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SUBJECT: Operational Report - Lessons Learned, Headquarters, 223d Aviation Battalion, Period Ending 31 January 1970 (U)

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Major General, USA
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AVBACB-DE

9 February 1970

SUBJECT: Operational Report-Lessons Learned, 223rd Aviation Battalion (Combat), Period Ending 31 January 1970 (U)

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   b. (C) Personnel.

      (1) Infusion Program: No significant problems have occurred during this quarter and any conflicts have been resolved internally. Prior problems in the 163d Medical Detachment were resolved by replacement personnel from CONUS. The present rate of foreign service tour extensions coupled with the current flow of replacements appear sufficient to preclude future problems without requiring outside assistance.

      (2) Replacements:

         (a) Enlisted replacements were received in satisfactory numbers during the final two months of this quarter after an initial period of insufficient replacements, (EM assigned: Nov 90, Dec 60, Jan 98). The quality of junior enlisted replacements is lacking. MOS producing schools appear to be graduating personnel on the basis of time spent in school rather than proficiency. Extensive OJT is required to train individuals. This is especially prevalent in 71B, 71H, and 67A MOS’s and should be corrected at the school level. Shortages currently exist in the following areas: MOS 70A10 (with 17, Aug 8), 71B20 (with 10, Aug 2), 71P40 (with 9, Aug 7), and 71T20 (with 10, Aug 2). During this quarter 171 enlisted replacements were received leaving the battalion at 93% of its enlisted strength at the end of the quarter, a drop of 3% since the previous quarter.

9 From 9
/01/28

Inclosure
9 February 1970

SUBJECT: Quarterly Report-January, 223d Aviation Battalion

(Summary, Period Ending 31 January 1970)

The quality of officer replacements has been satisfactory. Only 20% of the officer replacements arrived directly out of flight school. However, shortages of commissioned officers remain critical. Totals of 22 commissioned officers and 14 warrant officers were received during this quarter leaving the battalion with 70% of its authorized commissioned strength of 151 and 96% of its authorized warrant strength of 57, or an overall officer percentage of 78%.

Replacements During this reporting period the battalion call-in unit undertook outlying company. The results were 7 replacements of career soldiers and 9 first term replacements. This represents 4% of the eligible first term soldiers and 10% replacement of career soldiers.

Current status of the 223d Aviation Battalion (Combat) is attached as Enclosure C.

The significant personnel change during the first quarter are as follows:

The name of Lt. J. M. Higdon, Jr., 263-54-7754, assumed duties as battalion S-3 on 1 Feb 1970, vice CPT Thomas E. Higdon, Jr., 263-54-7754.

CPT John W. Lott, Jr., 363-41-2669, assumed duties as battalion S-4 on 6 Dec 1969, vice CPT James L. George, Jr., 34-50-6114.

CPT Glenn M. Allen, Jr., 251-77-2904, assumed duties as Battalion Assistant S-2 on 1 Jan 1970.


CPT Paul E. Walter, Jr., 429-53-374, assumed duties as Battalion S-2 on 28 Dec 1969, vice CPT Glenn M. Allen, Jr., 251-77-2904.

CPT Don L. Hayman, Jr., 429-53-374, assumed duties as Battalion S-1/Adjutant on 1 Dec 1969, vice CPT Earl E. Barger, Jr., 569-36-1188.


ENCLOSURES

2

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SUBJECT: Operational Report-Lessons Learned, 223d Aviation Battalion (Combat), Period Ending 31 January 1970

(j) CW2 Herbert L. Clark, QM, 459-42-3553, assumed duties as Battalion Supply Technician on 30 Nov 1969.


(l) CPT Terrance E. Wehrkamp, SC, 50J-44-5478, released by DEROS on 6 Dec 1969 as Battalion Signal Officer.

(m) CPT John N. Smith, AR, 511-34-7158, assumed duties as HHC Commander on 24 Nov 1969, vice CPT David S. Tracy, IN, 537-38-0494.


(o) MAJ Willis L. Manley, FA, 517-34-7672, assumed command of the 183d Aviation Company (Utility Airplane) on 24 Dec 1969, vice MAJ Edward L. Harris, IN, 423-24-4476.


(q) MAJ David C. Naumann, IN, 397-28-6545, assumed command of the 219th Aviation Company (Utility Airplane) on 20 Nov 1969, vice MAJ Robert H. Stafford, IN, 558-46-7412.

(6) Casualties: The battalion casualties for the period were five wounded. (See Inclosure #2)

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

c. (C) Intelligence.

