

DEPARTMENT OF THE ARMY  
HEADQUARTERS, 159TH AVIATION BATTALION (ASLT SPT HEL) (AMBL)  
101st Airborne Division (Airmobile)  
APO San Francisco 96383

DECLASSIFIED  
Authority: 48 CFR 1.5  
By: T.M. NADA, DSN 6122

AVDG-AV-DC

30 April 1971

SUBJECT: Operational Report of 159th Aviation Battalion (ASH) (AMBL)  
for period ending 30 April 1971 (RCS CSFOR) (RI) (U)

THRU: Commanding Officer  
101st Aviation Group (CBT)  
ATTN: AVDG-IC  
APO San Francisco 96383

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SUPERVISOR  
DATE  
REASON  
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DECLASSIFICATION  
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DECLASSIFICATION

TO: Commanding General  
101st Airborne Division  
ATTN: AVDG-CG-H  
APO San Francisco 96383

1. (C) Section I Operations: Significant Activities:

a. Significant command changes during this period were:

- (1) LTC George F. Newton remained the Battalion Commander.
- (2) Maj Richard F. Kneiss assumed the duties of Battalion Executive Officer on 4 November thru 19 December 1970.
- (3) LTC Charles H. Miller assumed the duties of Battalion Executive Officer on 28 February 1971.
- (4) CPT John A. Marshok assumed the duties of Battalion Adjutant on 5 February 1971.
- (5) CPT Gary L. Williams assumed the duties of Battalion S-2 Officer on 6 November 1970.
- (6) MAJ Thomas J. Takayama assumed the duties of Battalion S-4 Officer on 6 December 1970.
- (7) CPT Robert D. Enyeart assumed the duties of Battalion Flight Operations Officer on 25 October 1970.
- (8) 1LT Fred P. Shields assumed the duties of Battalion Signal Officer on 20 November 1970.
- (9) CW2 James O. Scott assumed the duties of Battalion Aviation Safety Officer on 14 November 1970 thru 1 February 1971.

AVDG-AV-DC

30 April 1971

SUBJECT: Operational Report of 159th Aviation Battalion (ASH) (AMBL)  
for period ending 30 April 1971 (R) (S) (CSFOR) (RI) (U)

(10) CW2 Ronald D. Strickland assumed the duties of Battalion Aviation Safety Officer on 1 February 1971.

(11) 2LT George C. LaFluer assumed the duties of Battalion Liaison Officer on 25 October 1970 thru 14 April 1971.

(12) WO1 Richard L. Bettien assumed the duties of Battalion Liaison Officer on 2 December 1970 thru 14 April 1971.

(13) 1LT Alan Pursche assumed the duties of Battalion Liaison Officer on 14 April 1971.

(14) CPT Michael Bain assumed the duties of Battalion Liaison Officer on 14 April 1971.

(15) 1LT Robert A. Fredette assumed the duties of Battalion Assistant Adjutant on 8 December 1970.

(16) CW2 Billy I. Scott assumed the duties of Battalion Motor Maintenance Officer on 27 March 1971.

(17) 1LT Larry F. Freiwald assumed the duties of Battalion Assistant S-2 on 9 December 1970.

(18) CPT Gerhard Weis assumed the duties of Battalion Aviation Maintenance Officer on 12 March 1971.

(19) MAJ Fred H. Hope assumed the duties of Commanding Officer Company A on 4 November 1970 thru 21 April 1971.

(20) MAJ Fredrick L. Ross assumed the duties of Commanding Office Company A on 21 April 1971.

(21) MAJ Hoke S. Garrett assumed the duties of Commanding Officer Company B on 20 December 1970.

(22) MAJ Thomas L. Barta assumed the duties of Commanding Officer Company C on 4 December 1970.

