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### AUTHORITY

AGO ltr 29 Apr 1980; AGO ltr 29 Apr 1980

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KENNETH G. WICKHAM
Major General, USA
The Adjutant General

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

AVBACA-GC 11 May 1970

SUBJECT: Operational Reports - Lessons Learned 210th Aviation Battalion (Combat) for the Period Ending (30 April 70) RCS CFOR-65) (R2) (C)

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1. (C) Operations: Significant Activities:

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

   b. Organization:

      (1) Effective 1 May 1970 the 73d Aviation Company (Surv Apln) is transferred to the 16th Aviation Group (Combat). Pertinent information will be included in the CRLL for the next quarter.

      (2) During the month of February 1970, the 56th Aviation Company (Util Apln) moved from Vung Tau to Long Thanh North, Republic of Vietnam. The move was completed on 23 February 1970.

      (3) During the month of February 1970, the 73d Aviation Company (Surv Apln) moved from Vung Tau to Long Thanh North, Republic of Vietnam. The move was completed on 28 February 1970.

   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 IncI 1.

      COMMAND

      (1) On 2 February 1970, LTC William F. Williams, b2k-28-6715, assumed command of the 210th Aviation Battalion (Combat), vice LTC Floyd E. Petty, h56-30-2651.

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(3) In March 1970, Maj Murray D. Wilkins, 664-3II-7730, assumed command of the 56th Aviation Company (CA), vice Maj Theodhilos P. M. Michelias, 261-31-9446.


STAFF

(6) On 15 February 1970, Capt Henry T. Lindsay, 227-36-7740, assumed duties as Battalion Standardization Officer, vice Capt Homer P. Wilkins, 429-44-901.


3. Unit Strengths as of 30 April 1970:

1. Military:

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<tr>
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## Subject: Operational Reports - Lessons Learned 230th Aviation Battalion (Combat) for the Period Ending (30 April 70) RCS CSFCR-65)

### Assigned Units (cont.)

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<td>21</td>
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</tr>
<tr>
<td>316th Avn Det</td>
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<tr>
<td>365th Avn Det</td>
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<th>V/N</th>
<th>3dN.T</th>
<th>TECH REP</th>
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<td>0</td>
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<tr>
<td><strong>TOTAL</strong></td>
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11 May 1970

SUBJECT: Op 14 and Reports - Lessons Learned 210th Aviation Battalion (Combat) for the Period Ending (30 April 70) ROCS OSFOR-65

(1) Aircraft Status: (See Inc 2)

(2) Operational Results: (See Inc 3)

(3) Personnel Management: (See Inc 4)

(4) Facilities Use and Security: The following activities regarding security clearance were conducted during the reporting period.

(a) Aircraft Clearances Validated: 8
(b) Aircraft Clearances Validated: 17
(c) New Clearance Granted: 35
(d) Total LICs Granted: 137
(e) Total LICs Rejected: 3
(f) License No. 1

(5) Schools Filled:

(a) FAMP Life Support School (LSS): 5
(b) Jungle Environmental Survival School (JES): 1

1. Operations:

(1) During the reporting period company of the 210th Aviation Battalion provided operational support as follows:

(a) 210th Aviation Company provided Staff and Command transport for the 1st Cavalry Division, affiliated units, and CINCS.

(b) 210th Aviation Company provided general Aerial Transport Service for MACV, NVA, 1st Cavalry Division, and 1st Aviation Brigade, to include, lift and carry, troop, cargo, and medical transport, psychological warfare aerial support, and route surveys.

(c) 210th Aviation Company provided aerial surveillance support as directed. Support included visual reconnaissance, aerial photography, and indirect support to 1st Cavalry Division, and the 2nd Infantry Division.

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SUBJECT: Operational Reports - Lessons Learned 210th Aviation Battalion (Combat) for the Period Ending (30 April 70) RCS CSFOR-65

(R2) (U)

(d) 76th Aviation Company provided general aerial reconnaissance support to 25th Infantry Division, 23rd and 27th Artillery Groups, 5th and 10th ARVN Divisions, and CMAC to include visual reconnaissance and directing artillery and naval gun fire.

