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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

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DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310

IN REPLY REFER TO

AGDA (M) (10 Feb 70) FOR OT UT 694114

13 February 1970

SUBJECT: Operational Report - Lessons Learned, Headquarters, 210th Aviation
Battalion, Period Ending 31 October 1969 (U)

AD 507318

SEE 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:

A handwritten signature in cursive script that reads "Kenneth G. Wickham".

KENNETH G. WICKHAM
Major General, USA
The Adjutant General

1 Incl
as

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 210th Aviation Battalion

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DEPARTMENT OF THE ARMY
HEADQUARTERS, 210TH AVIATION BATTALION (COMBAT)
APO San Francisco 96530

AVBACA-CC

15 November 1969

SUBJECT: Operational Reports - Lessons Learned 210th Aviation Battalion
(Combat) for the Period ending (31 Oct 69) RC: 1384R-65)
(R2) (U)

SET 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 MAC LAI has been discontinued.

b. Organization:

(1) Reorganization of the following assigned companies under Department of the Army standardized MICE's, was completed during the reporting period. This action was under the provision of USARPAC GO 329, 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 ASTA Platoon, attached to 73rd Aviation Company Per USARV GO 3503, dated 16 September 1969.

FOR OT UT
694114
Inclosure

1

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AVBACA-30

19 November 1969

SUBJECT: Operational reports - Lessons Learned 210th Aviation Battalion (Combat) for the period ending (31 Oct 69) (C) (R) (U) (J)

(d) 1st Infantry Division AVTA Platoon, attached to 23rd Aviation Company per JS RV GO 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 shown in Incl 1.

COMMAND

(1) On 25 August 1969, LTC Floyd E. Petty, 456-30-2651, assumed command of the 210th Aviation Battalion (Combat) replacing LTC Carl C. Johnson, 294-12-8384.

(2) On 25 August 1969, CPT Richard E. De Castro, 155-32-1569, became the 210th Aviation Battalion (Combat) Safety Officer, replacing CPT Marvin E. Humphrey, 444-24-2272.

(3) On 19 September 1969, CPT Eugene Leso, 170-44-2527, became the 210th Aviation Battalion (Combat) Chaplain replacing CPT Joseph A. Furfey, 135-22-6249.

(4) On 6 October 1969, CPT Warren M. Sandlin, 428-50-1932, became the 210th Aviation Battalion (Combat) S-4, replacing CPT William E. Pedigo, 405-52-5302.

(5) On 6 October 1969, 1LT Arpad A. Szurgyi, 039-36-6309, became the 210th Aviation Battalion (Combat) S-1, replacing CPT William E. Barnhill, 251-52-3409.

(6) On 22 October 1969, 1LT Lawrence L. Derks, 327-40-5201, became the 210th Aviation Battalion (Combat) Signal Officer, replacing CPT Keith H. Johnston, 525-72-9229.

UNIT COMMANDERS

(7) On 20 September 1969, MAJ Robert B. Holt, 233-46-9947, assumed command of the 73rd Avn Co (3A) replacing MAJ James R. Talbert, 558-16-7966.

(8) On 6 October 1969, MAJ Oscar B. Thoreson, 503-34-8880, assumed command of the 25th Avn Co (Corps) replacing MAJ Richard G. Webl, 815-30-8730.

(9) On 10 October 1969, MAJ Albert E. Hervey, 453-62-3119, assumed command of the 74th Avn Co (UA), replacing MAJ Wade W. La Due, 345-24-2105.

(10) On 26 October 1969, CPT Robert C. Mc Williams, 429-72-1954, assumed command of Headquarters and Headquarters Company, replacing CPT James R. Mc Cormack, 459-58-8786.