(23) MAJ Franklin L. Hunt assumed the duties of Commanding Office 478th Aviation Company on 7 January 1971.

b. Unit Strength as of 30 April 1971:

(1) Military:

Subordinate Unit	Officer Auth O/H	WO Auth O/H	EM Auth O/H	TOTAL Auth O/H
HHC	14 16	2 3	74 96	89 115
Co A	9 13	27 17	198 182	234 212
Co B	9 12	27 17	198 184	234 213
Co C	9 13	27 17	198 159	234 189
478th	13 11	13 13	134 139	160 163

AVDG-AV-DO

30 April 1971

SUBJECT: Operational Report of 159th Aviation Battalion (ASH) (AMBL)  
for period ending 30 April 1971 (RCS CSFOR) (RI) (U)

(2) Civilian

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Date: 10/10/00

Subordinate Unit	DAC		VN		3D NATL		Contractor	
	Auth	O/H	Auth	O/H	Auth	O/H	Auth	O/H
HHC	0	0	3	3	0	0	0	0
Co A	0	0	4	4	0	0	0	2
Co B	0	0	5	5	0	0	0	1
Co C	0	0	5	4	0	0	0	1
478th	0	0	0	0	0	0	0	2

Total includes supporting TC Detachments

C. Casualties: Casualties sustained by the units of the 159th Aviation Battalion during the period 1 November 1970 thru 30 April 1971 were as follows:

	Nov	Dec	Jan	Feb	Mar	Apr
Died Non-Battle	0	0	0	5	0	0
Died Hostile Action	0	0	0	6	0	0
Wounded Hostile Action	0	0	0	1	4	0
Missing Hostile Action	0	0	0	0	0	0

d. Awards and Decorations during the period 1 November 1970 thru 30 April 1971. A total of 1098 recommendations for awards were submitted and a total of 1804 were received. The following is a breakdown of awards:

AWARD	SUBMITTED	RECEIVED
DFC	94	3
SM	1	1
BS (V)	0	0
BS	268	557
AM (V)	134	4
AM	232	607
ACM	341	630
ACM (V)	28	0

e. Education: Continuous enrollment by personnel of this command in USAFI and other courses at the local education centers. Increased emphasis on GED program has been implemented.

(3)

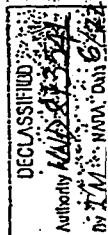
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AVDG-AV-DC

SUBJECT: Operational Report of 159th Aviation Battalion (ASH) (AMBL)  
For period ending 30 April 1971 ACS CSFOR (RI) (U)

30 April 1971

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f. Rest and Recuperation: The R&R utilization rate for 1 November to 30 April 1971 was 77% based on the following information:

Total allocation	418
Total filled	306
Total turn-backs	112
R&R No-Shows	3
R&R (In-Country) allocations	52
Total filled	52

g. Special Services: Units have sufficient athletic equipment to support an aggressive A&R program.

h. Aircraft Status as of 30 April 1971: SEE TAB A

i. Civic Action: The Battalion S-5 has been continuing with phase II of the Civic Action Plan. With the current emphasis on troop withdrawal more emphasis has been placed on self support.

(1) The Battalion is currently conducting two weekly Medcaps.

(2) The weekly Medcap in Vinh Loc District has been cut back from two different missions to one. Having completed training in correct hospital procedures more emphasis is being placed on the proper treatment and dispensing of medical supplies while conducting Medcaps in the surrounding villages.

(3) A second weekly Medcap program, in Hue, Phu Vinh, District III, has been very successful. These Medcaps are held at four sites in the District III area on a rotational basis. The medical treatment is performed by the Vietnamese with medics from the 159th Avn Disp. to advise if necessary.

(4) The Battalion supports two orphanages, Tu Mau and An Khan, on an occasional basis. When ever food, clothing, or lumber is made available it is immediately distributed to the two orphanages.

(5) The Battalion has contributed to several different funds or projects during this reporting period.

(a) In early November, 2100 pounds of barbed wire and concertina wire was contributed to the Vinh Loc District to help reinforce several police stations in the area.

(b) In the first week of December, this Battalion contributed lumber, tin, and other materials to help rebuild Phong Dien Elementary School, which had been damaged by heavy rains.

(c) During Christmas, 60 pounds of candy, 50 pounds of clothing, and 75 pounds of food was contributed to Tu Mau and An Khanh Orphanages.

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30 April 1971

ending 20 April 1975 (USC)  
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j. Combat Operations:

(2) Statistical Data is shown in Tab B.

(4) Some problems are still prevalent in regard to planning and coordination of missions. The problems most frequently encountered are improper call-signs and frequencies, loads not ready or non-existent and radios not being monitored. In response to these problems DISCOM published a message to the FSSE's which stated that all CH-47 resupply missions that are not rigged and ready when the aircraft arrives; have no radio contact or the wrong callsign and frequency at the PZ or LZ; or some other discrepancy that prevents the mission from being flown as scheduled will be cancelled for that day by the movement control center, DISCOM.

