**UNCLASSIFIED**

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**CLASSIFICATION CHANGES**

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**LIMITATION CHANGES**

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**FROM:**


**AUTHORITY**

AGO ltr 29 Apr 1980 ; AGO ltr 29 Apr 1980

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SUBJECT: Operational Report—Lessons Learned, Headquarters, Aviation Battalion, Period Ending 31 January 1970 (1)

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 ensure 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

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Regraded unclassified when separated from classified inclosure.
SUBJECT: Operational Reports - Lessons Learned 210th Aviation Battalion (Combat) for the Period Ending (31 Jan 70) RCS GCMA-AC

1. (C) Operations: Significant Activities:

   a. Mission: No changes have been made in the unit's mission during the reporting period.

   b. Organization: The following units were released from attachment within the 210th Aviation Battalion during the reporting period.

      (1) The 7th Surveillance and Target Acquisition Platoon of the 1st Cavalry Division (Air Mobile) was released from attachment to the 73rd Aviation Company to include both personnel and equipment.

      (2) The 7th Surveillance and Target Acquisition Platoon of the 1st Infantry Division was released from attachment to the 73rd Aviation Company to include both personnel and equipment.

   c. Command and Staff: The following significant changes occurred in the 210th Aviation Battalion Command and Staff structure during the reporting period. The current Command and Staff structure is as indicated in Incl 1.


   (2) On 11 December 1969, MAJ Thomas G. Todd, 377-31-0616, became the 210th Aviation Battalion (Combat) Executive Officer, replacing MAJ George L. Milburn, 723-03-1679.

   FCC cr VSI

   1

   Inclosure
CONFIDENTIAL

10 February 1970

SUBJECT: Operational Reports - Lessons Learnt. 210th Aviation Battalion (Combat) for the period ending (31 Jan 70) 425 OMR-1461


UNIT COMPOSITION


d. Unit strengths as of 31 January 1970:

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<th>Assigned Units</th>
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<th>WD</th>
<th>O/2</th>
<th>WD</th>
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<td>20</td>
<td>2</td>
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</tr>
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<td>89</td>
<td>2</td>
<td>98</td>
</tr>
<tr>
<td>186th Avn Co</td>
<td>32</td>
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<td>2</td>
<td>89</td>
<td>2</td>
<td>98</td>
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Inclosure 2
**SUBJECT:** Operational Reports - Lessons Learned 210th Aviation Battalion (Combat) for the Period Ending (31 Jan 70) RG 30-188

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<th>Attached Units</th>
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<td>1</td>
</tr>
<tr>
<td>316th Avn Det</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>365th Avn Det</td>
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<td>1</td>
</tr>
<tr>
<td>Det 8, 5th Weather Sq</td>
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<tr>
<td>Det 10, 5th Weather Sq</td>
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<td>1</td>
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(2) CIVILIAN:

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<tr>
<td>25th Avn Co</td>
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</tr>
<tr>
<td>51st Avn Co</td>
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<tr>
<td>Det 8, 5th Weather Sq</td>
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<td><strong>TOTAL</strong></td>
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</tbody>
</table>

Inclosure

3 **CONFIDENTIAL**
SUBJECT: Operational Reports - Lessons Learned 210th Aviation Battalion (Combat) for the Period Ending (31 Jan 70) (2520-69) (21) (U)

a. 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 Clearances Validated: 112
(2) Secret Clearances Validated: 132
(3) Secret Clearances Granted: 30
(4) Confidential Clearances Granted: 36
(5) MAC Initiated: 4
(6) AG Initiated: 3

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 HQ, II Field Force, affiliated units, and COMUS.

(b) 45th Aviation Company provided general aerial transport service for JCS, HQ, I Corps Command, and 1st Cavalry Division, to include passenger and cargo transport, psychological warfare, aerial support, and topographic photography.

(c) 73rd Aviation Company provided aerial surveillance support as directed by O2, 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 1st Cavalry Division ("Mobilize"), 1st Infantry Division, and the 24th Infantry Division.

(d) 74th Aviation Company provided general aerial reconnaissance support to 25th Infantry Division, 23rd and 27th Artillery Groups, 5th and 18th Armored Divisions, and COM to include visual reconnaissance and directing artillery and naval gun fire.

(e) 186th Aviation Company provided general aerial reconnaissance support to 1st Infantry Division, 199th Infantry Brigade, 25th "Wwia" Division, 5th Special Forces Group and COM, to include visual reconnaissance and directing artillery fire.