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AVBACA-CC 15 November 1969
 SUBJECT: Operational Reports - Lessons Learned 210th Aviation Battalion
 (Combat) for the period ending (31 Oct 69) RCS CSFOR-65)(R2)(J)

d. Unit Strengths as of 31 October 1969:

(1) Military:

<u>Assigned Units</u>	<u>OFF</u>		<u>WO</u>		<u>EM</u>		<u>TOTAL</u>	
	<u>Auth</u>	<u>O/H</u>	<u>Auth</u>	<u>O/H</u>	<u>Auth</u>	<u>O/H</u>	<u>Auth</u>	<u>O/H</u>
HHC	19	24	3	6	35	101	107	131
25th Avn Co	8	9	18	21	89	99	115	129
54th Avn Co	15	15	24	20	129	118	168	153
73rd Avn Co	19	22	22	16	291	391	332	429
74th Avn Co	41	22	2	12	103	75	146	129
184th Avn Co	32	20	22	4	89	84	123	108
<u>TOTAL</u>	<u>134</u>	<u>112</u>	<u>71</u>	<u>79</u>	<u>786</u>	<u>833</u>	<u>391</u>	<u>1079</u>

<u>Attached Units</u>	<u>OFF</u>		<u>WO</u>		<u>EM</u>		<u>TOTAL</u>	
	<u>Auth</u>	<u>O/H</u>	<u>Auth</u>	<u>O/H</u>	<u>Auth</u>	<u>O/H</u>	<u>Auth</u>	<u>O/H</u>
85th Med Det	1	1	0	0	8	5	9	9
197th Med Det	1	1	0	0	8	4	9	5
316th Avn Det	1	1	0	0	16	17	17	18
365th Avn Det	1	0	0	0	20	28	21	28
Det 8, 5th Weather Sq	1	1	0	0	7	8	8	9
Det 10, 5th Weather Sq	1	1	0	0	7	7	8	8
1st Inf Div ASTA Plt	9	3	1	0	42	4	52	7
1st Cav Div ASTA Plt	12	5	1	1	47	6	60	12
<u>TOTAL</u>	<u>27</u>	<u>13</u>	<u>2</u>	<u>1</u>	<u>155</u>	<u>79</u>	<u>134</u>	<u>93</u>

<u>Unit</u>	<u>DAC</u>		<u>VN</u>		<u>3dNAT</u>		<u>TECH REP</u>	
	<u>Auth</u>	<u>O/H</u>	<u>Auth</u>	<u>O/H</u>	<u>Auth</u>	<u>O/H</u>	<u>Auth</u>	<u>O/H</u>
HHC	0	0	52	56	0	0	0	0
25th Avn Co	0	0	5	5	0	0	1	1
54th Avn Co	0	0	2	2	0	0	0	0
73rd Avn Co	0	0	19	29	0	0	3	3

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15 November 1969

SUBJECT: Operational Reports - Lessons Learned 210th Aviation Battalion
(Combat) for the period ending (31 Oct 69) RCL 25904-65)(R2)(U)

Unit	DAC		VN		TOTAL		TOTAL	
	Auth	O/H	Auth	O/H	Auth	O/H	Auth	O/H
74th Avn Co	0	0	4	3	0	0	0	0
134th Avn Co	0	0	8	12	0	0	0	0
85th Med Det	0	0	1	1	0	0	0	0
197th Med Det	0	0	0	1	0	0	0	0
365th Avn Det	0	0	0	0	0	0	0	0
Det 3, 5th Weather Sq	0	0	0	0	0	0	0	0
Det 10, 5th Weather Sq	0	0	0	0	0	0	0	0
1st Inf Div ASTA Plt	0	0	0	0	0	0	0	0
1st Cav Div ASTA Plt	0	0	0	0	0	0	0	0
TOTAL	0	0	82	138	0	0	4	4

e. 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

i. Operations:

(1) During the reporting period companies of the 210th 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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AVRACA-CJ

15 November 1969

SUBJECT: Operational Reports - Lessons Learned 210th Aviation Battalion (Combat) for the period ending (31 Oct 69)RCS CSFOR-65)(R2)(U)

(b) 54th Aviation Company provided general aerial transport service for JUSPAC, Hq, USARV, 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 USARV 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 18th ARVN Divisions, and CMAAC to include visual reconnaissance and directing artillery and naval gun fire.

(e) 184th Aviation Company provides general aerial reconnaissance support to 1st Infantry Division, 199th Infantry Brigade, 25th ARVN Division, 5th Special Forces Group and CMAAC, to include visual reconnaissance and directing artillery and naval gun fire.