(e) 106th Aviation Company provided general aerial reconnaissance support to 1st Infantry Division, 199th Infantry Brigade, 25th ARVN Division, 5th Special Forces Group and CMAC, to include visual reconnaissance and directing artillery fire.

J. Logistics: Aircraft Availability (See Incl 5)

k. Aviation Safety:

<table>
<thead>
<tr>
<th></th>
<th>FIXED WING</th>
<th>ROTARY WING</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1) Major Accidents</td>
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<td>0</td>
<td>1</td>
</tr>
<tr>
<td>(2) Combat Damage</td>
<td>5</td>
<td>1</td>
<td>6</td>
</tr>
<tr>
<td>(3) Minor Accidents</td>
<td>1</td>
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<td>1</td>
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<tr>
<td>(4) Precautionary Landings</td>
<td>6</td>
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<tr>
<td>(5) Forced Landings</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>(6) Incidents</td>
<td>0</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>(7) Battalion accident rate during period: 8.6</td>
<td></td>
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l. Signal:

(1) During the period radio teletype communications were established with the 106th Aviation Company.

(2) An emergency power facility was constructed for operating the battalion operation center during power failures.

(3) Equipment was obtained to install sensor units around the perimeter of Long Thanh North.

m. Installation development: The following projects were completed during this period.

(1) Upgrading of combatant areas for the 56th Aviation Company and the 73d Aviation Company.

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AVIATION

11 May 1970

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(2) Rebuilding Michigan Sector of the berm to include installation of six barriers.

(3) Completion of the 5th aircraft parking apron.

a. Medical:

(1) Influenza: 91

(2) Infections: 117

(3) All Evacuations: 72

b. Enlisted and Non-Commissioned Services:

(1) A series of religious retreats were scheduled throughout 12th Group installations. In March, Colonel John Hurts initiated this religious venture with a kick-off banquet in which all Battalion commanders, Sergeants Major and Chaplains participated.

(a) Each Battalion's section was divided into retreat-leader teams for Catholics and Protestants. Chaplain Eugene Lasso and Chaplain Alfred Brink prepared the Catholic team. All battalions of the 12th Group sponsored a retreat, the criteria of success being not so much numerical quantity but the quality of the participants.

(b) In an article reported in the 12th Group newspaper, on 7 April, Chaplain to have had the highest percentage of personnel participating in the retreat.

(2) On 7 April, 1970 Chaplain Lasso initiated a 'Marriage Enrichment Course' scheduled at 1930 hours in the Battalion Mess Hall. The course consists of 16 hours professional counseling discourse given by Mr. Steinheider of Greenfield, Michigan. Following this practical oriented lecture a lively discussion would be chaired. This marriage enrichment series has been received extremely.

(3) By the 12th, the Battalion 2-2 section completed the following.

(a) Ten existing fund was started in March to supply the 2-2 section with funds to purchase supplies.

(b) In March the High Education Center was furnished with the

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following supplies.

1. 50 feet of electrical wire.
2. 25 chairs.
3. 1 gas operated water pump.

(c) The following supplies were furnished to the Tan Mai Orphanage

1. 25 sets of desks and chairs during March.
2. 20 boxes of clothing on 15 April.

(d) In April the Hamlet of Thai Thien was given 50 pieces of culvert 10 of which will be used for a well.

(e) On 20 April the writing boards in the Thai Loc Hamlet and Orphanage were refinished with blackboard paint.

2. (C) Lessons Learned: Commander's Observation, Evaluation and Recommendations:

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

   (1) Wrong series engines for U-1A aircraft

      (a) Observation: Three R-13H0-57 engines were received by the 54th AC for engine replacements. The R-13H0-57 engine is for use on a H-19 helicopter and is not usable on a U-1A airplane. The correct series engine is the R-13H0-61.

