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**AD NUMBER**

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**FROM:** confidential

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**TO:**

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**FROM:**

DoD Controlling Organization: Department of the Army, Office of the Adjutant General, Washington, DC 20310.

**AUTHORITY**

GDS per DoD 5200.1-r; Adjutant General’s Office [Army] ltr dtd 29 Apr 1980
AGDA (M) (10 Feb 70) FOR OT UT 694114

13 February 1970

SUBJECT. Operational Report - Lessons Learned, Headquarters, 290th Aviation Battalion, Period Ending 31 October 1969 (1)

SPE DISTRIBUTION

1. Subject report is forwarded for review and evaluation in accordance with paragraph 4b, AR 525-15. Evaluations and corrective actions should be reported to ACSFOR OT UT, Operational Reports Branch, within 90 days of receipt of covering letter.

2. Information contained in this report is provided to insure appropriate benefits in the future from lessons learned during current operations and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

KENNETH G. WICKHAM
Major General, USA
The Adjutant General

1 incl

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US Army Logistics, Doctrine Systems & Readiness Agency
US Army Aviation Test Activity
US Army Mobility Equipment Research & Development Center
210th Aviation Battalion
AVMACC-VC

15 November 1969

SUBJ: Operational Reports - Lessons Learned 210th Aviation Battalion (Combat) for the Period ending (31 Oct 69) HHC (AH-65)

(2) (C)

JET DISTRIBUTION

1. (C) Operations: Significant activities:

a. Mission: The portion of the 210th Aviation Battalion Mission to provide fixed wing light cargo transport and limited troop movement to MACV has been discontinued.

b. Organization:

(1) Reorganization of the following assigned companies under Department of the Army standardized MCO's, was completed during the reporting period. This action was under the provisions of AR 45-605, dated 24 April 1969, which was received by this headquarters during the reporting period.

   Headquarters and Headquarters Company
   54th Aviation Company (Utility Airplane)
   74th Aviation Company (Utility Airplane)
   134th Aviation Company (Utility Airplane)

(2) The following units were attached within the 210th Aviation Battalion during the reporting period.

(a) Detachment 10, 5th Weather Squadron attached to Headquarters and Headquarters Company. Per USARV GO 3076, dated 11 August 1969.

(b) Detachment 9, 5th Weather Squadron attached to 73rd Aviation Company. Per USARV GO 3076, dated 11 August 1969.

(c) 1st Cav Division ADT Platoon, attached to 73rd Aviation Company. Per USARV GO 3503, dated 16 September 1969.
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AVMAGA-

SUBJ: Operational reports - Lessons Learned 210th Aviation Battalion (Combat) for the period ending (31 Oct 69). Ref: [NH-65].

(d) 1st Infantry Division ATK Platoon, attached to 3rd Aviation Company per JR RV 60 3503, dated 16 September 1969.

c. Command and Staff: The following significant changes occurred in the 210th Aviation Battalion command staff structure during the reporting period. The current command and staff structure is as follows:

COMMAND

(1) On 25 August 1969, LTC Floyd E. Petty, 456-30-2551, assumed command of the 210th Aviation Battalion (Combat) replacing LTF Carl C. Johnson, 593-12-9984.


UNIT COMMANDERS


(9) On 10 October 1969, MAJ Albert E. Harvey, 453-52-3119, assumed command of the 74th Avn Co (3A), replacing MAJ Wade W. La Due, 945-24-2105.