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

k. Aviation Safety:

	<u>FIXED WING</u>	<u>ROTARY WING</u>	<u>TOTAL</u>
(1) Major Accidents	6	0	6
(2) Combat Damage	0	0	0
(3) Minor Accidents	0	0	0
(4) Precautionary Landings	24	1	25
(5) Incidents	6	1	7

(6) Battalion accident rate during period: 19.7

l. Signal:

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

(2) The 74th and 184th Aviation Companies completed the installation of secure voice equipment (KY-28) in all assigned O-1 aircraft.

m. Installation Development:

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15 November 1969

SJBJ-CC: Operational Reports - Lessons Learned 210th Aviation Battalion
(Combat) for the period ending (31 Oct 69) AOC 33FOR-65(R2)(J)

- (1) 2100 yards of the LTN AAF berm has been upgraded.
- (2) A request has been submitted for the remainder of the berm 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 gates 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.

n. Medical: The following services were provided for LTN 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
- (a) Observation: We have experienced extreme shortages in the following MOS's.
 - 71P Flight Operations Coordinator
 - 93H ATC Tower Operator
 - 63C General Vehicle Repairman
 - 94B Cook
 - 71H Personnel Specialist
 - 05C Radio Teletype Operator
 - 316 Tactical Commo Chief

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SUBJECT: Operational Reports - Lessons Learned 210th Aviation Battalion
(Combat) for the period ending (31 Oct 69)RCS CSFOR-65)(R2)(U)

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

35R20 Avionics Radar Equip Repairman

67H20 OV-1 Airplane Mech

67G20 U-8/U-21 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 these positions. This miss utilization 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 'Birdog' 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, one 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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AVB 13A-03

15 November 1969

SUBJECT: Operational Reports - Lessons Learned 110th Aviation Battalion
(Combat) for the period ending (31 Oct 69) ACG CSFOR-65)(R2)(U)

(2) Utility aircraft (fixed wing)

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

(b) Evaluation: It has been established by the ULA 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 ranges 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, light weight electronics, suitable sound suppression and maximum passenger/cargo carrying capability. It should retain the short improved field capability of the ULA, the limited crew requirements and the limited maintenance required for operation.

d. Organizations: None

e. Training: None

f. Logistics: None

g. Communications: None

h. Material: 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 staffs time.

(2) Evaluation: As a result of the dual role, the manpower and equipment resources of the Battalion Headquarters are over taxed, thereby 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.

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SUBJECT: Operational Reports - Lessons Learned 210th Aviation Battalion
(Combat) for the period ending (31 Oct 69) RCI CSOR-65)(R2)(J)

(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.

5 Incl
as
Incls 1 and 4 wd HQ, DA


FLOYD E. PEITY
LTC, SC
Commanding

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CINCPACRPAC, ATTN: GPOP-DT, APO 96558 (2)
CG, JSARV, ATTN: AVHGC (DST), APO 96375 (3)
CG, 1st Avn Bde, ATTN: AVBAGC, APO 96384 (2)
CO, HQ, 12th Avn Gp (Cbt), ATTN: AVBACA-S, APO 96266 (5)
CO, HQ, 210th Avn Bn (Cbt), APO 96530 (3)

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AVHACA-SC (15 Nov 69) 1st Ind
SUBJECT: Operational Report - Lessons Learned of 210th Aviation
Battalion (Combat) for Period Ending 31 October 1969
(RCS CSPOR-65)(R2)(U)

DA, HEADQUARTERS, 12TH AVIATION GROUP (COMBAT), APO 96266 24 November 1969

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

1. (U) In accordance with AR 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 184th should be amended to read "19" instead of "22".
 - b. Page 4, para 1i(1)(a). "CORDS" signifies "Military Assistance Command Civil Operations and Revolutionary Development Support (MACCORDS)".
 - c. Page 5, para 1i(1)(d) and (e). "CMAC" signifies Capital Military Assistance Command.
 - d. Page 5, para 1k(1). Major Fixed Wing Accidents should read "5" and total should be "5". The sixth accident reported was reported in the previous ORII.
 - e. Page 5, para 1k(6). Corrected battalion accident rate during period is 18.7.
 - f. Page 5, para 1l(2). The installed secure voice equipment in assigned O-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 1n. "ITN" signifies Long Thanh North.
3. (C) Section 2, Lessons Learned.
 - a. Page 6, para 2a. Personnel.
 - (1) 71P - internal changes will be made within the 12th Avn Gp (cbt) to bring the level of fill of the battalion (64%) more in line with the Group level.