(1) Enemy Situation: The enemy initiated a major operation in November in the Hu Prang-Duc Lap area involving elements of the 28th NVA Regt, 66th NVA Regt, K-396th Arty Bn, K-33d Arty Bn and E-37 Sapper Bn. This offensive was exhausted by the first week in December and activity remained light and scattered until January. Starting in the first week of January, reports of a possible Tet buildup and offensive began to accumulate along with some activity in Binh Dinh province to include stand-off fire attacks against An Khe and LZ English. Overall enemy activity increased with the possibility of a Tet Offensive indicated at the end of this reporting period.

(2) Ground Attacks: There was one ground attack against an airfield where elements of the 223d Aviation Battalion were located during the

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(Combat), Period Ending 31 January 1970

period 1 November through 31 January. This was directed against Dong Ba
Thin on 30 November and resulted in one man slightly wounded with no
damage to unit aircraft. There were 33 stand-off fire attacks reported
from these installations with Ban Me Thuot and an (the hardest hit followed
by Dong Ba Thin and Gia Nghia.

(3) Air Activity: Units of the 223d Aviation Battalion reported 104
shot-at incidents during this reporting period. The battalion lost one
O-1 as a result of 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 JSIR'S</th>
</tr>
</thead>
<tbody>
<tr>
<td>18th Avn Co (Ul)</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>183d Avn Co (Ul)</td>
<td>1</td>
<td>4</td>
<td>0</td>
<td>5</td>
</tr>
<tr>
<td>185th Avn Co (Ul)</td>
<td>70</td>
<td>6</td>
<td>1</td>
<td>76</td>
</tr>
<tr>
<td>203d Avn Co (Ul)</td>
<td>14</td>
<td>3</td>
<td>0</td>
<td>17</td>
</tr>
<tr>
<td>219th Avn Co (Ul)</td>
<td>9</td>
<td>3</td>
<td>0</td>
<td>12</td>
</tr>
<tr>
<td>225th Avn Co (Ul)</td>
<td>9</td>
<td>0</td>
<td>0</td>
<td>9</td>
</tr>
<tr>
<td>TOTAL</td>
<td>104</td>
<td>16</td>
<td>1</td>
<td>120</td>
</tr>
</tbody>
</table>

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

(4) Collection Plan:

(a) The four O-1 companies of the 223d Aviation Battalion flew 8,155
visual reconnaissance sorties and reported 2,615 significant sightings.
The 225th Aviation Company (Surveillance Airplane) flew 327 L/R missions,
3,854 IR missions, and 486 visual/photo missions.

(b) Numerous OIR's (Other Intelligence Requirements) were levied on
this battalion including requests for information on enemy use of chemical
warfare, new or modified enemy weapons, and position reports of the 22d
HVR Regiment. One SICR (Specific Intelligence Collection Requirement) was
requested concerning possible locations and data on VC factories.

(5) Administrative Intelligence Activities:

(a) Security Clearances: During the past quarter, the 223d Aviation
Battalion processed 76 SECRET clearances, 20 CONFIDENTIAL clearances, one
Background Investigation, and five National Agency Checks. USJR checks
were submitted for validation of 6 TOE SECRET clearances.

(b) War Trophies: Three war trophies were reported and properly
registered during this reporting period.

(c) Dissidence Report: One individual in the 219th Aviation Company
was reported as a possible disdiant personnel during this reporting
period.
SUBJECT: Operational Lessons Learned, 223d Aviation Battalion
(Combat), Period Ending 31 January 1970

(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
improvisation 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 or missing 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. P.E.T.U.P Jungle Environmental Survival School (JEST), Subic Point NAS,
      Philippines.

3. At the present time, the battalion has 39 survival, escape and
evasion school trained personnel assigned throughout its units. During
this reporting period quotas were received allowing three crewmembers
from units of this battalion to attend the PLSS course in Okinawa. No
quotas for other schools were received.

d. (1) Operations:

(1) The 223d Aviation Battalion (Combat) continued to provide fixed
wing aviation support to the US and RVN World Forces located primarily in
the II Corps Tactical Zone, Republic of Vietnam. This support was rendered
utilizing the assets of one U-1 company, four O-1 companies, and one OV-1
company. The battalion flew a total of 25,480 hours of combat support with
an overall availability rate of 81.0% during this reporting period. Both
normal and special operations were supported by units of the battalion.
The only large scale operation was in connection with the enemy offensive
in the Bu Prang-Duc Lap area. Non-linear support was largely given to units
operating in search of enemy supply caches, infiltration routes, anti-
aircraft, mortar and rocket firing positions.

(2) Numerous inspection visits were made by staff personnel to
subordinate operating sections. New inspection checklists were prepared
from the latest regulations and distributed prior to inspection visits.
In-depth inspections were then made in areas covered by the checklists
and results forwarded through channels to unit commanders for corrective
action. Previously weak areas have been largely brought up to standard as
a result of these efforts.