2

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AVBACA-CC

15 November 1969

SUBJECT: Operational Reports - Lessons Learned 410th Aviation Battalion (Combat) for the period ending (31 Oct 69) RCS CSFOR-65)(12)(J)

4. Unit Strengths as of 31 October 1969:

1) Military:

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<th>Assigned Units</th>
<th>OFF Auth O/H</th>
<th>Auth O/H</th>
<th>Auth O/H</th>
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<td>22</td>
<td>12</td>
<td>103</td>
<td>146</td>
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<tr>
<td>134th Avn Co</td>
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<td>22</td>
<td>4</td>
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<tr>
<td>Total</td>
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<th>VN Auth O/H</th>
<th>Auth O/H</th>
<th>DAC MAT Auth O/H</th>
<th>Auth O/H</th>
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<td>3</td>
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SITUATION: Operational Reports - Lessons Learned (10th Aviation Battalion (Combat) for the period ending (31 Oct 67) (see Incl 4))

<table>
<thead>
<tr>
<th>Unit</th>
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<th>MI Auth</th>
<th>T.H. Auth</th>
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<td>134th Avn Co</td>
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<td>0 0</td>
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</tr>
<tr>
<td>TOTAL</td>
<td>0 0</td>
<td>82 138</td>
<td>0 5</td>
<td>4 4</td>
</tr>
</tbody>
</table>

c. Aircraft Status: (See Incl 2)
f. Operational Results: (See Incl 3)
g. Personnel Management: (See Incl 4)
h. Intelligence and Security: The following activities regarding security clearances were conducted during the reporting period.
   (1) Top Secret Clearance Validated: 19
   (2) Secret Clearances Validated: 93
   (3) Secret Clearances Granted: 17
   (4) Confidential Clearances Granted: 5
   (5) NAC Initiated: 4

l. Operations:
   (1) During the reporting period companies of the 10th Aviation Battalion (Combat) provided operational support as follows:
      (a) 25th Aviation Company provided Staff and Command transport for H1, II Field Force, affiliated units, and CORDS.

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WACAO-67

SUBJECT: Operational Reports—Lessons Learned 210th Aviation Battalion (Combat) for the period ending 31 Oct 69

(b) 14th Aviation Company provided general aerial transport service for JU.P.C., Hq, USVRV, 1st Log Command, and 1st Aviation Brigade, to include: passenger and cargo transport, psychological warfare aerial support, and recently have established an aerial topographic photographic mission in support of the USVRV Engineer Mapping and Intelligence Branch.

(c) 73rd Aviation Company provided aerial surveillance support as directed by G-2, II Field Force to include visual reconnaissance, aerial photography and target detection by providing general support to II Field Forces and direct support to the assigned divisions.

(d) 74th Aviation Company provided general aerial reconnaissance support to 25th Infantry Division, 23rd and 27th Artillery Groups, 5th and 19th ARVN Divisions, and C&G to include visual reconnaissance and directing artillery and naval gun fire.

(e) 134th Aviation Company provides general aerial reconnaissance support to 1st Infantry Division, 199th Infantry Brigade, 25th ARVN Division, 5th Special Forces Group and C&G, to include visual reconnaissance and directing artillery and naval gun fire.

j. Logistics: Aircraft availability (See Inc1 5).

k. Aviation Safety:

<table>
<thead>
<tr>
<th></th>
<th>FIXED WING</th>
<th>ROTARY</th>
<th>TOT.</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1) Major Accidents</td>
<td>6</td>
<td>0</td>
<td>6</td>
</tr>
<tr>
<td>(2) Combat Damage</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>(3) Minor Accidents</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>(4) Preco. Landings</td>
<td>24</td>
<td>1</td>
<td>25</td>
</tr>
<tr>
<td>(5) Incidents</td>
<td>6</td>
<td>1</td>
<td>7</td>
</tr>
</tbody>
</table>

(6) Battalion accident rate during period: 19.7

I. Signal:

(1) The battalion including all assigned companies, established a secure Pn command net.

(2) The 74th and 134th Aviation Companies completed the installation of secure voice equipment (KY-29) in all assigned G-1 aircraft.

m. Installation Development:
2100 yards of the LT3 A/F boom has been upgraded.

(2) A request has been submitted for the remainder of the boom to be upgraded and for the installation of a low intensity lighting system.

(3) A project has been initiated to install drop bars at the gate in order to better control traffic.

(4) New revetments around the EM and NCO billets have been completed and the revetments around the officers billets are partially completed.

(5) Personnel bunkers in Officer and EM billets area have been reconstructed.

