During the quarter, the 203D Aviation Company flew a total of 4,523 hours with an average availability rate of 88.0%.

(8) 219th Aviation Company (Utility Airplane): The 219th Aviation Company continued its mission of providing aviation support to the 4th Infantry Division, 520th Artillery Group, 5th Special Forces and MCV elements in Phu Yen and Kontum Provinces. No large scale operations were conducted by supported units during the quarter. On 9 October 1969, an 0-10, 455-1-90, piloted by 1LT George L. Aiken, 222-20-5553, failed to return from a reconnaissance mission north of Kontum. On 10 October 1969, an 0-10, 451-1-944, piloted by 1LT Franklin L. Wiener, 559-62-4246, failed to return from a search mission for 1LT Aiken. Search and rescue operations located the wreckage of 1LT Wiener's aircraft at ZB 043721, on 13 October 1969. No evidence was found of 1LT Aiken's aircraft and search and rescue efforts were terminated on 13 October 1969. Status of both personnel involved is unknown at this time. Several unit projects were carried out which included painting the exterior of all company buildings and interior of the KP billets. All sandbag revetments, with the exception of operations, were replaced using corrugated sheet metal. New kitchen equipment was installed, improving the efficiency and morale of the cooks and allowing a more varied menu, thus improving company morale. The 219th Aviation Company fulfilled its mission requirements flying a total of 5,127 hours for the quarter with an average availability rate of 88.0%.

(9) 225th Aviation Company (Surveillance Airplane): During this reporting period, the 225th Aviation Company continued to support the 4th Infantry Division, 173d Airborne Brigade, II MCV Corps, Task Force South, Republic of Korea 9th and 10th Divisions, and Quang Duc Province. Types of missions provided were visual/photographic, infrared and SAR surveillance. Night photo techniques were also tested during this period and a capability now exists for night photo missions. On 3 October 1969, an OV-10, 461-2879, piloted by 1LT Paul L. Grafito, 538-20-5744, 24, with FFO Kenneth L. Cunningham, 322-52-3972, on board, failed to return from an infrared mission.
A two day search by aircraft of the 225th and 219th Aviation Companies located the wreckage in vicinity of coordinates ZB 109553. Attempts to extricate the wreckage and identify any remains were blocked by adverse terrain, weather and hostile ground activity. An MIA Board officially declared the crew missing. On 14 October 1969, an OV-1C, 66-2691, piloted by CPT Mark A. Babson, 112-73-4785, FA, with SP4 James T. Savage, 250-80-3286, on board, failed to return from an infrared mission. A search and rescue operation was conducted for seven days with negative results. An MIA Board was convened, but results have not been published at this time. On 22 October 1969, the 225th Aviation Company completed its 27th month of accident free flying, having accumulated 24,781 accident free hours. A total of 4,019 hours were flown during the quarter with an average aircraft availability rate of 82.7%.

a. (U) Training.

(1) All quarterly training requirements were met by the units of this battalion. Areas of emphasis have been OJT training of clerical personnel to fill needed MOS positions and aviation standardization and safety, with special emphasis on inexperienced aviators.

(2) Aviator safety classes were conducted monthly in all subordinate units while the bi-monthly safety meeting was held at battalion level. The quarterly standardization meeting was held also at battalion on 3 Nov 1969.

(3) During this reporting period the battalion training program underwent extensive upgrading and inspection. Checklists and SOP's concerning training were published at battalion level and distributed to all subordinate units. Inspection visits were then made by battalion staff personnel and lists of discrepancies forwarded through channels to unit commanders for action. Follow-up inspections showed noteworthy improvements.

(4) The 219th Aviation Company conducted an Aerial Observer Training School. Forty-two new observers were trained for supported units in a 5-day course.

f. (U) Logistics.

(1) Assistance Visits: A total of 32 assistance visits were conducted by members of the battalion S-4 during the past quarter. These were primarily directed toward improving the degree of maintenance on aircraft and vehicles.

(2) Excess Equipment: Command emphasis on the disposition of excess equipment has substantially reduced excesses within the battalion. All equipment carried as excess to the TOE/MTOE has been requested on a temporary basis or is in the process of being turned in to supporting DSU's.
(3) Vehicle Maintenance: Increased training of maintenance personnel and improved overall vehicle maintenance has succeeded in lowering the vehicle deadline rate to 11%. The present goal is a rate of less than 6%. 

(4) Aircraft Maintenance:

(a) Corrosion: Corrosion in 0-1 aircraft continues to be a problem. The latest noted is intergranular corrosion on the landing gear brackets, P/N: 1590-040-9656 (LH) and P/N: 1590-323-2880 (RH). A total of seven brackets have had to be replaced on twenty-eight aircraft inspected. A one-time inspection of the remaining brackets is scheduled at the next periodic inspection.