      (b) Evaluation: In March of 1970 the 54th MAC required 11 unscheduled engine changes. Of the engines received, three were the R-13H0-57 series. The -57 series has a blockage in the oil line from the oil pump through the propeller shaft to the propeller governor area. The blockage can only be removed by a depot maintenance facility; no depot maintenance is presently available in RVN for reciprocating engines. The error in series was discovered after two of the engines were mounted. This necessitated removal of the engines and return to CONUS. Approximately 500 manhours were wasted during the installation and removal of the -57 engines.

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(Reddy for Daily Mission Briefing) (30 April 70) RCS WPOR-65

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c. Accommodations: Quality control measures of reciprocating engine overhaul facilities to CSFTS include measures to detect the
exact size of a 9-1900 engine.

(d) Action: 58th AF submitted emergency EIPs for the
three types of reciprocating engines. AVNCA issued directions for a
determination of all 9-1900 engines to determine that correct
series numbers were on hand by all using units.

(e) Control Tower at Red Carpet Helipad

(f) Observation: An aircraft advisory at the units Red Carpet
helipad was transmitted visually by being confined to one window which
allowed for limited control of vision.

(g) Observation: Due to the high density of traffic at the helipad and the high density of traffic in the area, an extremely dangerous
situation may result and the advisory personnel were unable to see
the entire area which they were responsible for. This situation was
due to the fact that the advisory was located on the ground floor
of a building with only one window facing the helipad.

(h) Recommendation: None

(i) Observation: A control tower to provide 360 degrees of
visibility was built by members of this command.

(j) Observation: Immediate Photo Interpretation Reports.

(k) Observation: The present arrangement whereby the 73rd AO must
hand-carry PHOTO INTERPRETATION REPORTS to the nearest
message center for world-wide telegraph dissemination is wasteful of personnel and vehicles, and delays the dissemina-
tion of intelligence information.

(l) Observation: Every 24 hours the 73rd AO Imagery Interpretation
Section receives coverage of ten classified messages requiring dis-
tribution to a minimum of thirteen addresses. The information contained
in these messages is of a highly perishable nature and rapid dissemina-
tion is of the utmost importance. Under the existing communications arrangement it is necessary to drive from Long Thanh North to Bear-
carft to transmit the messages and is transmitted by the nearest message center. This arrangement is particularly unsatisfactory in that the messages are, in the main part, processed at night when the road between the two
parts is closed. Photo interpretation reports completed at 2200 hrs may
not be transmitted until 0800 hrs or later the following day.
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SUBJECT: Operational Reports - Lessons Learned 210th Aviation Battalion (Combat) for the Period Ending (30 April 70) RCS CSFOR-65) (22) (U)

(c) Recommendations: The 73d has ground communications section capable of teletype transmission with its organic AN/GRC 112. The equipment is now used in a direct line circuit with II FFV. It is recommended that the 73d be authorized a pony circuit whereby the messages generated by the II section could be teletyped from the 73d communications facility at Long Thanh North to the Bearcat Message Center for world-wide distribution. Such an arrangement would eliminate the unacceptable delays now experienced in the dissemination of intelligence reports.

(d) Command Action: The above unit has a command letter in channels at this time requesting the pick up of a pony circuit.

(l) Maintenance of Lycoming T-53 Turbine Engines.

(a) Observation: The T-53 engine consistently required overhauling over short periods of time. Oil contamination was the single overriding problem.

(b) Evaluation: Each of the engines overhauled were nearly new or had received extensive maintenance in the recent past. Oil contamination was traced to the Western gearbox. The Western gearbox was extracted from the engine assembly and a rusted idler gear was discovered inside.

(c) Recommendations: The Western gearbox is not a time-change item. It should be classified a time-between overhaul item (TBO) and it is recommended that in the process of building a turbine engine, for installation the western gearbox should be thoroughly inspected for operation.

(d) Command Action: SIR's concerning this deficiency have been submitted and recommendations made that the Western gearbox be made a time-between-overhaul.

(5) OV-1 Support

(a) Observation: Support by OV-1 aircraft should not become stereotyped, but studies should constantly be made to improve the product.

