

By JB/mg NARA, Date 9/92

The Battalion Commander should attend the Commanding General's daily staff meetings and maintain a close working relationship with the ADC's and Chief of Staff. His staff should work on a daily basis with the division's staff. His company commanders should be closely allied with their respective brigade commanders. I have found that working in conjunction with the divisional personnel has afforded my subordinate commanders and my staff considerable insight into the problem areas peculiar to the division we support. This insight has lent itself favorably to the establishment of a rapport between the Division and this Battalion, which I feel is somewhat unique in command relationships. We are keenly aware of the specific needs of the Division. Divisional elements, on the other hand, are thoroughly knowledgeable in the capabilities and limitations of this Battalion. The results have been most rewarding and the product has been the development of the finest "Air Mobility Team," i.e., the 269th Combat Aviation Battalion and the 25th Infantry Division, in all of Vietnam.

2(v) During my tour as Battalion Commander, I have observed that the most successful operations are those for which sufficient planning time has been allotted. In fact, the only way to insure that an operation will be successful is to take sufficient time for planning. In a number of instances where insufficient time was given to preparing for an operation, errors, sometimes serious ones, resulted which could well have been avoided. Some of these errors resulted in loss of life and aircraft.

3(v) In planning an airmobile operation it is mandatory that sufficient stress be placed during the planning phase to insure that all parties are aware of certain necessary details. Some of these

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in their basic branch as their ground oriented contemporaries.

Recurrent reports of successes achieved in ground assignments is a constant source of pride and an amplification of my faith in the caliber of the Army officer-aviator.

2. A recent investigation disclosed that fixed wing aviators trained primarily on aircraft having tricycle landing gear are experiencing difficulty in maintaining directional control of O-1 aircraft in a tactical environment. A short time ago, three fixed wing aviators, all recent graduates from the same fixed wing class at the Aviation School, ground looped their aircraft (O-1). It is doubtful if the 50 hours allotted to transitioning aviators into conventional gear aircraft is sufficient training prior to sending a new aviator to Vietnam. I recommend a re-evaluation of the present transition program and tactical O-1 indoctrination with an eye on adding additional conventional gear training.

JAMES H MERRYMAN
LTC, Arty
Commanding

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CO 214th Cbt Avn Bn
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Inclosures:

1-Composition of 269th Cbt Avn Bn
2-Strength Status--31 July 1967
3-Gains and Losses for Next 90 Days
4-Logistics and Maintenance Organization
5-Summary of Major Accidents
6-Letter, Branch Training for Officers
7-Letter, Implementing Instructions for Branch Training

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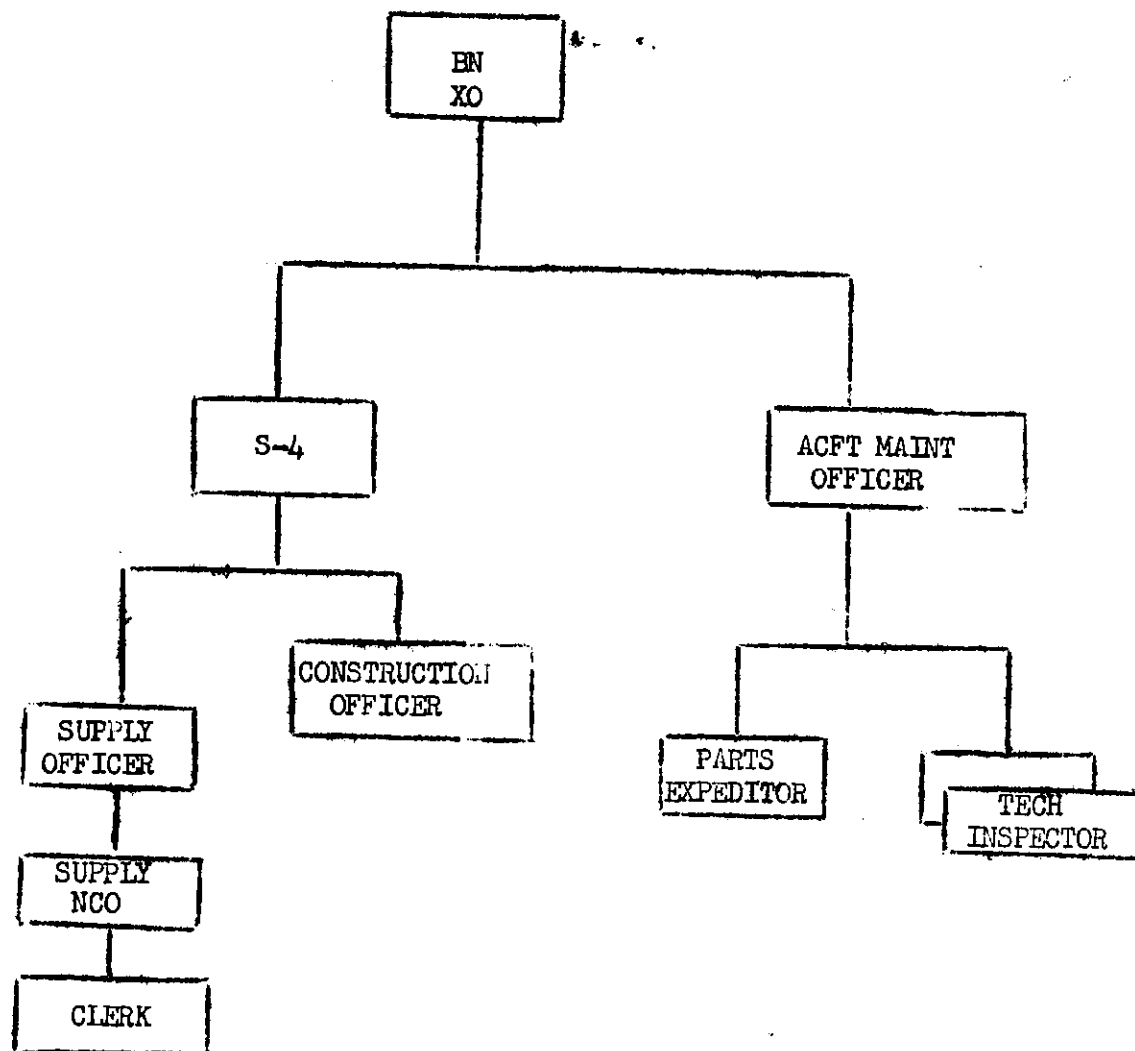
SUMMARY OF GAINS & LOSSES FOR NEXT 90-DAY PERIOD(v)