(b) Increased staff emphasis in aircraft PLL areas has resulted in the discovery that additional training and supervision is required to establish a satisfactory proficiency in records maintenance for PLL. Training in the provisions of Air 735-35 and 1st Aviation Brigade Regulation 735-35 is being conducted during assistance visits to each unit. Significant improvements have been noted during the past quarter with additional emphasis scheduled for the coming quarter.

(g. (U) Organization. Organizational chart and station listing appears as Enclosure #3.

(h. (U) Chaplain.

(1) This O 1 LL report includes only the Chaplain's activities since the arrival of the new Battalion Chaplain on 18 September 1969. There are no records for the first 7 weeks of this quarter.

(2) The following information should be included in the reporting period ending 31 October 1969:

(a) The 223d Aviation Battalion Chaplain has conducted a total of ten Sunday Protestant religious services with the total attendance of 204 soldiers.

(b) The Battalion Chaplain has supervised 11 Denominational Sunday and weekday services with laymen loading.

(c) During this period the Chaplain has made 18 visits to troops located at Ban Me Thout, Dong Ba Thin, Phu Hiep, Pleiku, Kontum, Dalat and Phan Thiet.

(d) Area coverage is provided to Lone Army Heliport on Sunday and throughout the week.

(e) Sunday services are held weekly at the 223d Aviation Battalion Headquarters and Lone Army Heliport.
SUBJECT: Operational Report of 223d Aviation Battalion (Combat) for Period Ending 31 October 1969, HCS CSFOR-65 (R1) (U)

(f) The Battalion Chaplain attended the Religious Day of Recollection for the 12 Chaplain's in the Qui Nhon area on 3 October 1969.

(g) The battalion's offerings were designated for the Qui Nhon Poor House, Binh Khe Orphanage, Chenh /tail/-; itefuge Center and Protestant Missions in Binh Dinh Province.

1. (U) Aviation Safety: The 203d and 18th Aviation Companies each had two major accidents, one in August and one in October. The 183d and 185th Aviation Companies each had one major accident in October. During the quarter there were eleven precautionary landings, one forced landing and one incident. Units of this battalion lost four O-1's through accidents during this reporting period. (NOTE: For hostile losses, see Section C-Intelligence)

The following chart shows the breakdown of accidents by companies:

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<th>UNIT</th>
<th>ACCIDENTS</th>
<th>CUMULATIVE RATE</th>
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<tbody>
<tr>
<td>HHC, 223d Avn Bn (Cbt)</td>
<td>0</td>
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<tr>
<td>18th Avn Co (UA)</td>
<td>2</td>
<td>60.4</td>
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<tr>
<td>183d Avn Co (UA)</td>
<td>1</td>
<td>14.7</td>
</tr>
<tr>
<td>185th Avn Co (UL)</td>
<td>1</td>
<td>16.0</td>
</tr>
<tr>
<td>203d Avn Co (UA)</td>
<td>2</td>
<td>33.8</td>
</tr>
<tr>
<td>219th Avn Co (UL)</td>
<td>0</td>
<td>0.0</td>
</tr>
<tr>
<td>225th Avn Co (SA)</td>
<td>0</td>
<td>0.0</td>
</tr>
<tr>
<td>TOTAL</td>
<td>6</td>
<td>17.5</td>
</tr>
</tbody>
</table>

j. (U) Civil Affairs.

(1) HHC, 223d Aviation Battalion continues to support the Qui Nhon Poor People's Home with extensive contributions of food and construction. Recent projects included repairing the main gate and extending the foot stand around their water well. Arrangements have been made for student teachers from the local teacher's college to visit the poor house and conduct classes in two new classrooms. School materials such as paints, pencils, and writing paper were donated through HHC, 223d Aviation Battalion, along with recess toys such as balls and jump ropes.

(2) The 18th Aviation Company has continued its support of the Da Nang Orphanage with gifts of food and 150 pounds of clothing. The company headquarters in Qui Nhon has continuously assisted in a project caring for displaced persons in the Qui Nhon area.