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AVHACA-SC (15 Nov 69)

SUBJECT: Operational Report - Lessons Learned of 210th Aviation
Battalion (Combat) for Period Ending 31 October 1969
(RCS CSFOR-65)(R2)(U)

(2) 93H - this MOS is very short in all battalions of the 12th
Avn Gp (Cbt).

(3) 63C - as of 31 October, the 210th Aviation Battalion (Combat)
had an overstrength of five personnel in this MOS.

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

(5) 71H - there are 21 authorized in the 210th. 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 210th
Avn Bn (Cbt) which has 5 of the 6 authorized personnel assigned.

b. Page 8, para 2i. 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:


FOR RONALD C. VINES
- Major, Infantry
Adjutant

//
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AVHRC-RE-H (15 Nov 69) 2nd Ind
SUBJECT: Operational Reports - Lessons Learned 210th Aviation Battalion
(Combat) for the Period Ending (31 Oct 69) RCS OCFOR-65) (R2) (U)

DA, HQ II FFORCEV, APO San Francisco 96266 2 DEC 1969

THRU: Commanding General, 1st Aviation Brigade, ATTN: AVMA-C, APO 96307

Commanding General, US Army Vietnam, ATTN: AVHRC(DST), APO 96375

Commander-In-Chief, US Army Pacific, ATTN: GPOP-DT, APO 96558

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
1LT, AGC
Asst AG

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AVRIGC-O (15 Nov 69) 3d Ind

SUBJECT: Operational Report-Lessons Learned 210th Aviation Battalion
(Combat) for the Period Ending (31 Oct 69) AC 31 OCT-69
(R2) (U)

DR, 210th AVIATION BATTALION, 1 FAVIATION BATTALION, APO 96304

8 DEC 1969

TO: Commanding General, United States Army Vietnam, AFM 31 OCT-69, APO 96375
Commander-in-Chief, United States Army Pacific, AFM 31 OCT-69, APO 96307

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

1. (U) 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 MOS shortages reported by the 210th Aviation Battalion (Combat). The Brigade is critically short in MOSs 05C (Radio Teletype Operators) and 31G (Tactical Communications Chief), the present fill level being 69% for MOS 05C and 56% for MOS 31G. MOSs 71P (Flight Operations Coordinator) and 94B (Cook) are not critically short within the Brigade. The 12th Aviation Group (Combat) is overstrength in both MOSs 71H (Personal Specialist) and 63C (General Vehicle Repairman), the present fill level being 133% for MOS 63C and 114% for MOS 71H. The shortage of MOS 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 pro rata share of all enlisted personnel by MOS 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 P5WDG39900, Augmentation 1st Aviation Brigade, Department of the Army, 24 June 1969. Due to the USARV-wide reduction in forces, approval of additional spaces at this time

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AVBAGC-0

8 DEC 1969

SUBJECT: Operational Report-Lessons Learned 210th Aviation Battalion
(Combat) For the Period Ending (31 Oct 69) AC CORC-05
(R2) (U)

would not be approved. It is essential for command at all levels to identify those functions, such as air field security, which require priority and to utilize resources accordingly. When some level of personnel authorization capability is reached, a worldwide study will be conducted to identify trade-offs across security force organizations.

FOR THE COMMANDER:



WILLIAM W. LITTLE
CPT USAF
Asst AGC

Cy of 3d Ind Furn:
CC, 210th Avn Bn (Cbt)

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AVHGC-DST (15 Nov 69) 4th Ind
SUBJECT: Operational Reports-Lessons Learned 210th Aviation Battalion
(Combat) for the Period Ending (31 Oct 69) RCS CSFOR-65) (R2)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375 20 JAN 1970

TO: Commander in Chief, United States Army, Pacific, ATTN: 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 2i; 1st Indorsement, paragraph 3b; and 3d Indorsement, paragraph 2b; 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:



D. MURRAY

Cy furn:
210th Avn Bn
1st Avn Bde

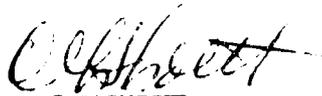
GPOP-DT (15 Nov 69) 5th Ind (U)
SUBJECT: Operational Report of HQ, 210th Aviation Battalion (Combat)
for Period Ending 31 October 1969, RCS CSFOR-65 (R2) (U)

HQ, US Army, Pacific, APO San Francisco 96558 26 JAN 1970

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

This headquarters concurs in subject report as indorsed.

