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KENNETH G. WICKHAM
Major General, USA
The Adjutant General
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DEPARTMENT OF THE ARMY
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WASHINGTON, D.C. 20310

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Subject: Operational Report - Lessons Learned, Headquarters, 223d Aviation Battalion, Period Ending 30 April 1970

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DEPARTMENT OF THE ARMY

223D AVIATION BATTALION (Combat)
A. San Francisco 94123

A/V/A/C/LE

13 May 1970

SUBJECT: Operations Progress Learned, 223d Aviation Battalion
(Combat), Period Ending 30 April 1970

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1. Section 1. Summary: Significant Activities.

   a. (U) General. This report covers the period 1 February 1970
      through 30 April 1970, and is submitted in accordance with AR 525-15 and
      USAVE Regulation 1-70. This report includes the Headquarters and Head-
      quarters Company, 17th Aviation Battalion (Combat), 11th Aviation Company
      (Utility Airplane), 219th Medical Detachment, 183d Aviation Company (Util-
      ity Airplane), 79th Aviation Company (Utility Airplane), 203d Aviation
      Company (Utility Airplane), 219th Aviation Company (Utility Airplane),
      and the 25th Aviation Company (Reconnaissance Airplane).

   b. (C) Personnel.

      (1) Sustainment. During the reported period there have not been
      any significant problems that were not being experienced throughout USARV
      as a result of the withdrawal of troops. In order for this battalion to
      maintain as near a balance of strength as possible within the units, it
      was necessary to make internal reassignments. The new policy restricting
      second extensions will most likely cause problems for a period, however,
      when replacements catch up with requisitions and manning levels, the in-
      fusion program should improve. This new policy will, however, limit this
      unit's capability of controlling its own infusion program and will depend
      mostly on outside assistance.

      (2) Replacements.

      (a) Enlisted replacements were received in satisfactory numbers dur-
      ing this period, (R4 assigned: Feb 77; Mar 62; Apr 107). The quality of
      junior enlisted replacements remains lacking. MOS producing schools con-
      tinue to graduate individuals on the basis of time spent in school rather
      than proficiency. Effective OCS is required to train individuals, more
      noticeable lately in the administrative type MOS's. Shortages currently
      exist in the following areas: MOS 15LAF (Auth 9, Aug 2), 63F20 (Auth 6,
      Aug 1), 67A10 (Auth 9, Sept 9), and 67F20 (Auth 45, Aug 40). During this
      quarter 226 enlisted replacements were received leaving the battalion at
      97% of its enlisted strength at the end of the quarter, an increase of 4% since
      the previous quarter.

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DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10
The quality of officer replacements has been satisfactory, however, 83% of the aviator replacements arrived directly out of flight school. Shortage of commissioned officers becomes more critical each quarter. A total of 18 commissioned officers and 6 warrant officers were received during this quarter leaving the battalion with 64% of its authorized commissioned strength of 191 and 90% of its authorized warrant strength of 57, or an overall officer percentage of 73%. During this period the assigned strength of commissioned officers dropped 6%, warrant officers 5% for a combined officer strength drop of 5.5%.

Recruitment. During this reporting period the battalion recruitment team conducted 15 visits to outlying companies. The results were 3 replacements of career soldiers and 3 first term replacements. This represents 60% of the eligible first term soldiers and 100% replacement of career soldiers.

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

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

(a) LTC William M. Jenkins, Jr., IN, 222-40-9629, assumed command of the 223d Aviation Battalion (Combat) on 27 February 1970, vice LTC Robert F. McGufflin, IN, 284-30-9687.

(b) MAJ Arlie Dutton, IN, 260-62-5262, assumed duties as Battalion Executive Officer on 26 February 1970, vice MAJ Kennie F. Snyder, AR, 244-60-9991.

(c) MAJ Don L. Hayes, AR, 448-34-0065, assumed duties as Battalion Executive Officer on 16 April 1970, vice MAJ Arlie Dutton, IN, 260-62-5262.

(d) CAPT Richard L. Baker, FT, 459-55-7705, assumed duties as Battalion S-1/Adjutant on 16 April 1970, vice CAPT Don L. Hayes, AR, 448-34-0065.

(e) CAPT Lonon F. Willman, FT, 536-38-2394, assumed duties as Battalion S-3 on 26 February 1970, vice MAJ Arlie Dutton, IN, 260-62-5262.

(f) CAPT Paul A. Piper, IN, S22-50-1769, assumed duties as Battalion Aviation Safety Officer on 3 February 1970, vice CAPT George N. Black, PA, 259-45-5998.