(3) The 183d Aviation Company completely painted the playground equipment at the local school with materials and labor volunteered by members of the unit. Ten gallons of paint were used to complete the project on 25 August 1969. Members of the 183d have written their hometown churches asking for used clothing and personal items for needy Vietnamese. These articles will be held by the Civic Actions Officer and distributed during the Christmas season to the local village children. One thousand board feet of scrap lumber was donated to the local school for repairs in September.
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AVBACB-DK

SUBJECT: Operational report of 23rd Aviation Battalion (Combat) for Period Ending 31 October 1969, RGS CSFOR-65 (ii) (U)

(4) 135th Aviation Company at Ban Me Thout is aiding in the construction of a six-room school for the Vietnam Protestant Evangelistic Church. Several men of the 135th are teaching 11-13 year old students at the Vinh Son Catholic School three times a week. The men of the 135th donated 14,160 piastres to the newly proposed Ban Me Thout Skin Clinic which will be primarily concerned with treatment of leprosy. After hearing of the need, the 135th arranged for a Redcap/Dentcap team to visit the Chieu Hoi Center. All Chieu Hoi in need of medical or dental attention were treated. While this treatment was being given, members of the 135th distributed toothpastes and toothbrushes to the Chieu Hoi and demonstrated how to use them for good dental hygiene.

(5) The 203d Aviation Company has continued to support the Hang Yang Orphanage in Tuy Hoa. They provided assistance to solicited projects in the local area in conjunction with the ARVN Civic Actions office. Donation of old and new building materials for the Phu Tan Province Hospital was made along with individual contributions of soap and medical supplies.

(6) The 219th Aviation Company continued its support of the Christian Missionary Alliance Compound in Pleiku. One project, the building of a church at Pleiku Wroong City near completion with voluntary time and labor from members of the 219th. Clothing and health articles were distributed to the patients of the Pleiku Province Hospital.

k. (C) Signal

(1) ZYR Program: The ZYR Program provides for the modification of all US Army aircraft in RVN to accept the new family series of radios, (AN/ARC-51 and AN/ARC-54). At the close of this reporting period, 99% of all aircraft assigned to units of the 223d Aviation Battalion have had the modification installed. Shortage of one modification for U-1A aircraft 56-3099 prevents the program from being 100% complete. Recent information indicates that kits should arrive in-country within the next 30 days.

(2) ZYS Program: The ZYS Program provides for the modification of all O-1 and OV-1 aircraft for installation of the TECO/XY-28 secure voice equipment.

(e) All O-1 aircraft have been retrofitted and have the capability to transmit voice secure. Twelve O-1 aircraft are assigned to insecure airfields and therefore do not carry voice secure equipment. These aircraft are located at Buon and nine aircraft at Gia Lai, Loc Le and Hoc Hao. Current security guidance prevents the mounting of secure equipment in aircraft assigned to insecure installations. However, such equipment may be installed and operationally employed on short notice if requested by the supported unit.

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SUBJECT: Operational Report of 223d Aviation Battalion (Combat) for Period Ending 31 October 1969, RCS CSFOR-65 (R1) (U)

(b) The OV-1 aircraft Z73 modification must be performed stateside prior to the arrival of the aircraft in country. Five of the 17 OV-1 aircraft assigned to the 225th Aviation Company within this battalion have not been retrofitted. An RVN wide shortage of control heads and mounts prevents the OV-1 aircraft from operating voice secure. Higher headquarters has been made aware of this problem.

(c) The five crypto accounts and storage facilities within the battalion were established, approved and became operational on their target date of 3 August 1969.

(3) High Frequency Radio Teletypewriter System: The 223d Aviation Battalion's HF radio teletype net is entering the final stages of being completely operational. Lack of qualified and experienced operators of the AN/VSC-2 RATT equipment caused considerable delay in the establishment of the net. Operators unfamiliar with this radio have caused considerable delay and some maintenance downtime. To prevent the recurrence of similar situations, a two-day course on the operation of the AN/VSC-2 radio was conducted at this headquarters by the factory service representative from General Dynamics. This training, in addition to the operator's increased familiarity with the equipment, has largely contributed to the nearing operational status of the HF net.

1. (U) Public Information.

(1) The 223d Aviation Battalion Information Office continued its mission of supplying material to all subordinate units for use in their information programs and publishing the battalion monthly newspaper, "The Griffin Gab".

(2) Support from units in the Hometown News Release Center for this period was as follows:

<table>
<thead>
<tr>
<th>UNIT</th>
<th>AUG</th>
<th>SEP</th>
<th>OCT</th>
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<tr>
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<tr>
<td>225th Avn Co (SA)</td>
<td>16</td>
<td>12</td>
<td>37</td>
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<tr>
<td>TOTAL</td>
<td>57</td>
<td>42</td>
<td>93</td>
<td>192</td>
</tr>
</tbody>
</table>

(3) During this reporting period, 52 written news releases were cleared by the 223d Aviation Battalion Information Office and forwarded to the 17th Aviation Group for use in other Command Information media.
2. **Section 2. Lessons Learned: Commanders Observations, Evaluations and Recommendations.**

   a. **(U) Personnel:** None

   b. **(C) Operations:**

   1. **Search and Rescue Procedures for Downed Aircraft:**

      a) **Observation:** Extreme difficulty was encountered in coordinating search and rescue (SAR) operations and recovery of equipment through supporting aviation units.