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SUNAM-CC

10 February 1970

SUBJECT: Operational Reports - Lessons Learned 210th Aviation Battalion
(Combat for the Period Ending (31 Jan 70) "COCT 210"
(32) (U)

j. Logistics: Aircraft Availability (See Inc 5)

k. Aviation Safety:

<table>
<thead>
<tr>
<th>INCIDENT</th>
<th>FIX 2D WING</th>
<th>ROTARY WING</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1) Major Accidents</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>(2) Combat Damage</td>
<td>3</td>
<td>0</td>
<td>3</td>
</tr>
<tr>
<td>(3) Minor Accidents</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>(4) &quot;Recruitlass Landings&quot;</td>
<td>20</td>
<td>3</td>
<td>23</td>
</tr>
<tr>
<td>(5) Forced Landings</td>
<td>4</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>(6) Incidents</td>
<td>2</td>
<td>0</td>
<td>2</td>
</tr>
</tbody>
</table>

(7) Battalion accident rate during period: 3.5

l. Signal:

(1) The 25th Aviation Company has received all the necessary material to complete the installation of secure voice equipment in all assigned aircraft.

(2) "Hot line" phone system between the tower, fire station, dispensary, and the battalion operations center was installed to provide continuous communications for coordination of crash rescue.

(3) A "hot line" circuit with the Thai artillery battery located on Long Thanh north of the camp to provide rapid communications to coordinate base defense.

(4) During the reporting period the battalion communications center processed 363 outgoing messages and 1,270 incoming messages.

(5) The 41th Aviation Company received float authorization for their avionics from the 31th maintenance group.

(6) The 7th Aviation Company was authorized to get their avionics support from the 275th Assault Helicopter Company. The 184th was directed to get their avionics support from the 218th Assault Helicopter Company. Both helicopter units were augmented by additional personnel and float equipment to enable them to adequately support the two 3-1 Timber units.
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AMTRAC-CC  10 February 1970

SUBJECT: Operational Reports - Lessons Learned 210th Infantry Battalion
(Combat) for the Period Ending (31 Jan 70) to (30 Feb 70)

(7) Plans were made to assign the aviation direct support of the 29th
Infantry Company to either the 117th Assault Helicopter Company or the
195th Assault Helicopter Company. Recommendation has been submitted to
12th Infantry Group.

(8) During the first two months of the quarter, the lack of personnel
in Combat WVS's was a problem in all companies. During the last month
the increased gains in the Combat WVS's has alleviated this problem.

m. Installation Development: Due to the lack of a medical banker,
the investments around the dispensary were built up and reinforced.

n. Medical: The following services were provided for 19th by the
12th "R" Med:

(1) Flight Rosters: 110
(2) Immunizations: 1908
(3) Medical Evacuations: 20

(4) Measures were taken to have units air WVC patients considered
in critical condition.

o. Religious and Personal Services:

(1) On 7 December 1970 the renovation of the Long Thanh Chapel was
completed. The 19th from Long Wharf 'Social Forces installation painted
the exterior and interior voluntarily, a new altar was procured. The
lighting fixtures were replaced by R&F. The altar also was painted.
A new organ was purchased through 1st Med Section, thus enhancing the
religious services.

(2) Inclosure 'contains a summary of religious activities during
this period.

p. Civil Action:

(1) The 210th BN S&G and chaplain continue the assistance and
interest in the Thai Loc refugee village, Long Thanh. A cooperative
project to paint and renovate the refugee village church was completed
through the efforts of 'Social Forces' 19th and special collection from
the Catholic II Field Forces Chaplin's Fund. A faro and expensive set
of five Mass Furniture were also presented to Father Ky and the village-
men from the men of the 210th BN. Weekly visits have been made to the
village. Firewood and roofing materials were distributed on four
occasions. Religious services were conducted by Chaplain Eugene Lemo

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(1) Lessons Learned: Commander's Observation, Evaluations and Recommendations:

a. Personnel:

(1) Shortage of Personnel

(a) Observation: A shortage of qualified F-1A crew chiefs has affected maintenance during scheduled intermediate inspections. Although the unit is able to keep up with its most immediate mission requirements, the ultimate result is extended aircraft down time being scheduled periodic maintenance inspections.