(g) CSM Gordon L. Saunders, 218-12-1145, assumed duties as Battalion Command Sergeant Major on 12 March 1970, vice CSM Fletcher E. Thomas, 431-24-9979.
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13 May 1970


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

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

c. (6) Intelligence:

(i) Enemy Situation: During the period February - 30 April, estimated enemy strength has fluctuated less than 3000. The estimated strength on 1 February 1970 was reported to be 55,894 in the II Corps Tactical Zone. It has since decreased to 52,436 (estimated) as of 18 April 1970. Enemy strongholds continue to be in Kontum, Binh Dinh, and Binh Thuan Provinces, with lesser strongholds in Pleiku, Dakao, and Quang Duc Provinces. The latter three provinces can and do draw upon the VC/NVA sanctuary in Cambodia for attacks on allied and US Installations, returning to the relatively safe haven in Cambodia.

(2) Ground Attacks: Attacks upon U.S. Installations have shown a slightly upward trend. Most attacks have been standoff attacks, utilizing indirect fire weapons such as the B-4D, 107MM, and 122MM Rockets, as well as the 82MM Mortar. The sapper is still being successfully used against U.S. Military Installations, however, his successes are on the decline. During the reported period there were 48 instances where U.S. Installations, with 223rd Aviation Battalion Aircraft in residence, were hit. No damage was noted on 223rd Aircraft, however, five 223rd Aviation Battalion personnel were wounded in action on 31 March 1970. Periods of high enemy-initiated activity were 1-3 February, 8-11 February, and 27 March through 10 April. The closeout of this reporting period marks the closeout of Phase I of the VC/NVA summer campaign, and the beginning of Phase II of III Phase. A higher level of activity is expected.
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(3) Air Activity: Units of the 223d Aviation Battalion reported 69 shot-at incidents during this reporting period. The battalion lost 0 C-1's 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>
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<tr>
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<td></td>
<td>1</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>183d Avn Co (UA)</td>
<td></td>
<td>6</td>
<td>0</td>
<td>8</td>
</tr>
<tr>
<td>185th Avn Co (UA)</td>
<td></td>
<td>7</td>
<td>0</td>
<td>32</td>
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<td>18</td>
</tr>
<tr>
<td>219th Avn Co (UA)</td>
<td></td>
<td>8</td>
<td>0</td>
<td>26</td>
</tr>
<tr>
<td>225th Avn Co (Sa)</td>
<td></td>
<td>1</td>
<td>0</td>
<td>15</td>
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<tr>
<td>TOTAL</td>
<td></td>
<td>31</td>
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* Shot-at reports are not inclusive of hit and destroyed reports.

(4) Collection Plan:

(a) The four C-1 companies of the 223d Aviation Battalion flew 5,632 visual reconnaissance missions and reported 1,842 significant sightings. The 225th Aviation Company (Surveillance Airplane) flew 131 SLAR missions, with 382 targets, 394 IR missions feeding back 4,560 sightings, and 158 visual/photo missions netting 572 targets.

(b) There was one intelligence collection requirement levied upon the 223d Aviation Battalion, however, due to the nature of this unit's mission, there was no feedback to higher headquarters. A daily intelligence summary is continuing to be passed to higher headquarters, to include: VS sightings, hostile air activity, installation hits and other information gleaned from local intelligence sources. (MCV Adv TM 42; H&K Intelligence; KILO; Air Force OSI and 173d Airborne Intsum)

(5) Administrative Intelligence Activities:

(a) Security Clearances: Between 1 February 1970 and 30 April 1970, there have been granted 14 SECRET clearances, 36 CONFIDENTIAL clearances, and 1 Interim TOP SECRET clearance. Fourteen TOP SECRET clearances and 94 SECRET clearances were validated. Currently there are 17 USAIR verification checks pending.

(b) War Trophies: NONE

(c) Dissidence Report: NONE
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(Combat), Period Ending 30 April 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 inprocessing 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. From 26 April 1970 to 28 April 1970 an instructor team from the Air Force PACAF Jungle Survival Course presented a special program on survival to all units of the 223d Aviation Battalion. The course was very effective and brought out updated techniques and methods for Escape and Evasion action.

2. Many newly assigned aviators have attended one of the four 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 (PJS3), Clark AB, Philippines.
   b. PACAF Life Support School (PLSS), Kadena AB, Okinawa.
   c. FAREUP Jungle Environmental Survival School (JEST), Cubic Point NAS, Philippines.

3. At the present time, the battalion has 13 survival, escape, and evasion school trained personnel assigned throughout its units. During this reporting period quotas were received allowing three crewmembers from each unit 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 U.S. 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 24,703.4 hours of combat support with an average availability rate of 84.5% during this reporting period. Both normal and special operations were supported by units of the battalion. Large scale coverage was given to the besieged troops at Dak Song and Dak Pak as well as beginning efforts of the Cambodian entry mission. Remaining support was largely given to units operating in search of enemy supply caches, infiltration routes, anti-aircraft, mortar and rocket firing positions.
(2) Due to the changing nature of the offensive and defensive aspects of this conflict, mission allocations and requirements have been constantly fluctuating to the necessary areas of operation. Units of this battalion have adjusted and tailored their operations in a precision manner, yielding full combat coverage to their supported units.