(5) The Battalion participated in battery raid operations during the brief periods of good weather. The battery raid was a closely coordinated move between lift, gun and heavy lift aircraft. The technique used was to assault an infantry unit in a fire support base followed by an artillery battery. The battery was put on the fire base in the shortest possible time using the maximum number of aircraft feasible depending on the flight time from the PZ to the LZ. The battery would conduct fire missions on suspected enemy locations throughout the day. Late in the afternoon, the battery would be extracted using the same tactics used during the insertion. The prime consideration in operations of this sort would be the weather.

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AVDG-AV-DC

30 April 1971

SUBJECT: Operational Report of 159th Aviation Battalion (ASH) (AMBL)  
for period ending 10 April 1971 (NOS CSFOR) (RI) (U)

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Marginal weather days would not be conducive to battery raid operations due to the possibility of the weather closing in leaving the battery without resupply.

k. Training:

(1) The battalion continues to make maximum utilization of ARRTS school quotas, with a 100% fill.

(2) Newly assigned aviators in this headquarters are transitioned into the OH-6A as soon as possible, in order to fulfill the mission of this headquarters and battalion. These transitions are very difficult to accomplish because this unit does not have an OH-6A IP assigned and there has been a continuing shortage of IP's within the division.

(3) Maximum OJT, and cross training is conducted for personnel in the battalion.

(4) A continuous program of training SIP's, IP's, and instrument IP's is being conducted in order to keep the proficiency and instrument certification of the aviators in this battalion up to date.

(5) Battalion staff visits were made to all companies during this period to insure that operational procedures were in accordance with pertinent directives and regulations.

(6) The battalion has inclement weather training schedules and prepared lessons to insure utilization of time which would otherwise be wasted.

l. Intelligence:

(1) The S-2, 159th Aviation Battalion, processes all clearances for personnel in the battalion. SODA briefings/debriefings are given to all incoming and departing personnel. Current status of clearances on each individual is readily available from the S-2.

(2) The S-2 has initiated daily visits to each company to brief operations personnel on the current situation in the 101st Division AO. Additionally, a Special Intelligence briefing is presented each week to all commanders, operations officers, and other key personnel. As a result the number of aircraft shot down and hit by ground fire has significantly decreased during the past three months.

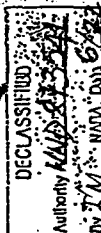
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AVDG-AV-DC

SUBJECT: Operational Report of 159th Aviation Battalion (ASH) (AMBL)  
for period ending 30 April 1971 (FCS CSFOR) (RI) (U)

30 April 1971

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m. Physical Security:

(1) All claymores and hand flares are kept under direct control of "Alfa CP". A weapon check is held after each guard mount. All handgrenades have been removed from the bunkerline and stored in "Alfa CP" ammo bunker. The basic load of M-60, M-16, and M-79 ammo for each bunker is secured during the day at each bunker. A weekly ammunition inspection is performed by each company supporting the bunkerline.

(2) All fifty-one fougasse positions have been re-sandbagged and rewired. Old claymores have been replaced. Seventeen hushflares have been installed. Seventeen ARA markers have been installed. A new detonation system was placed in each bunker. Tower #2 was put back in operation. An additional lighting system is now being installed.

(3) The mortar pits are under direct control of "Alfa CP". They run crew drills on an average of twice a week.

n. Logistics:

(1) With the ending of the monsoon season in Feb-Mar 71, work again started on the new revetments and ramp extension in North Phu Bai.

(2) More items of equipment have arrived for the consolidated mess hall at North Phu Bai. A ceiling was constructed in the kitchen area and the screens have been replaced where necessary to control the flies. Work has started on the drainage from the kitchen area. Approval has been obtained to paint the interiors but work has not commenced due to the non-availability of the paint required. A critical shortage is in the area of frozen food cabinets.

(3) Generator support by PA&E has not improved during the reporting period. All areas in North Phu Bai have experienced frequent power failures. With the onset of the hot weather, more frequent power failures can be expected due to the increased use of fans, air-conditioners and privately-owned refrigerators. Prolonged power failures will affect the mess halls most adversely as foods will tend to spoil faster if not kept refrigerated.

(4) This unit has received critical items of TO&E equipment via lateral transfer from "keystone" units being recalled back to CONUS. Representatives from this unit visited the units concerned to effect the transfers and arranged for all transportation to this location.