(b) Evaluation: As to the shortage of qualified crew chiefs, the unit was unable to maintain a ratio of one crew chief per aircraft. Owing to the time it takes to perform all scheduled maintenance and satisfy mission requirements, this problem has been identified. In order to correct this, the unit has been able to assign qualified crew chiefs to keep up with periodic maintenance inspections. This resulted in reduced down time on the aircraft during the periodic inspection. This condition lends itself to the assignment of more maintenance chiefs, and could be solved by personnel in the maintenance branch.

(c) Recommendations: Recommend emphasis be placed to adjust personnel requirements to F-1A ratios to occur in the replacement flow.

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VFRD-00  10 February 1970

SUBJECT: Operational Reports - Lennon Limited 217th Aviation Battalion (Combat) for the Period Ending 31 Jan 1970

(d) Command Action: This unit anticipated the loss of assigned crews and requested replacement personnel in late October 1969, but received no relief until the latter part of January 1970. An IC program was not feasible due to the shortage of personnel.

b. Intelligence: None

c. Operations:

(1) Aviator Slots

(a) Observation: The TOE for the 0-1 Fiddog Companies requires that all aviators slots be filled by commissioned officers. Because the companies are under strength in commissioned officers, warrant officers are being utilized to fill aviator positions.

(b) Evaluation: Warrant officers are working well with supported units and are achieving a complete understanding of mission requirements from the standpoint of the supported unit without having been trained in a basic branch. Their performance in the units has shown maturity, sound judgment and competence that cannot be surpassed in the support of combat operations. The warrant officer pilots who have had a previous Vietnam tour flying helicopters are particularly well suited to the mission of coordinating air support. Experience has further shown that supported units are well satisfied with the performance of these warrant officers including their appreciation for the problems of the men on the ground. In this connection, warrant officers in aviator positions are receptive to command and control and quickly establish rapport with the supported unit which favorably contributes to the smooth and effective operation of the unit. However, it's felt that the section commander and platoon commander slots should retain authorization for commissioned officers. The changing of aviator slots from commissioned officer to warrant officer positions would be cost effective.

(c) Recommendation: To change the authorized commissioned aviator positions to warrant officer positions excluding section commander and higher positions.

d. Organization:

(1) DS augmentation

(a) Observations: The 25th Aviation Company with no DS augmentation, has excessive direct support maintenance down time.

(b) Evaluation: Unit down time is increased by 50 - 75% for the following reasons: First, is the coordination between this unit and the
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AVMCA-OC

10 February 70

SUBJ: Operational Reports - Lessons Learned 25th Aviation Battalion (Combat) for the Period Ending 11 Jan 70 (R2) (R2)

35th Transportation Company. Second, the unit 65th Transportation Battalion located approximately 20 miles away by air, and 45 miles road. If direct support maintenance is required, either the aircraft is flown to the radio contact team has to be sent to the 25th CAC location; this prevents simultaneous accomplishment of organizational and DS maintenance. Also, the travel time between locations results in approximately 50% of the man hours wasted by travel. Third, there is a shortage of DS maintenance personnel trained on the OH-6A. Both the DSF and the 25th CAC are short of 67M20 personnel. With proper training, aircraft now sent to the 25th CAC could be repaired in the 25th CAC in a shorter period of time. At present the 25th CAC is training DSF personnel.

(d) Recommendations: That the 25th CAC be authorized to remove and replace the following major components on the OH-1 and OH-6A type aircraft: OH-6A engine components, transmission, rotor blades, lock control, one-way turn actuators, T/R trans, fuel cells, minor sheet metal repairs, tail boom, N/T mast, skids, T/R drive shaft, dampers, and overrunning clutch, OH-1 engine removal, installation, fuel cell replacement, gear assembly, input quill on the N/T, T/R gear box, 42 gear box, and booster pumps. If these segments of DS maintenance were authorized, aircraft down time could be decreased by 50 to 75%.

(e) Command Action:

(2) This unit has received from the 56th Trans Co a letter authorizing 3d echelon maintenance on certain components of both aircraft. DS augmentation is presently under consideration.

Training:

(a) Commander's Observation: Newly assigned airborne sensor operators (MOS's: 17L20, 17L40, 26M20) require approximately fifteen to twenty days of mission area orientation and equipment familiarization in order to competently perform the duties required of them. This has required that mission-ready aircraft be utilized for familiarization courses concerning radio procedures, target plotting, proper use of equipment, map reading, and troubleshooting techniques. This resulted in increased maintenance demands on both the sensor equipment and the aircraft.