      b) **Evaluation:** Whenever an aircraft is discovered to be missing, excessive time is lost before other aircraft can be diverted to search for it. In addition, having other observation or surveillance aircraft to search for an aircraft probably downed by enemy action merely increases the exposure of those aircraft, thereby increasing the chances of losing more aircraft. Searches for three missing aircraft during the past reporting period resulted in the loss of a fourth. In addition, armed aircraft used for SAR from units not organic to this battalion have presented major coordination and communication problems due to the remoteness of search areas and uniqueness of each SAR operation.

      c) **Recommendation:** That an armed self-sufficient unit be established at aviation group level with a mission of providing on-call SAR operations. This unit should have well established means and lines of communication, pre-arranged SAR plans and its area of responsibility on file, and organic means for immediate extraction of wounded or deceased crew members and sensitive equipment from downed aircraft.

   2. **Installation of KY-23's:**

      a) **Observation:** KY-23 voice secure transceivers have been installed in all O-1 aircraft of this battalion, but are not being fully utilized.

      b) **Evaluation:** Only a few of the higher headquarters of supported units have voice secure equipment. As a result, there is little chance to use this equipment and less experience on using it.
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5 November 1969

SUBJECT: Operational Report of 223d Aviation Battalion (Combat) for Period Ending 31 October 1969, HQ CFWOR-65 (R1) (U)

(c) Recommendation: That procedures for use of the KY-28 equipment be disseminated among those ground units currently in possession of this equipment and that aviators practice to remain current in its use. As the equipment becomes available, more units should be furnished such equipment to net with our aircraft.

(d) Command Action: Special emphasis is being placed on use of secure voice equipment during proficiency rides and in-country checkouts by unit IP's and SIP's.

3. Installation of XM-76 Anti-Oscillating Monoscopes:

(a) Observation: All O-1 companies in this battalion recently received a small number of XM-76 anti-oscillating monoscopes.

(b) Evaluation: Possible enemy positions are located in the wide angle 1.5 power position. Then the power zoom is employed bringing magnification to 12 power. The use of this equipment eliminates the necessity of making hazardous low passes for positive identification of personnel on the ground and gives positive high altitude sightings on suspected enemy locations.

To install the XM-76, a modification is required which consists of the installation of an electrical outlet being tied into the aircraft power source to furnish power to the XM-76 control box.

(c) Recommendation: That enough XM-76's be made available to O-1 units in this battalion to allow installation of the XM-76 system in all observation aircraft.

(d) Command Action: Aircraft within this unit are being modified at this time to accept XM-76 systems as they are available.

4. Shortage of School-Trained U-1A Aviators:

(a) Observation: Shortage of school-trained U-1A aviators.

(b) Evaluation: The existing and forthcoming shortage of U-1A qualified aviators has imposed certain hardships on this unit. It places a demanding load on unit instructor pilots to complete a minimum of twenty-five hours per individual as outlined in TC 1-34.

(c) Recommendation: That emphasis be placed on obtaining school trained U-1A aviators. That aviators completing the U-1A school at Fort Ord, California be given orders of assignment to U-1A units in the Republic of Vietnam.

(d) Command Action: Experienced aviators who are not qualified in the U-1A are currently receiving transitions IAW TC 1-34.
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A/ARG-05
3 November 1969

SUBJECT: Operational Procedures for Aviation Battalion (Attack) for Period Ending 30 September 1969, AGS GR 0-65 (3) (C)

(5) Fuel Contamination:

(a) Observations that contamination or suspected fuel contamination can delay or prevent satisfactory air operations have been made.

(b) Evaluation of contamination, especially with JP-4, is very hard to detect. Therefore, with the fuels still experience difficulty in determining if a fuel is contaminated with other than water or solid particles. Moreover, fuel contamination at outlying sites causes undue delay because there is usually only one source for fuel. Replacement fuel must be delivered by air in bulk. At times fuel samples are tested and normal fuel readiness procedures are delayed.

(c) Recommendations: That fuel comparison kits be distributed to separate units to identify proper detection of uncontaminated fuel and fuel containing various amounts of contaminants. These kits could be made by filling clear bottles with samples of uncontaminated and contaminated fuel and then used to compare with other aviation and POL personnel. In addition, standby fuel supplies should be arranged to supply fuel on a temporary basis if a fuel source of fuel is suspected of contamination. Possible alternate fuel supplies would be bladders or 55 gallon drums with hand operated pumps.

(d) Command Action: Subordinate units have been directed to implement the suggestions in (c) above as they are able to obtain the necessary materials. Fuel test kits have also been ordered for distribution to separate units.