	<u>LOSSES</u>		
0	<u>30-Day</u>	<u>60-Day</u>	<u>90-Day</u>
Officers	4	6	4
Warrant Officers	4	0	4
Enlisted	30	47	47

	<u>GAINS</u>		
	<u>30-Day</u>	<u>60-Day</u>	<u>90-Day</u>
Officers	1	3	3
Warrant Officers	14	4	4
Enlisted	29	41	41

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LOGISTICS AND MAINTENANCE ORGANIZATION

Inclosure 4

By JB/mg NARA, Date 9/92

Summary of Major Accidents

- 8 May UH-1D - Tail rotor failure on take off at 50 feet altitude. Aircraft landed on road sustaining major damage.
- 14 May UH-1B - On short final into refueling area, aircraft started settling from about 40'. Aircraft landed hard sustaining major damage.
- 26 May UH-1D - During tactical emergency into single ship LZ requiring a 100 vertical ascent, aircraft rotor blades struck trees upon departure, aircraft landed on nose low altitude causing major damage.
- 4 Jul UH-1D - Engine failure after completion of climb out - 1500' 60K. Aircraft autorotated into trees.
- 5 Jul UH-1D - On final approach, aircraft landed hard causing major damage to skids and tail boom.
- 6 Jul UH-1B - Aircraft making low level recon, went into steep right turn, settled into ground - Major damage.
- 7 Jul UH-1D - Aircraft found burning after being overdue at destination.
- 15 Jul UH-1D - Engine failed on take off - major damage to all components.
- 16 Jul UH-1D - Engine failed on take off - major damage to skids and tail boom.

~~17 Jul UH-1D - Major collision~~

By JB/mg NARA, Date 9/92DEPARTMENT OF THE ARMY
HEADQUARTERS, 269TH COMBAT AVIATION BATTALION
APO 96353

AVGO-F-

31 May 1967

SUBJECT: Branch Qualification Training for Commissioned Officers

TO: All Commissioned Officers
269th Combat Aviation Battalion
APO 96353

1. Since the beginning of the Army Aviation Program the commissioned Army aviator has had to be able to accomplish a dual role. First, he must be a branch qualified officer and second he must be a highly trained specialist in the complex field of aviation. While this requirement might seem to be impossible to achieve, the contrary has been proven. For years the commissioned aviator has demonstrated his ability to excel not only as an aviator but also as an officer of his basic branch.

2. With the advent of the war in Vietnam and the increased requirement for Army aviation personnel, many of the programs which previously provided for branch qualification of commissioned aviator personnel have been terminated. Today, few aviators are assigned to ground duty. Many are far behind their non-flying contemporaries in branch service school attendance. Overall, it is becoming increasingly difficult for the aviator to maintain his branch qualification, yet the requirement to do so still exists.

3. The easy way out would be to say "to heck with it - it can't be done". This is no solution however, plus the fact that the Army aviator does not pursue the easy out. We must find a way to do that which is required of us and the remainder of this paper will tell you how I think we can achieve that goal.