(3) 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 Army Airfield in Pleiku flew two aircraft daily to support II Corps headquarters and "B" 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. Assigned aircraft flew a total of 2,371.4 hours during this reporting period with an average aircraft availability rate of 72%.

(4) 183d Aviation Company (Utility Airplane): The 183d Aviation Company continued to support ground forces in the Southeast sections of the II Corps Tactical Zone. Supported units remained the same with the exception that coverage for "C" Company Rangers, 75th Infantry (Airborne) terminated on 8 March 1970 when they moved to operations based in Pleiku. Supporting Task Force South and Binh Thuan Province from Nha Trang, Provisional Artillery from Dong Ba Thin, and Tuyen Duc Province and "C", 75th Rangers from Dalat (initially) they continued an active full coverage of their supported units with an accident free record for this period. On 24 April 1970, Section One, Third Platoon moved from Dalat to Phan Rang and continued coverage of Tuyen Duc Province. During this reporting period the 183d flew 4,819 combat and combat support hours with an average aircraft availability rate of 89%.

(5) 185th Aviation Company (Utility Airplane): The 185th Aviation Company provided support for Daklaq, Quang Duc and Lam Dong Provinces. In addition, Pterodactyl supported Command and Control South with classified missions using aircraft operating out of Ban Me Thout. Despite marginal visual flying conditions due to smoke and dust throughout this reporting period, the 185th conducted intensive visual reconnaissance missions within their area of operations. While overt enemy activity made a sharp decline from the previous reporting period, Pterodactyl aviators continued to seek out and destroy enemy structures and troop concentrations on a daily basis. Pterodactyl aviators reported a total of thirty-two (32) significant shot-at reports and received credit for ninety-three (93) enemy soldiers killed. The 185th Aviation Company was also responsible for the destruction of one hundred and three (103)
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enemy structures and for damaging forty-seven (47) others. During this reporting period the Pterodactyls flew 5,090 combat support hours while maintaining an aircraft availability average of 92.6%.

(6) 203d Aviation Company (Utility Airplane): The 203d Aviation Company provided support to the 173d Airborne Brigade from the first section, second platoon, LZ English, 1st and 2nd Brigades of the 4th Infantry Division from the second section, second platoon at An Khe, 6/32 Artillery and Phu Yen Province plus elements of the 173d Airborne Brigade from the third platoon at Phu Hiep, and Binh Dinh Province from the first platoon at Qui Nhơn. From LZ English, the Hawkeyes continued their support of "Washington Green" operations, wherein aerial reconnaissance for the 173d Airborne Brigade yielded containment of the 3rd NVA Division who were attempting to disrupt the pacification program in the region. From Qui Nhơn, direct support of the Regional and Popular Forces continued to maintain security of the rich agricultural coastal plains of Binh Dinh Province. From An Khe, the Hawkeyes supported operations: "Wayne Stab", "Putnam Shark", "Green Douce", "Park Silver", "Eichelberger Black", "Dear Heart White", "Wayne Wind", and "Bared Silver". In addition, O-1G's were tested in a ground sensor role and were found to be unsuitable for this task. The Hawkeyes at Phu Hiep supported "Task Force Falcon", conducted by elements of the 173d Airborne Brigade and provided valuable coverage to the Regional and Popular Forces of the area. The 203d Aviation Company flew a total of 4,671 combat hours during this reporting period and maintained an average aircraft availability of 96.5%.

(7) 219th Aviation Company (Utility Airplane): The 219th Aviation Company continued its air support for MACV Advisory Team 36 Pleiku, MACV Advisory Team 41 Kontum, 5th Special Forces Group in support of special projects COCS and COCS (Command and Control Control, and Command and Control South), 52nd Artillery Group in Pleiku and Kontum Provinces, Company C (Rangers) 75th Infantry, and the 4th Infantry Division. During this quarter the 219th Aviation Company supported two (2) large scale operations. Those operations are referred to as the April siege of Dak Seang and the April siege of Dak Pok. The battle for Dak Seang, YB 894416, started on 1 April 1970 and continues as of this date. This operation is being supported by elements of the 5th Special Forces Group, 24th ARVN Tactical Zone, and 52nd Artillery Group. The operation in Dak Seang is now called Operation Tat Thang. The second large scale operation centers around the Special Forces base camp at Dak Pok, YB 952682. Initial contact was started on 12 April 1970 and continues as of the present time. This operation is known as the April siege of Dak Pok. Both of these operations are centered in the Dak Poko River Valley which is located in the West Northwest area of Kontum Province and also situated approximately fifteen (15) kilometers east of the Laos Border. The 219th
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Aviation Company also flew in support of numerous small scale operations involving Regional Forces, Popular Forces, RPF, elements of MACV Advisory Team 36 Pleiku and MACV Advisory Team 41 Kontum. Headhunters also supported Company C (Rangers) 75th Infantry who conducted two small scale operations in the Plei Me and Plei Hong areas of Pleku Province. For a quarterly total the 219th Aviation Company compiled a total of 4,320 flying hours and while maintaining an aircraft availability rate of 744.