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9 February 1970

SUBJECT: Report on 1st Battalion, 503d Airborne Battalion

(1) The utility (Utility Airplanes) of the 1st Battalion aviation

Company was initiated shortly after the battalion began its
mission requirements

throughout the I Corps area of the Republic of Vietnam. The first platoon

at Nha Trang Field was turned over to the 3d Battalion, 503d Airborne

Company, 173d Airborne Brigade, in June 1967. The first flight section of the

second platoon at Pleiku Field was delivered to the 4th Battalion, 503d Airborne

Company, 173d Airborne Brigade, in June 1967. The second

flight section at Pleiku Field was delivered in late June 1967. The total

of seven aircraft delivered to the battalion was adequate to furnish a wide range of

aircraft availability.

(2) The utility (Utility Airplanes) of the 1st Battalion

Company were delivered to the pocket area of the I

Corps in early November 1967, and the

quarterly

utilitarian (airplanes) continued special operations

in the

corridor to the rear of the battalion area.

Improvement in the

maintenance

building,

lighting,

and

to the battalion included

air

fuel

in the battalion area, project

availability.

(3) The utility (Utility Airplanes) of the 1st Battalion

Company was improved as the battalion continued

proviso

in the

utilitarian (airplanes) continued special operations

in

the

corridor to the rear of the battalion area.

Improvement in the

maintenance

building,

lighting,

and

to the battalion included

air

fuel

in the battalion area, project

availability.

(4) The utility (Utility Airplanes) of the 1st Battalion

Company was improved as the battalion continued

proviso

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Improvement in the

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(5) The utility (Utility Airplanes) of the 1st Battalion

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availability.

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SUBJECT: Operational Report-Lessons Learned, 223d Aviation Battalion (Combat), Period Ending 31 January '70

Small ARVN and ROK operations were also supported in Bình Định province. Assigned aircraft flew a total of 3,686 combat and combat support hours with an average aircraft availability rate of 92.4%.

(7) 219th Aviation Company (Utility Airplane): The 219th Aviation Company continued its mission of providing aviation support to the 4th Infantry Division, 52d Artillery Group, 5th Special Forces and MACV elements in Pleiku and Kontum provinces. No large scale operations were conducted by supported units during this quarter. Support to operations by the 219th was limited to artillery employment, reconnaissance, and control between units. Construction continued on perimeter bunkers at Camp Holloway, two of which were completed during this period. In addition a TOC bunker was constructed in the company area. The company flew a total of 5,346 hours while maintaining an average aircraft availability rate of 81.7%.

(8) 225th Aviation Company (Surveillance Airplane): During this reporting period 1 November 1969 through 31 January 1970, the 225th Aviation Company continued to provide Infrared, SLAR, Visual and Day and Night Photographic surveillance to the II Corps Tactical Zone. Free World Forces supported were: 4th Infantry Division, 173d Airborne Brigade, II ARVN Corps, Task Force South, Republic of Korea 9th and 10th Division, 24th Special Tactical Zone, "B" Company, 5th Special Forces Group, Quang Duc province, and IFFV. On 12 November 1969, the 225th emplaced a TKQ-2 SLAR Ground Data Station at Ban Me Thuot in support of the 23d ARVN Division by providing a real time presentation of targets. Originally employed during the siege at Bu Prang and Duc Lap, the station continued to provide valuable support to the 23d ARVN Division and Quang Duc province and has remained in service at Ban Me Thuot. Night photographic capabilities were perfected using the SUU-25 Rocket Pods during November and used for missions near Bu Prang and Duc Lap. On 15 January 1970, an Infrared Mine Detection Test was conducted with the Army Concept Team Vietnam. Test results indicate that the OV-1 Infrared system can detect mines. On 22 January the 225th completed its 30th month of accident free flying having accumulated 28,024 accident free hours. During this reporting period, a total of 3,809 hours were flown with a resulting average aircraft availability rate of 74.0%.

e. (1) 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 and a bimonthly safety meeting was held at battalion level. Standardization meetings at battalion level were held on 3 November 1969 and 5 January 1970.

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SUBJECT: Quarterly Report—Lessons Learned, 223d Aviation Battalion (Combat), Period ending 31 January 1970

(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 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 223d Aviation Company conducted an aerial Observer Training School at Quantico. Twenty-five NCO's and officers completed the two-week course and now participated in regular missions.

(5) The unit was transitioned into the U-1, by the 18th Aviation Company during this reporting period.

f. (1) Legislation.

(1) Numerous compliance visits have been made by a battalion C-4 team consisting of a staff officer, aircraft maintenance officer, two aircraft technical inspectors, the automotive maintenance technician, and the supply technician. This team has found that actually working with subordinate units from the bottom up produced better results than merely inspects and recommending. Furthermore, working with these units gives battalion staff members ideas that can be brought to unit problems.