4. Duty in Vietnam can provide unlimited opportunities to the commissioned aviator who desires to remain branch qualified - the only thing required is that he be given the time to do so. In this regard, I intend to provide the necessary time for any commissioned officer who desires to take advantage of the combat environment in Vietnam to improve his branch qualifications. It will be a two way street however, the time will be partially yours. No one can be released for branch material duty unless they can be spared from their duty assignment. With the shortage of assigned aviators and heavy mission commitment this is no simple matter. For example, officers in the assault companies will normally be allowed to go on branch material assignment only in conjunction with their three day stand down resulting from an excessive number of flying hours.

By

JB/mg

NARA, Date

9/92

31 May 1967

WVGC-F

SUBJECT: Branch Qualification Training for Commissioned Officers.

5. The program will be strictly voluntary and will involve only those officers who express a desire for branch material duty. A letter of instructions will be issued in the near future. In general it will include the following guidelines:

a. On a strictly voluntary basis, one commissioned officer per company will be allowed to be absent from his assigned unit for a period of 3-7 days to work with a co-located unit of his branch.

b. The unit commander's approval will be required for an officer to participate in this program.

c. Priority for participation will be given to those aviators who have flown or are approaching 140 hours in the past 30 day period.

d. The battalion S-3 will handle all requests for branch material duty and will accomplish appropriate arrangements. Preferably the officer should serve with a co-located unit and one which his unit supports.

e. No funds will be involved.

f. Unit commanders will insure that appropriate remarks are included in the Officers Efficiency Report to indicate that branch qualification training has been achieved.

6. I consider the above program to be one which offers an outstanding opportunity to remain branch qualified in a time of diminishing opportunities to do so. The choice is yours. If you are interested, contact your commanding officer and request that you be allowed to participate in branch material training. Remember this one most cogent fact, we are and shall remain officers first - aviators second.


JAMES H MERRYMAN
LTC, ARTY
Commanding

By

JB/mg

NARA, Date

9/92

DEPARTMENT OF THE ARMY
HEADQUARTERS, 269TH COMBAT AVIATION BATTALION
APO 96353

AVGC-F-SC

6 June 1967

SUBJECT: Implementing Instruction Branch Training for Commissioned Officers.

TO: Commanding Officer, HHC, 269th Combat Aviation Battalion, APO 96353
Commanding Officer, 116th Aslt Hel Co, APO 96353
Commanding Officer, 187th Aslt Hel Co, APO 96216
Commanding Officer, 188th Aslt Hel Co, APO 96268
Commanding Officer, 21st Recon Apl Co, APO 96216
Commanding Officer, 242d Aslt Spt Hel Co, APO 96227

1. Reference: Letter, Headquarters 269th Combat Aviation Battalion.
Subject: Branch Qualification Training for Commissioned Officer, dated 31 May 1967.

2. As a one time requirement each unit will submit a roster of the officers interested in participating in this program. Roster will include name, rank, SN and DEROS. The report will be submitted to arrive at this headquarters, ATTN: S-3, not later than 15 June 1967.

3. Only officers who volunteer for branch material training will be so assigned. Interested individuals will complete the form letter attached as Inclosure 1 hereto and forward in one copy through the unit commander to this headquarters, ATTN: S-3. Request may be submitted at any time but at least three days lead time is normally required for coordination.

4. Only one commissioned officer will be allowed to be absent from his unit for this training at one time. Training will be for a minimum of three days and a maximum of seven days. The unit commander's approval is required and priority will be given to those personnel who have flown or are approaching 140 hours flying time in the last 30 day period. No funds will be involved and training will be scheduled with a local unit normally supported by this battalion. Training is expected to be limited to operating in a position or rank equivalent to that performed by contemporary non-rated officers.

5. Responsibilities:

a. Individuals volunteering for program:

- (1) Submit request and state intention to participate.
- (2) Provide own personal equipment needed during training (i.e., weapons, field gear, etc.).

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By JB/mg NARA, Date 9/92

AVGC-F-SC

6 June 1967

SUBJECT: Implementing Instructions - Branch Training for Commissioned Officers.

b. Unit commanders:

(1) Forward request from personnel interested. Initialling of THRU: addressee line indicates approval; add indorsement including reason, if disapproved.

(2) Provide transportation for officers to designated units and return.

(3) Monitor program within units.

(4) Insure that appropriate remarks are included in the next officer efficiency report rendered on individuals participating in the program.

c. S-3:


(1) Make required arrangements with units for training, giving preference to the desires of the participating officer.

(2) Provide coordinating details to officer concerned.

(3) Monitor the program at battalion level.

FOR THE COMMANDER:

1 Incl
as


JOHN B PEARSON JR
Captain, AGC
Adjutant