(8) 225th Aviation Company (Surveillance Airplane): During the reporting period 1 February 1970 through 30 April 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 during this time frame were: 4th Infantry Division, 1st Airborne Brigade, II ARVN Corps, Task Force South, Republic of Korea 9th and 10th Divisions, 14th Special Tactical Zone, "B" Company, 5th Special Forces Group, 7th Squadron 17th Cavalry, 23d ARVN Division, Quang Duc Province, Phu Yen Province, MACV, and IFFV. On 2 March 1970 the 225th Aviation Company moved an Infrared Ground Data Terminal (AN/TAQ-1) from Dragon Mountain to Hong Kong Mountain at An Khe. The move was affected to continue support of the 4th Infantry Division in their new area of operations. The ground station personnel work directly with the 4th Division's G-2 Air and Imagery Interpretation Section at An Khe. On 17 March 1970, the 225th received an Annual General Inspection. The 225th's overall inspection rating was excellent. The 225th's Classified Document Files and register received a rating of outstanding. On 21 March 1970, the 225th moved a SLAR Ground Data Terminal (AN/TAQ-2) from Dragon Mountain to the MACV compound near Pleiku Air Force Base. The move was affected to continue support of the IFFV SLAR border surveillance mission. The SLAR ground data terminal works via hot line with II Corps G-2 Air and II BLSE at the MACV compound. During March the 225th received a request to provide SLAR Surveillance of the river and road in the Tuy Hoa Basin. Due to the small target area, the 225th's SLAR recon section conducted an experiment with the SLAR system to determine if a larger scale imagery could be attained. The results of the experiment were successful, and the 225th now has the capability of a 12.5 kilometer range on the SLAR system, producing an image scale of 1:250,000, which provides more accurate target plotting than previously possible. Beginning 3 April 1970, the 225th has been launching three aircraft daily in support of the 24th Special Tactical Zone Commander, G-2 Air IFFV, and 7th Squadron 17th Cavalry in the Dinh Guong, Dak Pok, and Ben Has areas. Most of the targets requested to date in these areas have been priority I and II. The 225th is credited with discovering enemy staging and command areas, defensive positions, way stations, and anti-aircraft positions. B-52 strikes, Tactical Air, and artillery have been employed on targets acquired by the 225th's Infrared, Photo, SLAR, and visual operations in
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these areas. While providing extra aircraft in support of the 24th Special Tactical Zone, the 225th continued to fulfill its commitments to all other supported units in the II Corps Tactical Zone. A total of 3,432 hours of flying were accomplished in support of this mission with a resulting aircraft availability of 83%.

e. (U) Training.

(1) All quarterly training requirements were met by the units of this battalion. Areas of special emphasis have been: Escape and Evasion, Care and Maintenance of newly issued M-16 rifles, Guard responsibilities (to include proper handling of M181 Claymore mines and use of the signal illumination flare), classified training on KY-28 "Scrambler" communications transmitter assist and individual awareness of personal responsibility in the accident reduction program.

(2) Aviator Safety classes were conducted monthly in all subordinate units and a bimonthly safety meeting was held at battalion level. The quarterly standardization meeting was held in Qui Nhon in March.

(3) During this reporting period the battalion training program underwent new changes in training procedures as a result of 1st Aviation Brigade Supplement 1 to AR 95-1. Due to improvements and innovations in briefing and training newly arrived personnel, a special instructional program is to be implemented at Battalion level on a semi-monthly basis.

(4) A Field Team from the PACAF Jungle Survival School, Clark Air Force Base, Philippines brought extensive training on new and updated survival techniques to all personnel in the 223d Aviation Battalion who had a "need to know" responsibility. The training will be a valuable asset to all personnel, especially because it is completely oriented to environmental conditions experienced in Southeast Asia.

(5) During this reporting period two aviators were transitioned into the U-1A by the 18th Aviation Company.

f. (U) Logistics.