FOR THE COMMANDER IN CHIEF:



C. L. SHORT
CPT, AGC
Asst AG

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AIRCRAFT STATUS AS OF 31 OCTOBER 1969

FIXED WING

SUBORDINATE UNIT	O-1		U-6A		U-1A		U-21		OV-1	
	Auth	O/H								
HHC			0	2						
25th ACC							1	1		
54th UAC					18	17				
73rd SAC									18	19
74th AC (UA)	32	29	1	2						
184th Ac (UA)	24	21	1	1						
210th Avn Bn (Cbt)	56	50	3	7	18	17	1	1	18	19

ROTARY WING

SUBORDINATE UNIT	OH-6A		UH-1D		UH-1H	
	Auth	O/H	Auth	O/H	Auth	O/H
HHC	3	0				
25th ACC	6	6			0	1
210th Avn Bn (Cbt)	9	6			0	1

Fixed Wing	Auth	O/H
Rotary Wing	96	94
Total	112	108

All aircraft authorizations are IAW 1st Aviation Brigade Letter, dated 10 September 1968, Subject: Authorized Aircraft

Incl 2

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OPERATIONAL RESULTS FOR PERIOD
1 August thru 31 October 1969

UNIT	SORTIES FLOWN	TROOPS HAULED	CARGO LIFTED (TONS)	ENEMY KIA	S.M.P.N.S. DESTROYED	STRUCTURES DESTROYED	AIRCRAFT LOSS	AIRCRAFT DAMAGED
HHC	999	370	1	0	0	0	0	0
25th	9664	11,722	3	0	0	0	0	0
54th	4259	8,267	312	0	0	0	0	0
73rd	3322	N/A	N/A	Unk	Unk	Unk	1	0
74th	4780	N/A	N/A	Unk	Unk	Unk	2	3
189th	4706	N/A	N/A	Unk	Unk	Unk	1	1
TOTAL	27,730	20,359	316	0	0	0	4	4

AIRCRAFT LOSS

1 OV-10
2 O-1G
1 O-1G

AIRCRAFT DAMAGE

3 O-1G
1 --1G

Incl 3

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OPERATIONAL RESULTS FOR PERIOD
1 August thru 31 October 1969

UNIT	SERVICES FLOWN	TROOPS EMPIED	CARGO LIFTED (TONS)	ENEMY		STRUCTURES		AIRCRAFT LOSSES	AIRCRAFT DAMAGED
				KIA	S.M.A.N.S. DESTROYED	DESTROYED	AIRCRAFT DAMAGE		
550	999	370	1	0	0	0	0	0	0
25th	9664	11,722	3	0	0	0	0	0	0
51st	4259	8,267	312	0	0	0	0	0	0
73rd	3322	N/A	N/A	Unk	Unk	Unk	1	0	0
74th	4760	N/A	N/A	Unk	Unk	Unk	2	3	3
139th	4706	N/A	N/A	Unk	Unk	Unk	1	1	1
TOTAL	27,730	20,359	316	0	0	0	4	4	4
UNIT									
73rd									
74th									
139th									
AIRCRAFT LOSS									
							1 OV-10		
							2 O-1G		
							1 O-1G		
AIRCRAFT DAMAGE									
								3 O-1G	
								1 --1G	

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AIRCRAFT AVAILABILITY
1 Aug thru 31 Oct 1969

Incl 5

O-1	87.6%
U-6A	76.1%
U-1A	83.6%
U-21A	78%
OV-1A	78.9%
OV-1B	79.8%
OV-1C	68%
OH-6A	74%
UH-1D	61.8%
UH-2D	<u>95%</u>
Average Availability	71.9%

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