(b) Evaluation: The SLAR Platoon has taken the following steps to limit the amount of time, and specifically, the amount of ensuing maintenance required to train the above-mentioned personnel.

1 Assignment of new personnel to work with maintenance for a two-day period on the AN/APS-94 Radar Surveillance Set. Instruction
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AVBACA-CC
10 February 1970

SUBJECT: Operational Report - Lessons Learned 210th Aviation Battalion (Combat) for the Period Ending 31 Jan 70 RCS CSGR-65 (R2) (U)

familiarization includes troubleshooting procedures, and both preventive and organizational maintenance.

2. Utilization of recently-acquired AN/TKQ-2 Ground Shelters which allow the airborne sensor operator the same amount of readout of SLAR imagery as the aircraft actually flying the mission. In addition mission aircraft frequencies teaches the new operator correct radio procedures. IR operators can also be trained in the same manner.

(c) Recommendation: That the OVI units follow above procedures.

(d) Command Action: This unit has complied with the above-listed recommendations. In so doing, the SLAR Platoon has reduced airborne sensor operator orientation and familiarization to an approximately four-day period.

1. Logistics: None

2. Communications:

(a) Commander's Observation: Numerous failures of the Radar Altimeter AN/APN-22 in the OV-1C aircraft was traced to the Servo Adapter. Malfunctions of this adapter has caused the following symptoms: (1) Erratic lock-on, (2) Spinning or masking of the needle. Isolation of the failure was accomplished by substituting adapters from other aircraft.

(b) Evaluation: Unserviceable adapters submitted to AVEL for repair were subsequently returned to CONUS under the RRS program. Examination of the adapter revealed that the amplifier, Canadian Marconi Company (CMC) part # 454-420, was causing the malfunctions. It is listed an FSN: 6110-904-8119 on page 185 of TM 11-5841-256-35P. The amplifier is easily replaced in a minimum amount of time since only soldering is involved. Four servo Adapters have been repaired by replacing the amplifier mentioned above.

(c) Recommendations: All units with the necessary capability should replace this amplifier in defective Servo Adapters. This should significantly reduce the number of adapters returned to CONUS for repair.

(d) Command Action: This unit complies with recommendations mentioned above.

(2) Item AN/ASN-64.
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AVMAGA-CC
10 February 1970

SUBJECT: Operational Reports - Lessons Learned 210th Aviation Battalion
(Combat) for the Period Ending (31 Jan 70) RCS CSM-P-65
(R2) (0)

(a) Commander's Observation: The receiver-transmitter power supply
over-load circuit was causing intermittent memory operation and recycling
after operating for a period of time.

(b) Evaluation: The problem was traced to excessive current being
drawn by the power supply circuit to the klystron. This excessive current
was evident only when the power supply was adjusted to the recommended -50V
DC level. The current practice of monitoring the klystron cathode voltage
instead of the -40V DC in the power supply and adjusting the -40V
DC until the cathode voltage falls within the prescribed -500 ± 50V DC reduces
the excessive current drain.

(c) Recommendations: All units with the capability should monitor
the klystron cathode voltage primarily and then adjust other circuit currents
as a secondary action. This improves the service life of both the klystron
and the high voltage power supply.

(d) Action: This unit complies with the recommendation mentioned above.

WILLIAM E. MILLING
LTC, IN

6 Incl
Incls 1, 4 and 6 wd HQ, DA

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\|
1. (U) In accordance with USAF WM 545-15, subject report is Forward.

2. (U) Reference paragraph 11(6). The 74th and 194th WInch unit have been receiving their avionics direct support from the 18th Avn Co for over a year. They may have made a coordination visit to provide the support because of the complete change of personnel since the letter agreement was made.

3. (U) Reference paragraph 11(7). The recommendation was made by 1st Avn Bde Signal and the Group Signal section. A letter instructing the 12th Avn Bn to select either the 117th or 195th Avn Co (Avn Bde) to provide the 25th Avn Co with avionics direct support was sent last this HQ on 10 Feb 70 with a suspense date of 28 Feb 70 for the letter of agreement to be drawn. Direct coordination was authorized between companies.

4. (U) Reference paragraph 2a(1). 1st Avn Bde and 12th Avn Bn SNCOs show the following fixed wing crew chief strengths for the 110th WInch:

| 67B (U-1, U-6) | Auth | 92 |
| 67C (U-1A) | 53 | 61 |

From the above it can be concluded that any problem area appears to lie in personnel management within the battalion.