(1) Continued assistance visits to platoon and section levels of this command, by members of the battalion S-4 team has been of benefit to both companies and platoon/sections. The S-4 section has been made aware of new logistical problems and can now initiate the necessary actions to elevate problems at all levels of this command. Accountability for equipment and supplies is a command responsibility. Property Book Officers and hand receipt holders should be relieved, and replace-
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ments appointed approximately thirty (30) days prior to scheduled DEROS due to early returns to CONUS, especially among EM. Informal inventories should be conducted within Platoons, sections, etc., at least every thirty (30) days by the hand receipt holders to insure proper accountability and safeguarding of government equipment and supplies against loss, theft, pilferage and to insure proper care and maintenance. Movement of personnel within the unit is fast due to the short tour being served, therefore, the importance of accountability and responsibility should be emphasized constantly.

(2) Vehicle Maintenance

(a) Due to the recent publication of the revised TM 38-750, December 1969, various forms covered by this publication have required changing. The new records system is now known as TAMMS (The Army Maintenance Management System).

(b) PLL clerks have been given detailed guidance in order to update their PLL's. Instruction on ways to properly maintain supporting documents and conduct proper inventories were stressed. In addition, appropriate personnel were closely reviewed on pertinent regulations, AR 735-35 and 1st Aviation Brigade 735-35.

(3) Aircraft Maintenance

(a) It has been learned, when dealing with POL quality control, that throughout this battalion each company, platoon, and/or section must double check to insure that all precautionary and safety requirements by support personnel are complied with. It has been found that on some occasions proper quality control was not ensured by LSA (Logistic Support Agency) and Air Force personnel who maintain many of the fueling facilities at 223d Aviation Battalion locations.

(b) It has been found that in many cases, on EDP parts, releases from AMMC have not reached the proper depot or DSU in the most expedient manner. Furthermore it has been found that many times DSU channels are ineffective in tracking down lost or delayed EDP parts, in less than three or four days. It is felt that each battalion should be able to call directly to AMMC and have, for instance, one or two walk throughs per week so that the AMF can assure itself that EDP orders are being filled properly.

(c) It has been learned that in "fixed wing only" battalions, like the 223d (with a very limited lift capability), EDP engine replacement
PROPOSES A SERIOUS PROBLEM, DUE TO THE FACT THAT TRANSPORTING THE NEEDED COMPONENT TO THE UNIT IS LEFT UP TO THE DSU, WHICH HAS ONLY LIMITED LIFT CAPABILITY. TO DECREASE DOWN TIME AND INCREASE AVAILABILITY IT IS FELT THAT A QCA (QUICK CHANGE ASSEMBLY) BE AUTHORIZED WITHIN UNITS THAT ARE NOT CO-LOCATED WITH DSU'S.

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 25 Sunday Protestant religious services with the total attendance of 457 soldiers.

2. The Battalion Chaplain has supervised 38 denominational Sunday and weekday services with laymen leading.

3. During this period the chaplain has made 67 visits to troops located at An Xhe, Ban Me Thout, Bao Lac, Cheo Rao, Dalat, Da Nang, Dong Ba Thin, Gia Nghia, Kontum, Phu Trong, Phan Rang, Phan Thiet, Phu Hiep, and Pleiku.

4. Sunday services are held weekly at the 223d Aviation Battalion (Combat) Headquarters and Lone Army Heliport.

5. During this period the Battalion Chaplain attended the Religious Day of Recollection for the 12 chaplains in the Qui Nhon area three times.

6. The Battalion's offerings, totaling $229.70, were designated for local charities as determined by the Qui Nhon Area Consolidated Chaplain's Fund Council.

7. The 1st Aviation Brigade's Chaplain's Conference was held at Phu Trong and hosted by the 17th Aviation Group 7-8 April 1970. The 223d Aviation Battalion Chaplain attended.

8. The Battalion Chaplain is a member of the Qui Nhon Area Consolidated Chaplain's Fund Council.

i. (U) Aviation Safety. This quarter closed with three major accidents. Proscriptionary landings and forced landings decreased from last quarter. During this reporting period there were eleven precautionary landings and one forced landing. Three incidents were reported for
AVBACO-JE


The following chart shows the breakdown of accidents for each:

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<td>0</td>
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</table>

1. (5) Civil Affairs.

(1) HHC, 223d Aviation Battalion—The unit maintains responsibility by maintaining maximum employment of the Free World allies, providing jobs for daily hire basis to needy people whenever possible.

(2) The 183d Aviation Company donated items to the Nha Trang Orphanage. During the month of January, members of the unit brought gifts of clothing, toys and other items to the children living there.

(3) The 183d Aviation Company contributed greatly to the Civic Action cause in Long Binh during the month of February when they were instrumental in the presentation of VN $17,700 toward civic action projects. An outdoor social event for the families of the local nationals employed by the unit was held and finger and refreshments were served.