(6) Twenty aircraft revetments have been completed.

2. Medical: The following services were provided for LT3 by the 197th Med Det.

(1) Flight Physicals: 126

(2) Immunizations: 1662

(3) Medical Evacuations: 146

2. (C) Lessons Learned: Commander's Observations, Evaluations, and Recommendations:

(a) Personnel:

(1) Assignment of Personnel in Proper MOS's

(2) Observation: We have experienced extreme shortages in the following MOS’s.

71P Flight Operations Coordinator

23H AFTC Tower Operator

63C General Vehicle Repairman

94B Cook

71H Personnel Specialist

05C Radio Teletype Operator

316 Tactical Control Chief
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Operational Reports - Lessons Learned 210th Aviation Battalion (Combat) for the period ending (31 Oct 69) RCJ 25ROM-64) (R2) (II)

However, we have received shortages in these MOS's:

- 35R20 Electronics Radar Equip Repairman
- 67H20 OV-1 Airplane Mech

In the last quarterly period we have not had any TO&E changes which have caused the shortages and overages experienced. This situation has caused us to cross train individuals in a more technical MOS for utilization in a more basic MOS. Example 35R20 used as a 94B.

(b) Evaluation: Critical shortages in some MOS's and overages in others have caused us to cross train individuals to fill those positions. This misutilization of personnel has greatly reduced the effectiveness of our units in completing mission requirements.

(c) Recommendations: That the various personnel activities take all necessary action in order to preclude shortages in one field and overages in others.

b. Intelligence: None.

c. Operations:

(1) Light observation aircraft, fixed wing.

(a) Observation: The continuing need for a fixed wing, light observation aircraft has been established and a follow on aircraft is required.

(b) Evaluation: It has become apparent that the O-1 'Birddog' aircraft is playing an extremely important role in Southeast Asia. It has repeatedly demonstrated that it cannot be replaced by rotary wing observation aircraft. Advantages of the O-1 aircraft over other types aircraft include; dependability, operating capabilities, good instrumentation for night flight, high availability, low cost of acquisition, maintenance and operations, good endurance, no pilot crew requirement, good visibility for both seats, and adequate communications for most operations.

(c) Recommendations: That a new and better aircraft be developed to supplement and eventually replace the O-1. This aircraft should be a similar type and have the same advantages as the O-1. In addition, improvements should include additional cockpit space, complete instrumentation for instrument flight, light weight electronics, maximum sound suppression, better passenger/cargo carrying capability, and retractable tri-cycle gear.
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SUBJECT: Operational Reports - 1st. mo. Nov. 1st Aviation Battalion (Combat) for the period ending (11 Oct 67) and Oct 66

(2) Utility aircraft (fixed wing)

(a) Observation: The need has been established for a single-engine, utility, fixed wing aircraft.

(b) Evaluation: It has been established by the USA in Vietnam and Thailand that a continued requirement exists for fixed wing utility aircraft. Some examples of the advantages of fixed wing utility aircraft are: lower cost of acquisition, maintenance and operation in comparison to that required for rotary wing aircraft, the capability of longer operation, higher range, speed, better availability, and lower cost per ton/passenger mile. Examples of current utilization are: limited troop and cargo transport, command-staff transport, and aerial photographic platform.

(c) Recommendations: That an advanced and more efficient aircraft be developed and acquired to supplement and eventually replace the present aircraft. This new aircraft should include such improvements as: adequate cockpit space, complete instrumentation for weather flight, lightweight electronics, suitable sound suppression and maximum passenger/cargo carrying capability. It should retain the short improved field capability of the UH-1 to the limited crew requirements and the limited maintenance required for operation.

d. Organizations: None

e. Training: None

f. Logistics: None

g. Communications: None

h. Materiel: None

i. Other:

(1) Observation: The Battalion Commander has the additional responsibility of Installation Coordinator of LTN AAF. At the present time the installation consists of sixteen individual units and is a major aviation facility. A problem exists in that installation coordinators duties require a major portion of the battalion staff's time.