(6) Command and Control Over Contact Situations:

(a) Observations: There are no established procedures for the command and control of aerial aviation supporting friendly units in contact.

(b) Evaluation: When a ground unit makes a call for help, all nearby FAC's, Army O-1's, corporations, C/1 helicopters, etc., rush to the scene of battle. The situation then becomes a dangerously crowded, radio communication. The supporting unit becomes impossible, and the ground unit suffers as a result of lack of control.

(c) Recommendations: That a definite priority of command and control of aerial forces supporting friendly units in contact be established. A possible method is to have: First call it on the scene control all subsequent arrivals, including helicopters, direction of rolling turns, and acting as a control at the radio net. If a more appropriate aircraft arrives later, such as a O-1 aircraft, then it could take over after being briefed by the prior control aircraft. Whatever procedure is selected, it should receive wide dissemination to all units and aviators to clear up the present confusion.
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SUBJECT: Operational Report of 223rd Aviation Battalion (Combat) for Period Ending 31 October 1969, RGS GSPOR-65 (R1) (U)

(d) Command Action: Aviators in this battalion are briefed to avoid high density areas where they are not absolutely required and to use utmost discretion while operating over ground actions to prevent the possibility of midair.

(7) Tactical Flight Following:

(a) Observation: There are insufficient radio flight following facilities to enable low level aircraft in mountainous areas to maintain continuous radio contact and, therefore, positive flight following.

(b) Evaluation: This battalion lost two OV-1C aircraft during the month of October 1969. In both cases, the aircraft were on Infrared, low level (1500 feet AGL) surveillance missions operating in extreme mountainous terrain during the hours of daylight. Mayday calls were not received from either aircraft and in both cases, flight following radio and radar were unable to maintain contact with the aircraft while in their assigned target areas. The result of this inadequacy was the lack of a definite location in which to conduct search and rescue operations. Present flight following techniques provided only a general area in which to organize the search, 4,000 Sq Km in one case and 9,600 Sq Km in the other. The enormity of these search areas considerably lessened the possibilities for success of the search and rescue effort.

(c) Recommendation: That airborne flight following stations be positioned at high altitudes over extreme mountainous terrain. These stations would enable solo tactical aircraft to maintain continuous radio contact and submit pinpoint position reports. In the event difficulties were encountered by the tactical aircraft, the resulting decrease in search and rescue time could more than make the difference between success and failure of the rescue operation.

(d) Command Action: Commencing 14 October 1969, all low level tactical missions flown by this unit are provided with a flight following aircraft. Through experimentation, it has been found that an OV-1 flying in excess of 20,000 AGL can communicate with and provide flight following for any aircraft within II Corps Tactical Zone.

0. (U) Training.

(1) Accounting Class Codes for Out of Country Schools:

(a) Observation: Accounting class codes for attendance at the out of country survival schools are not being received on a timely basis.

(b) Evaluation: Quotas for attendance at out of country survival schools are received on an average of five to seven days before the required reporting date. Funding codes are not received until an average of one day prior to the reporting date. The air base serving the school requires orders.
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5 November 1969

SUBJECT: Operational Report of 223d Aviation Battalion (Combat) for Period
Ending 31 October 1969, GSPOG-65 (31) (U)

on the individual no later than 1200 hours on the day preceding the flight
in order to reserve a seat on the flight. The quota for 1 Nov 69 was lost
because fund codes were not received and therefore not cited on the indi-
vidual's orders. The air base refused to honor the individual's orders and
filled the aircraft with other standby personnel.

(c) Recommendation: That funding codes be made available on a more
timely basis to using units. For best results funding codes should
accompany school quotas, or be sent directly to battalions.

(d) Command Action: Unit has reallocated remaining quotas and requested
expeditious handling of required fund codes from higher headquarters.

(2) NOI Course for IP/SIP's:

(a) Observation: There is no instructor pilot training school for
fixed wing aviators in Vietnam.

(b) Evaluation: All prospective IP's and SIP's should be afforded the
opportunity to attend some type of "methods of instruction" class. Such a
course should include proper usage of standardized training forms, standard-
techniques of teaching and an understanding of general performance indicators
as a guide for detecting weaknesses in aviators. This course could be
given for combined classes of rotary and fixed wing IP/SIP's since forms and
methods of instruction are the same.

(c) Recommendation: That an NOI class be conducted by a higher headquarters
on a monthly or bi-monthly basis. All IP's and SIP's without prior training
could be more effectively and efficiently taught by standardized instructors
at a central location than as done currently at unit levels.

(d) Command Action: Current NOI instruction is given to IP's of this
battalion on an individual basis by SIP's during the IP's course of
instruction.

(c) Intelligence,

Perimeter Inspections:

(1) Observation: Recent inspections of perimeter defenses by subor-
minate units have shown evidence of sabotage by the enemy.