(b) Evaluation: The infra-red surveillance system uses infra-red radiation as a detection source. This radiation is heat energy which lies between the visible light and microwave energy spectrum. During the last quarter due to the amount of fires, the validity of hot targets has become questionable. The validity of targets in the III CTZ during the dry season prompted the 73d to change from area type surveillance to strip type surveillance. The inability of Imagery Interpretation centers to sanitize all the fires set by artillery and by Vietnamese burning off their rice fields makes it almost impossible to run
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11 May 1970

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A company experimented with different type detectors and flew various altitudes to determine the best type detector to use and the best altitude to fly the mission. Also of importance was the type targets the various supported units were looking for in their tasks. The 25th Div was interested in sampah traffic in the plain of Reeds, while the 1st Cav was interested in footage, area and vehicular traffic. The best results were obtained using long detector in conjunction with a short detector giving the system the greatest flexibility. The best altitude depended on the mission.

(a) Command Action:

1. During the dry season, in the II CTZ CV-1 infrared surveillance should be changed from area search to strip type targets so that sanitization of fires and the validity of the targets can be more effective.

2. Other CV-1 units reevaluate their missions during different seasons.

(c) Command Action: The CV-1 surveillance mission was changed from area search to strip type surveillance.

(6) CI Mission Concept:

(a) Observation: Operational missions in support of various agency should have a clearly stated (in writing) Operational Concept and mission requirements.

(b) Evaluation: During the past quarter this headquarters encountered some operational problems caused by inexperienced ground commanders failing to make full use of their aviation assets. One commander wanted only radio relay from an OI and would not allow the OI to adjust artillery, move the LSF position, fix, or direct gunships, stating these should be done from the C2 ship which took 15 minutes to scramble. Another unit had a morning briefing for the Commanding General at which time he was briefed on aircraft utilization by his Staff. Since his subordinate commanders knew he compared the percentage of aircraft utilization by the commanders to another, they flew the maximum amount of time airway whether they had a mission or not. No operational concept, tactical justification or aircraft justification existed in writing at Corps, Battalion or Company level. Commanders knew the aircraft were committed and how many, but had only a general idea of the mission.

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SUBJECT: Operational report - Lessons Learned 210th Aviation Battalion (Combat) for the period ending (30 April 70) RCS CSFORD-65) (R2) (U)

(c) Recommendation:

1. That a mission description and aircraft justification be written by each supported unit and forwarded through supported unit command channels to Hq IFFV, ATTN: AVFDC-A for approval. Once approved these should be sent to units concerned as missions.

2. That an operational concept for OIs in Vietnam be made available as guidance to both ground and aviation commanders.

(d) Command Action: A letter requesting this be done was submitted thru Command Channels to Hq IFFV, ATTN: AVFDC-A. An aggressive liaison program at battalion level has been developed to preclude problems of this nature.

d. Organization: None

e. Training:

(1) Training of maintenance personnel in the use of test equipment peculiar to the side looking airborne radar system.

(a) Observation: Newly assigned personnel who have been school trained at Ft Huachuca, Arizona are not familiar with the operation and use of the test equipment necessary to the upkeep of the AN/APS/94 side looking radar system. In particular the test set indicator AN/GPM 52, which purpose is to check the overall performance of the system after calibration and to technically align the radar system.

(b) Evaluation: Special on the job training specifically devoted to the test set indicator AN/GPM 52, and the alignment of the AN/APS 94 system was initiated by the SLAR maintenance Officer and the Motorola field service representative. The overall performance and caliber of imagery both in the aircraft and that received by the ground terminal has been increased tremendously by their program. The percentage of missions AB or FS and RTB's (returned to base) has dropped considerably.

(c) Recommendations: Recommend the following steps be taken to limit the amount of time required to train newly assigned personnel.

1. That the 26420 airborne radar repairmen course at the Surveillance center Ft Huachuca, Arizona be evaluated and looked at closely.
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(2) Command Action: This unit has set up an extensive OJT program that ensures that all 26820 personnel receiving training on the AN/GPM 52 prior to actually working on the APS/9U system.

2. More time should be allocated in the curriculum for instruction & practical work on the AN/GPM 52 and other technical test equipment peculiar to the AN/APS 9U system, AN/TKQ2.