(2) Evaluation: As a result of the dual role, the manpower and equipment resources of the Battalion Headquarters are over taxed, there by reducing the efficiency of both the Battalion Headquarters and the Installation Coordinator functions. Especially critical is the lack of personnel and essential equipment necessary to provide adequate security for the installation.
Operational Reports - Lessons Learned 210th Aviation Battalion (Combat) for the period ending (31 Oct 69) HQ 210TH Aviation Battalion (Combat)

(3) Recommendation: An augmentation be provided with sufficient personnel and equipment to effectively fulfill the requirements generated at installation level.

(4) Command Action: A request has been submitted for additional personnel and equipment.

Sincerely,

Floyd E. Petty
LTC, SC
Commanding

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CO, JSRVO, ATTN: AVOC (DST), APO 96375 (3)
CS, 1st Avn Bde, ATTN: AVOC, APO 96384 (2)
CO, HQ, 12th Avn Gp (Cbt), ATTN: AVOC, APO 96266 (5)
CO, HQ, 210th Avn Bn (Cbt), APO 96530 (3)
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AVN/CUSA (15 Nov 69) 1st Indi

SUBJ: 1: Operational Report - Lessons Learned of 210th Aviation Battalion (Combat) for Period Ending 31 October 1969

KCS OMFORK-65(H2)(A)

DA, HDQ, 12TH AVIATION GROUP (COMBAT), APO 96266 21 November 1969

TO: Commanding General, 11 Field Force Vietnam, APO 96266

1. (U) In accordance with AK 525-15, the Operational Report - Lessons Learned of 210th Aviation Battalion (Combat) for the Period ending 31 October 1969 is forwarded.

2. (C) Reference Section 1, Operations: Significant Activities.

   a. Page 3, para 1d(1). Unit Strength, warrant Officers for the 124th should be amended to read "15" instead of "22".


   c. Page 5, para 11(1)(d) and (e). "CMAC" signifies Capital Military Assistance Command.

   d. Page 5, para 11(1). MAJ ... and total should be "5". The sixth accident reported was reported in the previous OP.

   e. Page 5, para 11(6). Corrected battalion accident rate during period is 17.7.

   f. Page 5, para 11(2). The installed secure voice equipment in assigned 0-1 aircraft is not being fully utilized due to the lack of ground based secure equipment in supported units.

   g. Page 6, para 1m(1). "ITN AAF" signifies Long Thanh North Army Airfield.

   h. Page 6, para 1m. "ITN" signifies Long Thanh North.

3. (C) Section 2, Lessons Learned.


   (1) 71F - internal changes will be made within the 12th Avn Gp (cbl) to bring the level of fill of the battalion (64%) more in line with the Group level.

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.

DOG DIR 5200.10

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AVIACA—SC (15 Nov 69)
SUBJECT: Operational Report - Lessons Learned of 216th Aviation Battalion (Combat) for Period Ending 31 October 1969
(MCS CFP05-65)(K2)(U)

(2) 53H - this MOS is very short in all battalions of the 12th Avn Gp (Cbt).

(3) 63C - as of 31 October, the 216th Aviation battalion (Combat) had an overstrength of five personnel in this MOS.

(4) 94B - there are 40 authorized and 31 assigned equally distributed throughout the Group.

(5) 71H - there are 21 authorized in the 216th. 25 were assigned at the end of September and 19 were assigned at the end of October.

(6) 05C - this MOS is in short supply, but has been supplemented by 05b causing an overall shortage of four personnel.

(7) 31G - this MOS is critical within Group but not in the 216th Avn Bn (Cbt) which has 5 of the 6 authorized personnel assigned.

b. Page 8, para 21. A problem exists when the majority of units and personnel on an installation are aviation or aviation support only. The organization of the units and the nature and timing of their mission workload precludes the ready availability of security guards and other defensive personnel. Higher headquarters should plan to provide necessary security to aviation and aviation support units, particularly as additional US combat troops are withdrawn from the vicinity of airfields.