(2) Evaluation: More barbed wire entanglements have been placed
around perimeters, weeds and grass often grow up to obscure close inspection.
Grass-hidden claymore mines have been found buried to face inward, trip
flares disconnected, and wire in a poor state of repair. It is suspected
that Vietnamese nationals used as civilian laborers may be responsible in
part for these sabotage attempts.

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AVBACB-DE

5 November 1969

SUBJECT: Operational Report of 223d Aviation Battalion (Combat) for Period Ending 31 October 1969, AVBACB-DE (RT) (U)

(3) Recommendations: That a defoliation program be instituted in conjunction with present perimeter defenses to prevent obscuration of defensive items.

(4) Command Action: Frequent perimeter inspections in depth are being conducted with emphasis on positioning of claymore mines and warning devices. Where foliage prevents close inspection, that foliage is being eliminated. Vietnamese nationals working close to perimeter defenses are under constant supervision.

e. (G) Logistics.

The Painting of Accessory Mounting Points:

(1) Observation: Kriental Aircraft Company, during the process of overhauling R-1340-61 engines, paints all of the accessory mounting points.

(2) Evaluation: The painting of the accessory mounting points is unwarranted. This paint must be removed prior to installing the accessories on the R-1340-61.

(3) Recommendations: Since the Government Contract to overhaul the R-1340-61 has recently been awarded to United Aircraft of Canada, it should be brought to their attention that the process of painting the accessory mounting points should be eliminated. Instead it would be preferable to substitute a light coat of preservative on the bare metal of the accessory mounting points to prevent deterioration of the exposed areas while in transit to the using units.

(4) Command Action: Excess paint is presently removed from the accessory mounting points at the cost of twenty man hours per engine. A letter has been submitted to the Senior AUSCOK Representative to inform them of the existing problem and an EIR was submitted.

f. (U) Organizational. None

g. (U) Other. None
TO: Department of the Army (USAO, D.C.), Washington, D.C. 20310
Commanding General, I Field Forces Vietnam, AFO 96350

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

2. (c) The following comments and recommendations are submitted:


(1) Paragraph 1b(1), Page 1, Personnel. Personnel to replace January losses in the 163rd Medical Detachment can be resolved at this headquarters since only three enlisted replacements are required.

(2) Paragraph 1c(3), Page 4, Intelligence. First line of activity should be corrected to read 72 significant shot-at incidents for this reporting period.

(3) Paragraphs 1d and e, Page 5, Operations. Total amount of time spent in operations and training is not reflected in the report (see Para 5b(1)(c) USARV Regulation 525-15).

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

(1) Page 13, Paragraphing of Section 2 is not in accordance with 17th Aviation Group Message PUB 409-69, dated 14 October 1969, which changed the order of the paragraphs in Para 5b(4), Page 3, USARV Regulation 525-15.

(2) Paragraph 2b(1)(b) and (c), Page 13, Search and Rescue Procedures for Downed Aircraft. Search and rescue (SAR) procedures were established by 17th Aviation Group Regulation 95-10, 12 November 1969. Group level SAR unit is considered impractical due to limited personnel and aircraft assets. SAR is the responsibility of the unit to which the mission aircraft is assigned. Group headquarters assists by providing assets from other units to participate in the overall search plan.

(3) Paragraph 2b(2)(c), Page 14, Installation of NV-38s. This problem is being solved and the necessary command action has
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AVB-CN-85

SUBJECT: Operational report lessons learned of 223rd Aviation Battalion (Combat) for period ending 31 October 1969, 223rd Aviation Battalion (Combat) FO

been initiated at higher headquarters. All major commands are implementing the use of SELFO equipment.

(4) Paragraph 2b(3), Page 14, Installation of XI-70 Anti-Oscillation Action. User test period was completed the end of Oct 67. Issue of the monoscope is based on CANDASS 516AI, 29 May 1968 which set the basis of issue at 10 XI-70 per company.

(5) Paragraph 2b(6), Page 15, Command and Control over Contact Situation. Non-concur. Despite current confusion at manned contact calls, there is a procedure that can be utilized. If there is a C/AC ship over the unit all other aircraft should report in on the appropriate frequency for instructions. Other aircraft not directly involved should remain at appropriate altitude and out of the contact area. If a Tactical Emergency (TAC-E) is declared there are adequate procedures stated in Appendix 3, to Annex A, 17th Aviation Group (Combat) SOF.

(6) Paragraph 2c(1)(a), Page 16, Accounting Class Codes for Out of Country Schools. Accounting these codes are telephoned to the 17th Avn Gp from the 1st Avn Gp approximately seven days prior to the school starting date. These codes are telephoned to the units which must publish and mail copies of the individual's orders to the Tri-Service AGCU by 1200 hours of the preceding departure date.