(3) Aircraft Maintenance

(a) The entire deadline periods have resulted from inadequate operator maintenance. Work-up revision by section chiefs and maintenance has reduced the deadline delinquency and shortened down time.

(b) All aircraft have been helped to update their Phibs through instruction, and properly maintain supporting documents and conduct proper maintenance. In addition they have been reviewed on pertinent regulations, and 1st Arm BN 79-42 and 1st Arm BN 706-35.

(3) Aircraft Maintenance

(a) Oil samples submitted to the Petroleum Analysis Station at Quantico by unit service platoons must be accurate and timely. To insure this, a log containing aircraft serial number, engine serial number, airframe hours and engine time would be kept by unit maintenance officers responsible for collecting the oil samples.

(b) Aircraft time for periodic maintenance may be cut considerably if all first entries entries on the 2208-13 and 2209-14 forms are corrected prior to the aircraft being turned over to service platoon personnel.

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SUBJECT: Operational Report-Lessons Learned, 223d Aviation Battalion (Combat), Period Ending 31 January 1970

(c) Technical supply and aircraft maintenance personnel can solve many small problems before they grow by simple face-to-face contact with supporting units. Problems shared often become problems solved with outside advice and experience.

g. (U) Organization. Organizational chart and station listings appear as Enclosure #3.

h. (U) Chaplain.

(1) The 223d Aviation Battalion (Combat) Chaplain has conducted a total of 26 Sunday Protestant religious services with a total attendance of 422 soldiers.

(2) The Battalion Chaplain has supervised 40 denominational Sunday and weekday services with laymen leading. Sunday services are held weekly at the 223d Aviation Battalion Headquarters and La Cam Army Heliport. Mid-week Protestant services are held at the Battalion Chaplain's Office.

(3) During this period the chaplain has made 52 visits to troops located at Ban Me Thuot, Dong Ba Thin, Phu Hiop, Kien An, Da Nang, Kontum, Choe Rue, Dalat and Phan Thiet as well as providing continuous service at Qui Nhon and area coverage to La Cam Army Heliport.

(4) The battalion's offerings, totaling $243.43, were designated for local charities as determined by the Qui Nhon Area Consolidated Chaplain's Fund Council.

(5) During this period the Battalion Chaplain attended the Religious Day of Recollection for the 12 chaplains in the Qui Nhon area three times. The Chaplain also attended the 1st Aviation Brigade Chaplain's Conference at Long Binh during the month of January.

(6) During the Christmas season, the following items were given to the Holy Infant Orphanage from various groups in the States:

(a) 100 boxes of clothing
(b) 40 cases of candu
(c) 25 cans of food
(d) Milk to be delivered daily

(7) On Christmas Day the Battalion Chaplain made 14 visits to members of this battalion located throughout I Corps.

(8) The Battalion Chaplain has been selected to serve as a member of the Qui Nhon Area Consolidated Chaplain's Fund Council.

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AVNACB-54

SPECIAL: Operational Report-Lessons Learned, 223d Aviation Battalion
(Combat), Period Ending 31 January 1970

1. (U) Aviation Safety. This quarter closed with one major accident. The 18th Aviation Company lost a UH-1D due to engine failure. Precedentary landings and forced landings increased from last quarter. During this quarter there were eighteen precedentary landings and five forced landings. Two incidents were reported. The following chart shows the breakdown of accidents for each company:

<table>
<thead>
<tr>
<th>Company</th>
<th>Precedentary Landings</th>
<th>Forced Landings</th>
</tr>
</thead>
<tbody>
<tr>
<td>18th Av Co (3d)</td>
<td>1</td>
<td>415</td>
</tr>
<tr>
<td>183d Av Co (4d)</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>185th Av Co (5d)</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>19th Av Co (6d)</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>225th Av Co (7d)</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>R.F.L.</td>
<td>1</td>
<td>3.9</td>
</tr>
</tbody>
</table>

2. (U) Civil Affairs.

(1) The 223d Aviation Battalion continued support of the 18th Avenue (Military Housing) in the distribution of clothing and salvage lumber, etc. The battalion also provided for an evening for the orphanage of the tiger in Bangkok. One hundred packages were prepared for a Christmas dinner, and were given out, etc., etc. Additional support for this orphanage has been in the form of food and clothing from stateside groups and passed on by numbers of 223d, 224th Aviation Battalions.

(2) The 18th Aviation Company continued its support of the Daeng Orphanage through the distribution of clothing and logistic items. Twenty-five packages were distributed to the children of the Daeng Orphanage.

(3) The 183d Aviation Company contributed eight hundred dollars toward civic action projects in a village. In December five hundred dollars were given by the 183d Aviation Company to the Daeng Orphanage in Bangkok. In January $500 was reported to the Daeng Orphanage in the form of Christmas dinner to the children of the Daeng Orphanage.