FOR THE COMMANDER:

[Signature]

RONALD C. VINE
Major, Infantry
Adjutant

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

This headquarters has reviewed and concurs with the Operational Report - Lessons Learned of the 210th Combat Aviation Battalion for the period ending 31 October 1969, as indorsed, with the following comment. Reference paragraph 1d(1), page 3, and paragraph 2a, 1st Indorsement, authorized strength, warrant officers for the 184th Aviation Company should read 2.

For the Commander:

B.G. Macdonald
ILT. AGC
Asst AG
CONFIDENTIAL

AHC-UC (15 Nov 69) 31 Ind
31 JCS-T I Operational Report-Lessons Learned 210th Aviation Battalion
(Combat) for the Period Ending (31 Oct 69) AHC 300-69

(12) (U)

8 DEC 1969

Lt. Gen., Commanding, 1st Field Force, AHC 96304


Commodore-in-Chief, United States Army, Pacific, ATTN: AHC-UC, AHC 96307

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

1. (C) This headquarters has reviewed subject report and concurs with the contents as indorsed.

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

a. Paragraph 2a(1), page 6, discusses the shortage reported by the 210th Aviation Battalion (Combat). The Brigade is critically short in 110S 85C (Radio Teletype Operators) and 316 (Tactical Communications Chief), the present fill level being 69% for 110S 85C and 56% for 110S 316. 110S 71P (Flight Operations Coordinator) and 94B (Cook) are not critically short within the Brigade. The 12th Aviation Group (Combat) is overstrength in both 110S 71H (Personnel Specialist) and 63C (General Vehicle Repairman), the present fill level being 130% for 110S 63C and 114% for 110S 71H. The shortage of 110S 93H (Air Traffic Control Tower Operator) is only apparent, since the 210th Battalion's airfields are operated by Aviation Support Detachments of the 165th Aviation Group (Combat). The 12th Aviation Group (Combat) receives its proportionate share of all enlisted personnel by 110Ss and the 210th Aviation Battalion (Combat) should receive its proportionate share from the 12th Aviation Group (Combat).

b. Paragraph 2i, page 8, discusses the requirement for security forces at Long Thanh North AAF. A recognized requirement exists for a 33 man security force at Long Thanh North AAF. However, this requirement was not satisfied in the approval of TDA PS/IX 393990, Augustmentation 1st Aviation Brigade, Department of the Army, 24 June 1969. Due to the U.S.-N.W.-wide reduction in forces, approval of additional spaces at this time

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DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.

DOD DIR 5200.10
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AVANCE-6

8 DEC 1969

SUBJECT: Operational Report-Losses, 1st-16 Oct, 1969, 310th Aviation Battalion (Combat) for the Period Ending 31 Oct 69

would not be approved. It is essential for command at all levels to identify those functions, as in field security, which are in priority and to utilize resources accordingly. When a point of personnel authorization is reached, an in-depth study will be conducted to identify trade-offs across the security force optimization.

FOR THE COMMANDER:

[Signature]

Cy of 3d Int Prv:

CO, 210th Avn Bn (Cbt)
TO: Commander in Chief, United States Army, Pacific, ATTR: GPOP-DT, APO 96558

1. This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 October 1969 from Headquarters, 210th Aviation Battalion (Combat) and comments of indorsing headquarters.

2. Comments follow:

   a. Reference item concerning "Light Observation Aircraft, Fixed Wing", page 7, paragraph 2c(1); concur. However, this recommendation should be forwarded to the US Army Combat Developments Command for consideration.

   b. Reference item concerning "Utility Aircraft (fixed wing)", page 8, paragraph 2c(2); concur. However, this recommendation should be forwarded to the US Army Combat Developments Command for consideration.

   c. Reference item concerning "Other", page 8, paragraph 2d; 1st Indorsement, paragraph 2b; and 3d Indorsement, paragraph 2d; concur with 3d Indorsement. Due to the USARV wide reduction in forces, it is doubtful that units involved will be receiving additional spaces for personnel or additional equipment for defense and security of key installations. It is essential that Installation Coordinators identify these problem areas such as airfield security which require priority and to utilize resources accordingly. USARV Regulation 10-4, dated 10 July 1969, states specifically the responsibilities of coordinators at all levels.