FOR THE COMMANDER:

[Signature]

LG Col. [Name]

CPT, ADA
Adjutant

CP:
223rd ADA

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CONFIDENTIAL

(19 Nov 69) 2d Ind (u)

SIS JN: Operational Report Lessons Learned of 223d Aviation Battalion Combat for Period ending 31 October 1969, 1050 CIRA-65 (a) (u)

To: Commander, 1st Field Force Vietnam, AFO 96350

From: Commanding General, 1st Aviation Brigade, AFO 96344

1. (u) This headquarters has reviewed subject OCM and forwarding endorsement and concurs, except as indicated below.

2. (u) Reference para 1(b)(2): On 26 Nov by this headquarters assigned to Avn of (Out) of the basic security requirements for safeguarding equipment: it is... parked at 10,000 transportation, to include in charge of Appendix 10, single directive 0320.14.

For The C&O

FREDERICK E. HOLL

(Handwritten)

ASS

CF:
1 - 09, 17-1 Avn 3. (Out)
1 - 09, 23d Avn 9h (Out)

DOWGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DUE 3200.10
CONFIDENTIAL

AVIATION (5 Nov 69) 5 Ind

SUBJECT: Operational report C-1 aircraft (Concert, Concorde or Bracket) Period ending 31 Oct 1969

1. (U) This headquarters has reviewed only the report in so far as the contents are contained in the following:

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

   a. Paragraph 1b(1) of (C) paragraph 6.1. includes sections 6.1. and 6.2. The 17th Aviation Brigade (Concert) has received a total of all H.O.'s reported as critically short by the 17th Aviation Brigade (Concert). The shortage of the H.O. is a 60 day period, and can only be partially corrected at this present time. The 17th Aviation Brigade has received a total of six H.O.'s during the last 90 days, two of which were assigned to the 17th Aviation Brigade (Concert). During the same 90 day period, the 17th Aviation Brigade (Concert) has received an heavy rotational loss. In an effort to prevent and correct this shortage, this headquarters has included an improvement of 1/2 (1/2) General) input to the 17th Aviation Brigade (Concert).

   b. Paragraph 1c(4)(a)(e), page 5, states that a survival report was received on the C-1 aircraft 17th Aviation Brigade (Concert). The 17th Aviation Brigade (Concert) has been receiving an equitable share of C-1 aircrafts, and is expected to continue this equitable allocation in a reporting period. Having received 6 of these aircraft during the final 90 days, 52 trained survival personal chosen to 17th Aviation Division (Concert) for above the brigade average in school trained in 1969.

   c. Paragraph 1c(4)(a), page 5, states that survival training in C-1 aircraft. Concorde, 1st Aviation Brigade, etc., AVIAT-4-0014, 31 October 1969, subject: Inspection of C-1 aircraft from Limited to Concert. Bracket notes the same auditor as Bracket and should be performed at the next Preventive Maintenance Inspection.
 Paragraph 1(b), page 11, discusses the ZVS secure voice modification program. The modification kit for U-1A, ZVS-69, was received by USAF on November 69, and is being sent to the retrofit team in QM for installation.

 Paragraph 1(b)(a), page 11, concerns installation of secure voice equipment in aircraft at insecure airfields. This headquarters issued new instructions in accordance with MAJCOM guidelines on 8 October 68 (lst Aviation Brigade is to use 201-C-09, subject: METR Physical Security Controls). The new instruction stated that equipment can be installed in aircraft assigned to an insecure airfield as long as certain requirements are met. The equipment is not to be installed in aircraft at secure airfields.

 Paragraph 2b(1), page 15, discusses difficulties in search and rescue operations and the need to organize a special unit to perform this function. Neither general nor aviation assets nor aviation areas permit such an organization. Prior to initiating search and rescue, responsible commanders should give a detailed briefing on what is required and areas to be covered. The controlling agency must be designated to insure continuity of effort. Aviation personnel should be trained in proper search and rescue procedures so that a portion of assets or an entire unit can be diverted for this type mission on short notice.

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coordination with USAF in an attempt to alleviate the situation. New procedures should provide these workers later than even engineers in the class starting late. USAF is attempting to assign a priority to classification and which will correct future problems.

J. Paragraph 2e, a and b, discusses painting necessary mounting points on R-1340-61 engines. However, the removal of the paint from the accessory mounting points on the R-1820-2 engine is not required. By painting the mounting points, the oil seal sealing and providing a best corrosion preventative available. Since all necessary five assemblies have internal seals to prevent oil leakage, the point located between the assembly and the mounting points does nothing more than prevent metal to metal contact, friction damage, and possible corrosion. The unit has been advised to discontinue the practice of painting the unit from accessory mounting points.