(4) The 185th Aviation Company continued its active civil affairs program. Projects included the building of a small school for the children of the village. The 185th Aviation Company contributed $100 toward the construction of a small school for the children of the village.


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(Combat), Period Ending 31 January 1970

Day the men of the 203d delivered 50 pounds of candy, soap, chewing gum
and toothpaste to two local orphanages. In addition the men made minor
repairs, donated salvaged lumber and tin for repairs and improvements.

(6) The 225th Aviation Company opened its mess hall to 30 orphans
from the Toy Hoa Orphanage for a Thanksgiving dinner. In continuing to
recognize the needs of the orphanage, food has been donated on a regular
basis since Thanksgiving.

k, (C) Sign.

(1) ZIR Program: The ZIR program which provides for the modification
of all U.S. Army aircraft in RVN to accept the new family series of radios,
was completed early in this reporting period. Two O-1A aircraft, tail
numbers 51-12508 and 51-12086, were received in late January with the old
series radios, A/A/R-C-14 and A/A/R-C-60, installed. To comply with the ZIR
program, these aircraft will be modified as soon as support is available.
However this unit has been advised that at least 30 days will be required
to get modification kits in country and then no specific date for modification
is set due to the low priority assigned for this modification.

(2) ZIS Program: The ZIS program which provides for the modification
of O-1 and OV-1 aircraft to install TSEC/KI-28 secure voice equipment, is
completed as stated in the previous ORLL with the exception of one O-1E
and two O-1H aircraft received in late January. The O-1E aircraft will be
modified as soon as possible and the O-1H aircraft as soon as the ZIR
program has been completed on them.

(3) High Frequency Radio Teletypewriter System: Four companies have
been issued the A/VSC-2 RATT with the result that each company headquarters
now has direct communication available with battalion headquarters. Secure
Teletype communications are in operation to all but one company which
requires certain repair parts to be operational.

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 remained constant at the last quarters level. This quarter's
figures are as follows:

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SUBJECT: Operational Report-Lessons Learned, 223d Aviation Battalion
(Combat), Period Ending 31 January 1970

UNIT | NOV | DEC | JAN | TOTAL
--- | --- | --- | --- | ---
181st Avn Bu (DB) | 16 | 2 | 11 | 29
18th Avn Co (DB) | 4 | 9 | 6 | 19
183d Avn Co (VA) | 11 | 11 | 6 | 28
185th Avn Co (VA) | 19 | 6 | 14 | 39
203d Avn Co (VA) | 14 | 11 | 5 | 30
219th Avn Co (VA) | 2 | 1 | 1 | 4
25th Avn Co (VA) | 10 | 15 | 20 | 45

TOTAL | 76 | 57 | 59 | 192

(1) During this reporting period, 65 news releases were processed through the 223d Aviation Battalion Information Office and 55 were forwarded to the 17th Aviation Group for use in other Command Information media.

(2) Section II, Lessons Learned: Commander's Observations, Evaluations and Recommendations:

a. (1) Personnel: None

b. (2) Intelligence: Visual Reconnaissance pre- and post-mission briefings:

(1) Observations: Aviators flying reconnaissance missions perform best when adequately informed of enemy activities and when they see tangible results from their VR sightings.

(2) Evaluations: The consolidation of Air Force and Army intelligence reports along with intelligence contributions from supported units and his parent unit make a valid picture of the enemy situation for a reconnaissance pilot. This current knowledge of what he is looking for along with the knowledge of what will be done with his sightings allows the aviator to fulfill his mission in the most efficient manner. Where such pre- and post-mission information has been furnished, aviator morale has soared along with mission results.

(3) Recommendations: That pre- and post-mission intelligence briefings be given by supported units to reconnaissance pilots. These briefings should summarize the enemy situation in the pre-mission briefing and actions planned on the basis of the reconnaissance mission in the post-mission briefing.

(4) Command Action: Coordination has been made by subordinate units to allow reconnaissance pilots to attend pre-mission briefings along with Air Force FAC and Army wing aviators.

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9 February 1970

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SUBJECT: Operational Report—Lessons Learned, 223d Aviation Battalion (Combat), Porter E. King 31 January 1970


c. (2) Operations:

(1) SUU-25 Flare Dispensers:

(a) Observation: The night photographic capability of this unit’s Mohawk aircraft has been reestablished using the SUU-25 flare dispenser.

(b) Evaluation: To obtain air-to-ground photographic results with the KS-61 camera system, on the OV-1, it is necessary for the aircraft to maintain a continuous ground altitude range of 400 to 1000 feet. The problems and hazards involved in flying slow-wing aircraft at 200 Kts over rolling and mountainous terrain at a constant low altitude required some method of artificially lighting the terrain. Due to the wide area in II Corps covered by the OV-1, illumination equipment such as that for all missions by artillery, Air Force F-100’s or A-37’s, or Army heavy wing aircraft without excessive support and extreme time-consuming coordination, therefore an illumination system is now under development by the OV-1 itself is required, however there is no equipment on the current inventory which can provide more than a four-flare capability for the OV-1.