(5) New property books were made for this unit and its three TC Detachments. New SB 700-20 was received during this reporting period. Changes to unit star numbers and RIIC codes were posted to the property books as necessary.

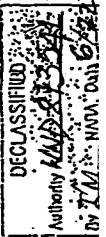
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AVDG-AV-DC

30 April 1971

SUBJECT: Operational Report of 159th Aviation Battalion (ASH) (AMBL)  
for period ending 30 April 1971 AGS (SFOR) (RI) (U)

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(6) Preliminary preparations were made to incorporate the TC Detachments as a maintenance platoon within each line company. Final transfer of property from the TC Detachments to 159th Avn Bn (ASH) will be effected upon receipt of the General Order and MTOE and arrival of the effective date of deactivation of the TC Detachments.

(7) Due to the efforts of the documentation and research clerks in the Battalion S-4 section in editing all requests from the companies prior to submitting requests to our support units, this has experienced a drastic reduction in the number of requests being returned without action because of errors.

(8) In order to better account for property, this unit has required all hand-receipt and sub-hand receipt holders to conduct a 100% physical inventory of all property held by them every sixty days. This policy has made all personnel much more conscious of their responsibility for property accountability of all property for which they are responsible.

(9) During this reporting period, a new policy was implemented pertaining to demand supported and TM-authorized PLL procedures for ground maintenance activities. Because the new requirement is to have three demands per 180 day period to retain an item on the existing PLL and six demands in a 180 day period to add an item to the PLL, this unit has reduced its PLL from a total of 1211 lines to the present 249. Repair parts on hand which were deleted as a result of this change in policy have been prepared for turn in to the direct support unit. Many thousands of dollars of repair parts will be returned to the supply system as a result of this change.

o. Maintenance

(1) During the Period 1 November 1970 through 30 April 1970, this battalion maintained a high operational ready rate and mission performance capability despite the exceptionally high flying hour program resulting from Lam Son 719. The flying hour average increased significantly compared to the last reporting period.

(2) Work was completed on converting the CH-47C's with L-11 engines, back to small C configuration. The battalion is now having the remaining C-minus aircraft converted to the "super" C configuration with L-7C engines. As the aircraft come into the #18 PMP, they are turned in to the Air Vietnam facility in Saigon for retrofit. A replacement "Super" C is then issued. During this period, one (1) C-minus Ch-47 was turned in for retrofit under this program.

(3) During the reporting period, a total of 130 PMP's were performed on CH-47's, 21 on CH-54's, and 3 on OH-6A's.

(4) The 478th Avn. Co. gained three (3) CH-54's in November 1970. CH-54 66-18410 was transferred from the 478th to the 355th Avn. Co., and the 355th transferred CH-54's 67-18414, 67-18431, 68-18434, and 68-18440 to the 478th Avn. Co.

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AVDG-AV-DC

30 April 1971

SUBJECT: Operational Report of 159th Aviation Battalion (ASB) (AMBL)  
for period ending 30 April 1971 (RGS CSFOR) (RI) (U)

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(5) Two civilian PMP teams were provided by 34th General Supt. Co. to assist the battalion in performing PMP's on the CH-47 aircraft. One of these teams, (nine personnel) has been assisting the 179th Aslt. Supt. Hel. Co. (OPCON to 159th ASHB) since 6 Mar 71 and has completed three #12 PMP's and 1 #14 PMP. Another team consisting of 7 personnel has performed 14 PMP's for A Co, 159th ASHB since 7 Feb 71.

(6) A 4 man civilian modification team arrived at the battalion 18 January 71, for the purpose of applying MWO 55-1500-210-40/2, (Reinforcing Aft Pylon Forward Crown Fairing). As of 30 April, 14 CH-47's have had the MWO applied in A Co.

(7) The availability during this reporting period was as follows:

A/C Type	Total Hours	Availability
CH-47C	12,698	80%
CH-54A	2,099	85%
CH-6A	931	86%

(8) On 25 April, a grounding TWX was received on the CH-47C aircraft. The TWX number was 2308507 Apr 71. The message advised of the reduction in the overhaul interval (TBO) for the 114D 2200-1 through -6 aft transmissions from 1200 to 900 hours when used in the CH-47 B and C helicopters. All aircraft in the battalion with subject transmissions whose time since new or overhaul exceeded 900 hours were grounded for replacement of the component no later than the next intermediate inspection. A total of 23 aircraft in this battalion were affected by the TBO interval change. Four (4) had already exceeded the 900 hour adjusted TBO.