(4) The 185th Aviation Company...continued their active civic action program during this reporting period. Many contributions and material assistance to the local Improvement Program were most significant of the Pterodactyls' many civic action projects during this quarter. There were also taken to provide educational assistance to the form of scholarships to local students. These will be carried on merit basis through the local Community Relations Board and the Nha Trang Thrift Board of Education.

(5) The 223d Aviation Company continued its support of local nationals by providing jobs for needy people whenever possible.

CONFIDENTIAL
SUBJECT: Operational Report-Lessons Learned, 223d Aviation Battalion (Combat), Period Ending 30 April 1970

(6) 219th Aviation Company: NONE

(7) The 229th Aviation Company had no change in civic actions support. They made their services available to the local town structure whenever necessary.

k. (c) Signal.

(1) ZYR Program: The 2 O-1 aircraft mentioned on ORLL dated 9 February are no longer part of this battalion's inventory. There remains only one aircraft requiring ZYR modifications, a U-1A, tail number 59-2219.

(2) ZYS Program: All O-1 aircraft of this battalion have the ZYS modification. Nester wiring is complete on all OV-1 aircraft except two; tail numbers 59-2615 and 60-3741. None of the OV-1 aircraft have mounts, control heads or discriminators. The U-6 aircraft nor the U-1 aircraft have Nester wiring.

(3) HF Radio Teletype System: Three companies of the 223d Aviation Battalion remain operational in the HF Radio Teletype System. The Battalion Headquarters and the 219th Aviation Company are not fully operational due to equipment evacuated to higher echelon. One problem area affecting teletype operations is the lack of cleaning, lubrication and alignment capability for teletype equipment. A check with the 5th Maintenance Battalion indicates that they have not the capability of giving the teletype equipment a total bath. If a teletype repairman was assigned, this could be done within this unit, with less teletypewriters evacuated; outage time reduced to zero on the point to point teletype circuit, and far more legible message output could be realized.

l. (a) 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 increased about 70 percent over the last quarter. This quarter's figures are as follows:
A/BACB-DE

SUBJECT: Operational Report—Lessons Learned, 223d Aviation Battalion (Combat), Period Ending 30 April 1970

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</table>

(3) During this period, 51 news releases were processed through the 223d Aviation Battalion Information Office and 13 were converted to the 17th Aviation Group for use in other Command information media.

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

a. (U) Personnel: Malassignment of NCO's.

(1) Observation: There are, throughout the 17th Aviation Group, NCO's in the grade of SFC E-7 who are quite probably reassigned.

(2) Evaluation: There are NCO's, E-7, with little or no rotary wing experience assigned to rotary wing units. Although the 67Z50 MOS qualifies the individual to perform in another category of aircraft, some doubt exists as to the propriety of assigning a 17 year SFC E-7 out of his experience category. Considering such an assignment, it isn't believed that management can justify attempting to cross train (COT) in this situation in view of the fact that there are also 67Z50's with rotary wing experience in fixed-wing units who fall into the same category. An SFC E-7, 67Z50, properly assigned, is an extremely valuable asset to Army Aviation. However, a poorly assigned one of questionable value from the technical aspect.

(3) Recommendation: That the assignment of all NCO's, SFC E-7, 67Z50, be screened by a field grade officer at group level to assure quality assignment.

b. (C) Intelligence:

(1) XM-76 Sighting System:

(a) Observation: The XM-76 Sighting System, P/N 66-197-8817, is
SLf OBJECT:      >

The use of this device enhances the effectiveness of aerial reconnaissance while at the same time reduces the danger of exposure to enemy ground fire.

(b) Evaluation: The 0-1 companies of this Battalion have experienced great success in employing the XM-76 Sighting System during aerial reconnaissance missions. The system provides the aerial observer with a gyro-stabilized binocular device capable of zooming in on targets thereby eliminating the requirements for low level flight. The system enhances safety by reducing the aircraft's exposure to enemy ground fire. The system requires MAC 55-1510-202-20/6 to be installed on the 0-1 type aircraft.

(c) Recommendation: It is recommended that command action be taken to speed delivery of the MAC 55-1510-202-20/6 kits. It has been evidenced that the kits have been on requisition in excess of six (6) months. It is further recommended that all reconnaissance airplane companies in Vietnam be equipped kits and utilize the XM-76 Sighting System.

(d) Course of Action: The recommendation as stated is forwarded through standard channels for consideration.

(e) Additional Notes.

(f) Conclusion: That the starlight be issued to companies for use in night defense positions. It would be advantageous if three (3) rifle mounted starlight scopes are and the (4) hand held scopes be used in part of the company. The one hundred eighty day trial period.