Liaison with the Air Force revealed a flare dispenser used on the F-100 which carries a SUU-25 flare. This dispenser, the SUU-25 E/A MS-24, can be mounted with no modification under each wing of the OV-1, giving a six- to eight-flare capability. This system was tested and then used for combat support at the Bu Phong area. Results were excellent and indicate that night photographic missions may now be safely performed using the SUU-25 system in conjunction with standard night photographic equipment of the OV-1.

(c) Recommendation: The use of SUU-25 E/A MS-24 flare dispenser system be adopted into the Army inventory and be authorized by TOE for OV-1 units.

(d) Command Action: A report on the SUU-25 system have been forwarded through MECHTAC. It is urged for authorization to retain this equipment on receipt from the units. War plans have been submitted, and necessary coordination made with in the Air Force. Current night photographic missions are utilizing this equipment.

(2) Movement of Unit Equipment:

(a) Observation: Air-to-ground terminal equipment and equipment that is difficult to move is best moved efficiently by the coming unit.

(b) Evaluation: An AM/FM ground data terminal located at LZ Uplift was requested to be moved by the 173d Airborne Brigade. Coordination and control of the movement was given to the Commanding Officer of the 225th Aviation Company, the coming unit. After coordinating with the using unit, the 173d Airborne Brigade, the 225th selected a new location at LZ Two Bites and made a ground reconnaissance to determine the best site.
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SUBJECT: Operational Report—Lessons Learned, 223d Aviation Battalion (Combat), Period Ending 31 January 1970

Direct liaison with a CH-47 crew from the 180th Aviation Company was effected by the 225th Operations Officer. The move was accomplished so successfully that the ground data terminal was operational in its new location within 48 hours of the original movement request.

(c) Recommendation: That since owning units know the requirements and nothing inherent with their equipment, owning units should be given responsibility for making necessary equipment movements.

(d) Command Action: Coordination has been made with supported units and their staffs to assure that such a policy is followed in the future.

(3) Coordination between Army O-1 Aviators and Air Force Pilots:

(c) Observation: Coordinated action between "Mil" Forward Air Controllers and 185th Aviation Company pilots in Quang Duc province resulted in reduced air congestion and allowed continuous coverage of target areas with maximum pressure on the enemy.

(b) Evaluation: Combining Air Force and Army aviators in the same aircraft resulted in greatly increased mission effectiveness in the support of the Bu Prang and Duc Bap Special Forces Groups. Army and Air Force aviators received briefings together and then flew together in either Army or Air Force aircrafts. From the start it was understood that regardless of who was flying, the Air Force pilot controlled tactical air strikes while the Army aviator was responsible for adjusting artillery and controlling helicopter gunships. Yet both aviators were familiar with the other's job so that each could take over if an instantaneous problem prevented the other from communicating. The result was that only half the number of aircraft was needed if the aviators could take over if another was unable to do so. The extra aircraft were then available when needed to meet sudden tactical emergencies and keep up the constant air support to ground units. In addition Air Force and Army aviators gained a greater understanding of each other's mission and a sense of cooperation that continues beyond a single mission from.

(c) Recommendation: That Army and Air Force Commanders at the lowest levels should brief their units on the other's mission.

(d) Command Action: Unit Commanders have been urged to coordinate with the Air Force units in their area.

(4) Use of Reaction Time:

(a) Observation: Normal reaction time after locating a stationary target before an airstrike or artillery is brought in on the target may be put to valuable use.
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9 February 1970

SUBJECT: Operational Report—Lessons Learned, 223d Aviation Battalion

(b) Evaluation: Several aviators have found boobytraps, bridges or other stationary targets and called destructive missions in on them. However in the period it takes for tactical air or artillery to get into action, the entire area may be reconnoitered. Since enemy activity is evident in the area, better targets are often found to divert an arriving air strike against, if an aviator merely observes a single target until it is hit, he loses the opportunity to hit other nearby targets with reduced reaction time.

(c) Recommendation: Aviators should be orientated by initial training and on standardization checkrides to make constant and best use of their airborne time.

(d) Command Action: The above procedure has been put into standardization channels for dissemination to unit aviators.

d. (U) Organization. None

e. (U) Training. None

f. (C) Logistics. Fuel Contamination

(1) Observation: Fuel contamination at outlying units continues to be a problem.