FOR THE COMMANDER:

[Signature]

Gy of 3d Inf Bn
CO 234th Avn Bn (Cbt)

ARThUR W. LITTLE
CPT AG
Asst AG.
AVHXG-DST (5 Nov 69) 4th Ind

SUBJECT: Operational Report of 223d Aviation Battalion (Combat) for Period ending 31 October 1969, RCS CSPOR-65 (R2) (U)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375

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 31 October 1969 from Headquarters, 223d Aviation Battalion (Combat) and comments of indorsing headquarters.

2. Comments follow:

   a. Reference item concerning "Search and Rescue Procedures for Downed Aircraft", page 13, paragraph 2b(1); 1st indorsement, paragraph 2b(2); and 3rd indorsement, paragraph 2g, concur with indorsements. USAV letter, AVHAV-OPT, 27 Nov 69, subject: Search and Rescue - Southeast Asia, provided information to all aviators concerning capabilities of the search and rescue resources controlled by the Joint Rescue Control Center (JRCC). Maximum utilization should be made of these dedicated assets.

   b. Reference item concerning "Installation of XM-76 Anti-Oscillating Monoscopes", page 14, paragraph 2b(3), and 1st indorsement, paragraph 2b(4); concur with 1st indorsement. The XM-76 was procured under ENSURE request 244 and the 801 has been established as 10 per Reconnaissance Airplane Company.

   c. Reference item concerning "Shortage of School-Trained U-1A Aviators", page 14, paragraph 2b(4), and 3rd indorsement, paragraph 2h; concur with 3rd indorsement. A check with the USARV AG (Aviator Assignments) reveals that USARV is currently short 17 U-1A aviators.

   d. Reference item concerning "Command and Control Over Contact Situations", page 15, paragraph 2b(6), and 1st indorsement, paragraph 2b(5); concur with 1st indorsement. Action by higher headquarters is not required.

   e. Reference item concerning "Tactical Flight Following", page 16, paragraph 2b(7); concur. It is not always possible to place flight following radio transmitters and receivers on high terrain because of the physical security problems associated with such locations. Every attempt is made to locate these stations to provide the maximum possible coverage to aircraft operation within the flight following station's area of responsibility. In the absence of coverage, the action taken by the unit is the best solution to the problem.
f. Reference item concerning "Accounting Class Code for Out of Country Schools", page 16, paragraph 2c(1); 1st Indorsement, paragraph 2b(6); and 3rd Indorsement, paragraph 21; concur. Funding codes accompany school quotas. Both are obtained and dispatched by USARV Aviation on a monthly basis, normally by the 15th of the preceding month.

g. Reference item concerning "MOI Course for IP/SIP's", page 17, paragraph 2c(2); nonconcur with the recommendation. Concur with the command action. Each SIP should be conducting MOI instruction with the IP's under his supervision. The standardization guides specify to the IP/SIP's the standards which must be met.

h. Reference item concerning "The Painting of Accessory Mounting Points", page 18, paragraph 2e, and 3rd Indorsement, paragraph 2j; concur with 3rd Indorsement. Action by higher headquarters is not required.

FOR THE COMMANDER:

Cy furn:
223d CAB
1st Avn Bde
SUBJECT: Operational Report of HQ 223d Aviation Battalion (Combat) for Period Ending 31 October 1969, KCS CSFOR-69 (A1) (U)

HQ, US Army, Pacific, APO San Francisco 96345

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

This headquarters concurs in subject report as indorsed.

FOR THE COMMANDER IN CHIEF:

[Signature]

AGC

AS AG
## Operational Results

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<td>225th Avn Co (UA)</td>
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<td><strong>302.3</strong></td>
<td><strong>61</strong></td>
<td><strong>500</strong></td>
<td><strong>4</strong></td>
<td><strong>7</strong></td>
<td><strong>11</strong></td>
<td><strong>9</strong></td>
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</table>

| Aircraft Lost:        | 4 O-1G         | 2 OV-1C       | 2 U-1A              | 1 O-1D         |
| Aircraft Damaged:     | 9 O-1G         | 1 O-1D        | 1 OV-1C             | 1 O-1D         |
### Aircraft Status as of 31 October 1969

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</table>

Incl #4

CONFIDENTIAL

DOWNGRADED AT 3 YEAR INTERVALS; DECLASSIFIED AFTER 12 YEARS.
DOD HIR 5200.10
Operational Report - Lessons Learned, HQ, 223d Aviation Battalion

Experiences of unit engaged in counterinsurgency operations, 1 Aug 69 to 31 Oct 69.

CO, 223d Aviation Battalion

5 November 1969

N/A

N/A

UNCLASSIFIED