(g) General: to coordinate with the base camp security detachment to hand receive one (1) starlight scope to be used on a trial basis. Also to continue to use flares when additional light is needed.
SUBJECT: Operational Reports—Lesions Sustained, 2d Aviation Battalion (Combat), Period Ending 30 April 1970

Fire, the pilot of the aircraft received injuries from the fire even though he was dressed in Nomex Flight clothing, leather combat boots, gloves, and a protective helmet with face shield in the down position. His injuries resulted from having his Nomex trousers burned with commercial blousing garters which burned and rode up onto his exposed leg, and his wearing nylon earphone covers on his helmet. These covers melted and caused burns on his ears. In addition, his nylon escape and evasion vest melted from the heat but did not burn through the Nomex shirt.

(b) Evaluation: The wearing of Nomex flight clothing and other protective items saved this aviator from severe burn injuries and possibly death. Equipment Improvement Recommendations (EIRs) have been submitted on the nylon escape and evasion vest and the nylon earphone covers. Had this aviator not had his Nomex trousers burned with the commercial garters, he would have received his death injury, a four inch third degree burn of the left leg.

(c) Recommendation: It is recommended that the requirement to blousing Nomex trousers be modified to preclude recurrence and that the earphone covers be removed from all flight helmets.

(1) Command Action: Aviation commanders at all echelons should take immediate action to insure that all Nomex aviators do not wear nylon earphone covers on flight helmets and have their blousing garters prior to coupling in flight.

1. (O) Organization. None.
2. (O) Training. None.
3. (O) Logistics. Major Repair Parts.

(1) Observation: Aviation units should not fly away from their Direct Support Units for many months unless aircraft availability when they are required to go out for major repair parts.

(2) Evaluation: This problem would be eliminated if outlying companies were authorized to keep major repair parts such as one engine carburetor, and two cylinders, fuel and oil at all times.

(3) Recommendation: All outlying companies should be granted the authorization to keep major repair parts on hand, and replace engines at company level at the direction of the company commander.
CONFIDENTIAL

AVBAGC-DE

13 May 1970

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

Period Ending 30 April 1970

(4) Correct Action: In implementing this procedure, one company

coordinated with their Direct Support Unit on the matter. They were ad-

vised that units were not available in the necessary quantity, however

measures were taken to assure response at the first opportunity.

c. (U) Communications. None

d. (U) Material. None

e. (U) Issuance. None

5In1

1. Unit Strengths
2. Unit Casualties and Awards
3. Operational Statistics
4. Aircraft Status
5. Organizational Chart

DISTRIBUTION
2 CIUSAGG, ATTN: OPOP-DT, APO 96388
1 CG, USARC, ATTN: AVHGC-DS, APO 96375
2 CG, 1st Avn Bde, ATTN: AVBAGC-0, APO 96384
7 CG, 17th Avn Gp (Obt), ATTN: AVBAGC-SO, APO 96240

WILLIAM M. JANINS JR.
LTC, IN

CONFIDENTIAL
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SUBJECT: Operational Report - Lessons Learned, Headquarters, 223rd Aviation Battalion (Combat), Period Ending 30 April 1970, RCS CSFUR-65 (R2) (i)

TO: Headquarters, 17TH AVIATION GROUP (COBAT), APO 96240 29 May 1970

From: HHC, 17TH AVIATION GROUP (COMBAT), APO 96240 29 May 1970

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

(b) Personnel.

Non concur with paragraph 1b (4). The authorized military strength figures shown in inclosure 1 are incorrect. The correct figures are shown below:

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<td>123</td>
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<td>203rd avn Co</td>
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<td>331</td>
</tr>
<tr>
<td>225th avn Co</td>
<td>582</td>
<td>1130</td>
</tr>
</tbody>
</table>

2. (a) Logistics.

(a) Non concur with paragraph 1f(3)(b). There are occasions when releases are delayed by transportation. AHMC cannot deal with each battalion on a regular basis. This Headquarters has established liaison with AHMC and will trace LDP's over 7 days old and walk through requisitions for urgent requirement items. Units requiring assistance should contact the Group Maintenance Officer.

(b) Concur with paragraph 1f(3)(c). Units should submit formal request with justifications, through their supporting DSU to AHMC.

CONFIDENTIAL
AVBACR-SC (13 May 73) 1st Ind 29 May 1973
SUBJ: Operational Report - Headquarters, 223rd Aviation Battalion (Combat), Period ending 30 April 1973, RCS COPA-65 (R2) (C)

Approval will depend upon availability of items with the subject to removal validation procedures set forth in JCM-27.

(a) Signal.

(1) Non-concur with the approval. The item does not function at the level function and should not be performed at unit level.

(2) Section C. 2nd Ind 29 May 1973 (C) 1st Ind 29 May 1973

(b) Personal.

(1) Non-concur with the approval. The project a momentary. The project is managed by a highly qualified personnel which is responsible for its success.