(2) Evaluation: If the usual single fuel source at an outlying site is suspected of contamination, long mission delays may result due to the time to get more fuel and to have samples taken to central locations for analysis. Alternate fuel sources may be maintained to prevent such delays, however care must be taken that alternate fuel sources do not get contaminated themselves by being left un inspected for long periods. When alternate sources are required, the fuel should be checked prior to its use and filtered again as it is pumped for aircraft use.

(3) Recommendation: That alternate fuel sources be provided and that they be periodically inspected. That when they are to be used, the same type filter system used in fuel tankers be used to filter the fuel before it is used in any aircraft.

(4) Command Action: These recommendations are being implemented by subordinate units.

g. (C) Communications. Old Series Radios:

(1) Observation: Several 0-1A aircraft have been received in country with RC-54 FM and RC-60 VHF radios installed.

(2) Evaluation: These radios do not have the capability to net with all frequencies used by the current series of radios. The RC-54 FM
and AN/ARC-51BX radios. Aircraft equipped with old radios cannot communicate with most airfield controls on UHF or many ground units on FM. To be fully mission ready, these aircraft must have the new series radios installed by receiving units. This involves an extended delay due to at least a 90-day wait for modification kits to be received in country after being ordered. Further time is lost as the low priority assigned to this modification generally results in another 30-60 day wait for the modification to be performed.

(3) Recommendation: Time and material support for switching old series to new series radios can be most easily found prior to aircraft leaving CONUS. To be fully mission ready in the shortest period of time after arrival in country, aircraft should be retrofitted with the AN/ARC-51 and AN/ARC-51BX radios before arrival in Vietnam.

(4) Command Action: Aircraft not modified prior to arrival at this unit are being modified upon arrival.

b. (C) Materiel. Spartan Engine Failures:

(1) Observation: During calendar year 1969, this unit has received 42 U-1A aircraft engines overhauled by Spartan Aircraft Company of Tulsa, Oklahoma. All but six of these engines failed prior to scheduled replacement times.

(2) Evaluation: Spartan rebuilt engines were expected to last for 1200 flight hours. Due to extremely high failure rates, this figure was reduced to 600 flight hours in September 1969, by a DA level technical bulletin. In spite of an average of 300 man-hours required per engine to correct installation mistakes and adjust tolerances prior to putting each engine on an aircraft, only ten of the forty-two engines received were able to fly to the 600 hour mark, and no engine has functioned to the 1200 mark. These engines cannot be relied upon to perform satisfactorily for any period of time. They have failed after only two hours and their median failure time is 220 hours.

(3) Recommendation: That all Spartan overhauled engines be removed from the supply system and engines overhauled by the current contractor, Pratt and Whitney, be substituted immediately.

(4) Command Action: Numerous F1R's have been submitted on this subject. Aircraft having Spartan engines are currently restricted to daylight VMC situations except for tactical emergencies and short climb-outs or approaches under IMC situations.

i. (U) Others. None.
9 February 1970

SUBJECT: Operational Report—Lessons Learned, 223d Aviation Battalion (Combat), Period Ending 31 January 1970

ROBERT F. MC GUFIN

LT, IN

Commanding

5 Incl
1. Unit Strengths
2. Unit casualties and awards
3. Operational Statistics
4. Aircraft Status
5. Organizational Chart
Incl 1 and 2 wd HQ, DA

DISTRIBUTION:
2 CINUS.REP., ATTN: GPOA-DT, APO 96558
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7 CO, 17th Arm Gp (Cbt), ATTN: AVAEO-SC, APO 96240
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AVH:46C-5G (9 Feb 70) 1st Ind
SUBJ: Operational Report - Lessons Learned, 23rd Aviation Battalion
(Combat), Period Ending 31 January 1970, w/ 23d ABn - 65 (H) (I)
DA, Hq. 23d ABn, 17TH AVIATION GROUPE (COMBAT), PO 96440 24 February 1970
TO: Department of the Army (AGS/En, DA), Washington, D.C. 20310
Commanding General, I Field Force Vietnam, APO 96350

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

2. (C) The following comments and recommendations are submitted:
   a. Section I, Operations: Significant activities.
      (1) Paragraph 1b(4), Pursenal, Incl #1. The reported figures should agree with the 23d reported 31 Jan 70. Nonconcur. The figures in incl #1 do not agree with the 23d. The 23d figures are: WN-136, 10-15, Lt.-861, total 1056.
      (2) Paragraph 1e, Page 7, Training. In this paragraph commanders will state the number of days during the reporting period that the unit engaged in training, troop movements, or operations. Reference WAPA regulation 545-15, para 5d(1)(c).
      (3) Paragraph 1f(3)(a), Page 8, Aircraft Maintenance. Concur with recommendation that an action officer's name and telephone number be provided with each sample to expedite notification of analysis results.
   b. Section 2, Lessons Learned: Commander's Observation, Evaluation, and Recommendations.
      (1) Paragraph 2f, Page 15, Fuel Contamination. Nonconcur. If regular inspections of fuel filters are made and periodic fuel samples are taken at the fuel site, there should be minimum fuel contamination problems. An alternate fuel source would not alleviate the problem because the new fuel and filter inspections must be performed and this would be no guarantee that the alternate fuel source would not become contaminated.
      (2) Paragraph 2g(3), Page 16, Old Summit Radio. Concur. To retrofit these aircraft in Vietnam takes from 30-45 days to complete.