5. (U) Reference paragraph 2c(1). The unit has been advised that this should be submitted as a MTCE action to be prepared for current requirements.

FIRM COMMANDER:

[Signature]

John H. Johnson
Major, Infantry
Adjutant
SUBJECT: Operational Reports - Lessons Learned 210th Aviation Battalion (Combat) for the Period Ending 31 January 1970 RCS CSFOR-65 (R2)(U)

DA, HQ II FFORCEV, APO San Francisco 96266

THRU: Commanding General, 1st Aviation Brigade, ATTN: AVHC-C, APO 96307
Commanding General, US Army Vietnam, ATTN: AVHC(DS), APO 96315
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 January 1970, as indorsed.

FOR THE COMMANDER:

[Signature]
W. L. Robert
CPI, AGC
Asst. AG
AVRACO (10 Feb 70) 34 Ind

SUBJECT: Operational Report—Lessons Learned of the 216th Aviation Evalua-
tion (Combat) for the Period Ending 31 January 1970 R2 (U)

DA, HEADQUARTERS 1ST AVIATION BRIGADE, APO San Francisco 96504

TNG: Commanding General, United States Army Vietnam, ATTN: ATRC-JM, APO 96375
Commander-in-Chief, United States Army Pacific, ATTN: GRP-NI, APO 96550

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

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

2. The following additional comment is considered pertinent: Paragraph 2c(1), page 10, addresses the failures of 1K-7297/AP-22 Servo Adapter and recommended repair procedure. Concur with recommendation and conduct action. This headquarters will disseminate the information to all CV-1 units in the Brigade. The unit will be requested to submit an EIR.

FOR THE COMMANDER:

[Signature]

ARTHUR W. LITTLE
CPT AGC
Ass't AGC
AVANG:NT (10 Feb 70) 4th Ind

SUBJ/ST. Operational Report-Lessons Learned 210th Aviation Battalion (Combat) for the Period Ending (31 Jan 70) RE: BPH-83 (9-)

headquarters, United States Army, Vietnam, APU Jan Francisco APU

FOR COMMANDER: United States Army, Pacific, APN: Grant ST, APU 96558

1. This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 January 1970 from Headquarters 210th Aviation Battalion (Combat) and concurs with the comments of Indorers.

2. Comments follow:

   a. Reference item concerning "Aviator Slots", page 8, paragraph 3c(1) and paragraph 5, 1st Indorsement: concur with the 1st Indorsement. No action by higher headquarters is recommended.

   b. Reference item concerning "DS Augmentation", page 8, paragraph 2d(1): nonconcur. A blanket authorization for a unit to perform maintenance tasks which are beyond its TOE capability cannot be granted, however, provisions for one-time exceptions do exist, and are outlined in the maintenance allocation chart section of the applicable -20 series aircraft technical manuals. No action by higher headquarters is recommended.

   c. Reference item concerning "Training of Newly Assigned Airborne Sensor Operators", page 9, paragraph 2e(1): concur. The 1st Aviation Brigade is disseminating this information to all OV-1 units.

   d. Reference item concerning "MX-7297/APN-22 Servo Adapters", page 10, paragraph 2g(1), and paragraph 2, 3d Indorsement. Nonconcur with the recommendation; concur with 3d Indorsement only as pertains to the submission of an EIR. The repair of this item is to be performed at the general support maintenance level, not at organizational level. The repair described in the GRLL will be evaluated by the 24th General Support Group and the results will be published in a Group newsletter. This information has been passed to the 210th Aviation Battalion. The 1st Aviation Brigade has been requested not to disseminate this GRLL item to OV-1 units. No action by higher headquarters is recommended.

   e. Reference item concerning "AN/ASN-64", page 10, paragraph 2g(2): concur. This information will be published in the 34th General Support Group newsletter.

FOR THE COMMANDER:

Cy forn: 1st Avn Bde

1st Avn Bde

210th Avn En

15
GPOP-DT (10 Feb 70) 5th Ind (U)
SUBJECT: Operational Report of HQ, 210th Aviation Battalion (Combat) for Period Ending 31 January 1970, KCS CSFOW-66 (K2) (U)

HQ, US Army, Pacific, APO San Francisco 96558 2 APR 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.

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Experiences of unit engaged in counterinsurgency operations, 1 Nov 69 to 31 Jan 70.

**CO, 210th Aviation Battalion**

**REPORT DATE**
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