FOR THE COMMANDER:

[Signature]

Cy furn:
210th Avn Bn
1st Avn Bde
SUBJECT: Operational Report of HQ, 210th Aviation Battalion (Combat) for Period Ending 31 October 1969, RCL CSFOR-65 (RZ) (L)

HQ, US Army, Pacific, APO San Francisco 96558

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]
C. L. Short
CPT, AGC
Ass AG
### Rotary Wing

| Date | H/H | Auth | H/H | Auth | H/H | Auth | H/H | Auth | H/H | Auth | H/H | Auth | H/H | Auth | H/H | Auth | H/H | Auth | H/H | Auth | H/H | Auth |
|------|-----|------|-----|------|-----|------|-----|------|-----|------|-----|------|-----|------|-----|------|-----|------|-----|------|-----|------|-----|
| 18   | T   | 1    | 16  | T    | 18  | T    | 1   | 1    | 18  | T    | 18  | T    | 18  | T    | 18  | T    | 18  | T    | 18  | T    | 18  | T    | 18  |
| 19   | T   | 1    | 1   | 1    | 1   | 1    | 1   | 1    | 1   | 1    | 1   | 1    | 1   | 1    | 1   | 1    | 1   | 1    | 1   | 1    | 1   |

### Fixed Wing

Aircraft status as of 31 October 1969.
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<tr>
<th>UNIT</th>
<th>SORTIES FLOWN</th>
<th>TROOPS HAULED</th>
<th>CARGO LIFTED (TONS)</th>
<th>ENEMY KIA</th>
<th>SMALL ARMS DESTROYED</th>
<th>STRUCTURES DESTROYED</th>
<th>AIRCRAFT LOSS</th>
<th>AIRCRAFT DAMAGED</th>
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<td>25th</td>
<td>9664</td>
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<td>8,267</td>
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<tr>
<td>73rd</td>
<td>N/A</td>
<td>N/A</td>
<td>Unk</td>
<td>Unk</td>
<td>Unk</td>
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<tr>
<td>74th</td>
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<tr>
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<td>4706</td>
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**UNIT**

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<tr>
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<th>AIRCRAFT LOSS</th>
<th>AIRCRAFT DAMAGED</th>
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<tr>
<td>73rd</td>
<td>1 OV-1C</td>
<td>3 0-1G</td>
</tr>
<tr>
<td>74th</td>
<td>2 O-1G</td>
<td>3 0-1G</td>
</tr>
<tr>
<td>189th</td>
<td>1 O-1G</td>
<td>1 --1G</td>
</tr>
<tr>
<td>Date</td>
<td>Aircraft Damaged</td>
<td>Aircraft Lost</td>
</tr>
<tr>
<td>------------</td>
<td>------------------</td>
<td>---------------</td>
</tr>
<tr>
<td>1/15-16</td>
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<td>0</td>
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<tr>
<td>2/15-16</td>
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<tr>
<td>3/15-16</td>
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<td>0</td>
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<tr>
<td>Aircraft</td>
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<tr>
<td>U-1A</td>
<td>83.6%</td>
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<td>VH-2D</td>
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Average Availability: 71.9%
Operational Report - Lessons Learned, 30th, 210th Aviation Battalion

Experiences of unit engaged in counterinsurgency operations, 1 Aug 69 to 11 Oct 69.

CO, 210th Aviation Battalion

15 November 1969

5 PROJECT NO

N/A

694114

6 OTHER REPORT NO. (Any other numbers that may be assigned this report)

8 DISTRIBUTION STATEMENT

AAB

11 SUPPLEMENTARY NOTES

N/A

12 SPONSORING MILITARY ACTIVITY

OACSFOR, DA, Washington, D.C. 20310

13 ABSTRACT

N/A

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