(2) Unit did not include command action, but will be issued.
CONFIDENTIAL

From: [Address]

To: [Address]

Date: May 1970

Subject: Operational Report

Dear Sirs,

This report covers the operations of the 22nd
Division during the period ending April 30, 1970.

I would appreciate your review of this document.

Sincerely,

[Signature]

Bill W. Chamberlain

Chief, 4th

CoA

CONFIDENTIAL
TO: Commanding General, 1st Aviation Brigade, APO 96332

This headquarters has reviewed and evaluated subject Operational Report—Lessons Learned and forwarding indorsement and concurs.

FOR THE COMMANDING:

ROBERT L. ALDERMAN
Lieutenant Colonel, AGC
Acting Adjutant General
AVERAG-O (13 May 70) 3d Ind

SUBJECT: Operational Report-Lessons learned, 223d Aviation Battalion (Combat), Period ending 30 April 1970

DA, HEADQUARTERS, 1ID AVIATION BATTALION, ATT: 6664 21 JUN 1970

TO: Commanding General, United States Army Vietnam, ATTN: AVEGC-O07.

APPENDicies:

This report covers the period ending 30 April 1970.

This report has two major revisions: the following exceptions:

a. Paragraph a(2)(c), page 10, line 12. A revised system for requisitioning and distributing AHI items was put into effect 10 March 1970, which improved MF response time. AHI has authorized ten walk through requisitions per day for units having aviation personnel. The 17th Aviation Group (Combat) will follow new procedure with AHI.

b. Paragraph 2(1)(c), page 4, line 15. Engines are AHI items, which are AHI authorized for stocks in effect level in accordance with AHI directive.

FOR THE REASON:
1. The Commander in Chief, United States Army, Pacific, ATTN: GPOP-DT, has reviewed the Operational Report—Lessons Learned, 223d Aviation Battalion (Combat), Period Ending 30 April 1970, and concurs with the comments of indorsing headquarters.

2. Reference: Page 15, 2c.
   Concerning "Nomex Flight Clothing," page 15, 2c;
   Concur. There exists no USARV requirement that the Nomex trousers be bloused for aerial flight. It is recommended that they not be bloused. The nylon survival covers are not standard issue for use with the SPH-4 helmet. These covers should not be used. This information is being published in the USARV Aviation Safety Weekly Summary. The nylon survival vest, SRU-21/P, does not present an unacceptable risk when worn over the Nomex clothing. This headquarters is requesting USABAAR to conduct an evaluation of the safety aspects of the vest. No action by USARPAC or DA is recommended.

For The Commander:

[Signature]

Chief, 1st Avn Bde

Cpt. 223d Avn Bn (Cbt)
SUBJECT: Operational Report of Hq., 223d Aviation Battalion (Combat), for Period Ending 30 April 1970,
RCS CSFOR-65 (RT) (U)

HQ, US Army, Pacific, APO San Francisco 96558 (UT)

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

This headquarters endorses the subject report as endorsed.

FOR THE COMMANDER IN CHIEF:

[Signature]

D.R. Miller
ELT, ASC
Asst AD
CONFIDENTIAL
UNIT STRENGTHS AS OF 30 APRIL 1970

1. MILITARY

<table>
<thead>
<tr>
<th>UNIT T</th>
<th>ACHT</th>
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2. MILITARY

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Incl #1
CONFIDENTIAL

UNIT EARNINGS AS OF 30 APRIL 1970

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Incl #4
**CONFIDENTIAL**

**ORGANIZATIONAL CHART**

```
  163d Med Det
     |      |
  18th Avn Co (U.S.)  183d Avn Co (U.S.)  185th Avn Co (U.S.)
      |      |        |        |
  223d Avn Bn (OBT)   18th Avn Co (U.S.)  185th Avn Co (U.S.)
                        |        |
  163d Medical Detachment
```

**UNIT**

- 163d Medical Detachment
- 18th Aviation Company (Utility Airplane)
- 183d Aviation Company (Utility Airplane)
- 185th Aviation Company (Utility Airplane)
- 225th Aviation Company (Utility Airplane)
- 223d Aviation Battalion (Combat)

**LOCATION**

- Qui Nhon
- Dong Ha
- Bien Hoa Base
- Phu Vep
- Pleiku

**APO**

- 09-348
- 09-332
- 09-332
- 09-318
- 09-318
### Operational Report - Lessons Learned: HQ, 223d Aviation Bn

#### Description

**Operational Report**

- **Type of Report and Inclusive Dates:** Lessons learned.
- **Unit Engaged in Counterguerrilla Operations:** HQ, 223d Aviation Battalion
- **Project No.:** N/A
- **Sponsoring Military Activity:** DCSFOR, BA, Washington, D.C.
- **Security Classification:** CONFIDENTIAL

#### Report Details

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**UNCLASSIFIED**

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