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DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10
CONFIDENTIAL

(9 Feb 70) 1st Ind 24 February 1970

SUBJECT: Operational Report - Lessons Learned, 24th Armored Cavalry Bn (Combat), Period ending 31 January 1970, 24th Armored Cavalry, will be installed.

Rec R: 24th ACR

CF:
CC, 24th ACR

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19
AVFA-GC-HIST (9 Feb 70) 2d Ind
SUB: ECT: Operational Report-Lessons Learned 223d Aviation Battalion
      (Combat), Period Ending 31 January 1970, RCS JPGH-65 (Re) (U)

DA, headquarters, I Field Force Vietnam, APO 96350

TO: Commanding General, 1st Aviation Brigade, APO 96344

(U) This headquarters has reviewed and evaluated subject Operational
    Report-Lessons Learned and forwarding indorsement and concurs.

FOR THE COMMANDER:

CF:
1 - CO, 17th AVN GP (CBT)
1 - CO, 223d AVN BN (CBT)
AIRCFC-5 (9 Feb 70) 

SUBJECT: Operational Report - 3rd Platoon, 129th MPH 

Commander, 3rd Platoon, 129th MPH, 7th Army, 11th FA Bn, 31st Inf Div, 96th Inf Div.

This headquarters has reviewed the above report and concurs with its contents as follows:

The following actions are not required:

- [Detailed actions not required as per the report]

[Signature]

ARThUR W. MIDDLE
Chief AG
Asst AG.
CONFIDENTIAL

AVCEN-DJT (2 Feb 70) 4th Ind
SUBJECT: Operational Report—Lessons Learned, 223d Aviation Battalion
(Combat), Period Ending 31 January 1970

Headquarters, United States Army, Vietnam, APO San Francisco 96472
(9 Feb 70)

TO: Commander in Chief, United States Army, Pacific, APO San Francisco 96472
(9 Feb 70)

1. (U) This headquarters has reviewed the operational report—lessons
learned for the quarterly period ending 31 January 1970 for the 223d Aviation Battalion (Combat) and concur with the comments of VACOM.

2. (C) Comments follow:

   a. (C) Reference item concerning “223d AVN Brigade”, para 1c, paragraph 2a, 1st Aviation Brigade is examining the procedures to determine its suitability for UH-1 aircraft. Recommend that this matter be addressed by VACOM.

   b. (C) Reference item concerning “Fuel Contamination”, page 11, paragraph 2f, and paragraph 3g, 1st Aviation Brigade concurs with the endorsement. The alternate fuel source would also be subject to the possibility of fuel contamination. Fuel contamination is best controlled by frequent inspections of fuel filters and by periodic fuel sampling. Action by higher headquarters is recommended.

   c. (C) Reference item concerning “All Weather Radar”, page 11, paragraph 2g, and paragraph 3h, 1st Aviation Brigade concurs. As a result of the Closed Loop Support Conference, March 1970, VACOM is establishing a program whereby all FAH/FA aircraft modifications will be accomplished in CONUS.

   d. (C) Reference item concerning “Spartan Engine Failures”, page 17, paragraph 2h, and paragraph 3i, 1st Aviation Brigade concurs. Action has been taken by AVCOM to remove the Spartan overhaulable engines from the supply system, and to replace them with those overhaulable by Canadian Pratt and Whitney. The logistics activity, “HAT” Aviation Section disseminated this information to “H” Units on 7 February 1970.

FOR THE COMMANDER:

[Signature]

Cy from:
1st Avn Bde
223d Avn Bn

CONFIDENTIAL
GPOP-DT (9 Feb 70) 5th Ind (U)
SUBJECT: Operational Report of Hq, 223d Aviation Battalion (Combat) for Period Ending 31 January 1970

HQ, US Army, Pacific, APO San Francisco 96558 3 APR 1970

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]

D.D. CLINE
2LT, AGO
Asst AG
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Incl #4
Operational Report - Lessons Learned, HQ, 223d Aviation Battalion

Experiences of unit engaged in counterinsurgency operations, 1 Nov 69 to 31 Jan 70.

CO, 223d Aviation Battalion

February 1970

N/A

N/A

N/A

OACSFOR, DA, Washington, D.C. 20310