(9) During the reporting period, six CH-47's were lost and six were gained. Of the losses, two resulted from accidents, three from combat damage, and one was evacuated for retrofit.

p. Medical:

(1) The 159th Aviation Dispensary currently provides direct medical support to the following units: A/159, B/159, C/159, HHC/159, C/101, D/101, C/2/17 Cav, B/5th Trans, and A Btry 4/77 ARA Bn. In addition we extend flight physical coverage to the following units: 478th Avn Co, 45 Engr Bn, 12th Sig Gp. and 2nd Bde. Approximately 50 flight physicals are completed each month. Our sick call runs from 50-60 patients per day. We also complete flight clearances and medical groundings for the above named units every day.

(2) The following personnel are being utilized:

MOS	AUTHORIZED	ON HAND
D3160	1	1
91B40	1	1
91C20	1	1
91B20	8	11

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30 April 1971

ending 30 April 1971 (RCS)

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BY *LM* NARA, 0113 6-22

9th Avn Dispensary of

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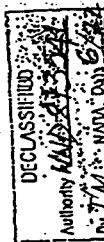
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AVDG-AV-DC

30 April 1971

SUBJECT: Operational Report of 159th Aviation Battalion (ASH) (AMBL)  
for period ending 30 April 1971 (RES CSFOR) (RI) (U)

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IV. Installation of an AV/VAC 46 at Airborne pad for contact with forward area operations center.

2. (C) Section II Lessons Learned: Commanders Observations, Evaluations, and Recommendations:

- a. Personnel: None
- b. Intelligence: None
- c. Operations:

(1) Aircraft request by number:

(a) One problem, which can be applied to almost every type operation, is that some ground commanders are not fully aware of how to utilize the CH-54 and CH-47 to obtain maximum efficiency. On many occasions too many aircraft were requested for a given mission. It would be better if the supported unit gave a required completion time and let the supporting aviation unit determine the number of aircraft required. Frequently less aircraft than requested could complete the mission as rapidly and more efficiently. The lesson to be learned here is that increasing the number of aircraft used on a mission does not necessarily insure earlier mission completion.

(2) Gunship Support:

(a) An adequate number of gunships are not always available due to combat damage, maintenance problems, and other combat assault requirements. Attachment of a gun company to this battalion would facilitate command and control, briefing, and coordination by making that unit directly responsive to the needs of CH-54 and CH-47 aircraft for all types of missions.

- d. Organization: None
- e. Training: None
- f. Logistics: None
- g. Communications: None

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30 April 1971

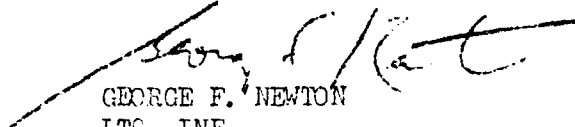
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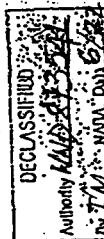
h. Material: None

i. Other: None

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2 Incl:  
as

  
GEORGE F. NEWTON  
LTC, INF  
Commanding



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AIRCRAFT STATUS

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	OH 6A		OH 47		OH 54	
	Auth	O/H	Auth	O/H	Auth	O/H
HEC	3	3	0	0	0	0
"A"	0	0	16	16	0	0
"B"	0	0	16	16	0	0
"C"	0	0	16	16	0	0
478th	0	0	0	0	9	10

AIRCRAFT DAMAGED AND/OR DESTROYED

		DAMAGED	DESTROYED	TOTALS
OH 47	Combat	1	2	3
	Non Combat	1	1	2
OH 54	Combat	0	0	0
	Non Combat	0	0	0
Total		2	3	5

TAE "A"

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 STATISTICAL DATA

SUBORDINATE UNIT	SORTIES	TROOPS	TONS	AC RECOVERED	HOURS
Co A	9979	17064	17513	73	4099+50
Co B	8332	16688	13379	94	4362+20
Co C	9649	14547	15726	134	4394+15
478th Avn Co	3855	0	9313	9	1905+10
Bn Total	31815	48299	55931	310	14761+35

TAB "B"