(d) Command Action: This unit has set up an extensive OJT program that ensures that all 26820 personnel receiving training on the AN/GPM 52 prior to actually working on the APS/9U system.

(2) Newly assigned aviator training

(a) Observation: Due to personnel shortages, it becomes necessary to manipulate aviator platoon assignments to fulfill mission requirements.

(b) Evaluation: As platoons are normally assigned a specific mission block with designated AO's the administrative transfer of an aviator out of his platoon will place him in a situation of having to familiarize himself with a new mission. The time required to do this is a period during which incomplete support will be rendered to the supported unit by virtue of the aviator's unfamiliarity with terrain and mission requirements.

(c) Recommendation: None

(d) Command Action: A program of pilot rotation has been incorporated into this unit's in country training program.

f. Logistics:

(1) Cryogenic Refrigeration: (Used in Infrared Equipment)

(a) Observation: A higher rate of contamination in HD-723 cryogenic refrigerators has been noted in this unit the last quarter.

(b) Evaluation: Contamination occurred due to the fact that the MK1016 service loops were contaminated. Servicing the refrigerators with the contaminated loops transferred the contamination to the coolers, ultimately causing false out problems in the aircraft.

(c) Recommendation: That MK1016 service loops be decontaminated and repressed every 30 (thirty) days.

(d) Command Action: This unit is now assuring that 30 (thirty) day preventive maintenance checks, to include decontamination and repressurization, are being performed.
SUBJECT: Operational Reports - Lessons Learned 210th Aviation Battalion (Combat) for the Period Ending (30 April 70) RCS CORD-65)

(a) Communication:

(1) Communications and tests involved with the AN/ARN-5, Test Set, Radio.

(a) Observation: The use of SG-13/ARN, Signal Generator as a troubleshooting aid for installed VOR systems has proven to be effective and timesaving. However, for daily preflight and power-on PE checks, the SG-13/ARN is impractical because of the set-up time required. This unit has found that the AN/ARN-5, when connected and operated as described below, provides a usable signal for preflight checks while saving set-up time required by the SG-13.

(b) Evaluation: This unit presently has the AN/ARN-5 1 volt output connected through coax to an antenna (AS-580/ARN) elevated approximately 5 feet above the navigation equipment repair van. It has been found that the AN/ARN-5 signal is of sufficient strength to be usable when the aircraft is within approximately 200 yards of the antenna. Changes in course heading for additional checks are coordinated through the FM net. This use of the AN/ARN-5 has increased the reliability of the VOR systems while saving many man hours.

(c) Recommendations: All units not located within range of a usable VOR signal should investigate the possible use of the AN/ARN-5 as described above.

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

h. Materiel: None

i. Other:

(1) Combat Aviation Battalion as Installation Coordinator

(a) Observation: A combat aviation battalion headquarters can not coordinate a major base and efficiently accomplish its primary mission without augmenting the TOE authorization.

(b) Evaluation: During this quarter command emphasis has been placed on developing the Long Thanh North Installation and meeting the USAV standards for airfield security. The battalion has not been augmented with personnel or equipment to coordinate the installation. The Battalion S2 has assumed duties as Installation Engineer, responsible for Installation Development. The Battalion S3 is the Installation Security Officer and the Battalion SI is coordinating with tenant units and USAV for equipment and materials to improve our defensive
CONFIDENTIAL

AVBACA-CC

11 May 1970

SUBJECT: Operational Reports - Lessons Learned 210th Aviation Battalion (Combat) for the Period Ending (30 April 70) RCS CSFOR-65) (R2) (U)

posture. These principal Staff Officers devote the majority of their time and that of their staffs is devoted to installation duties. Only pressing problems of subordinate units have been given attention during this quarter.

(c) Recommendation: That it be recognized, a combat aviation battalion headquarters cannot accomplish both missions effectively. That either the aviation battalion be augmented or a separate post headquarters be formed.

(d) Command Action: A letter requesting permission to submit an augmentation TDA has been forwarded thru Command Channels to Headquarters USARV, ATTN: AVHGC-FD.

William F. Williams

LTC, IN
Commanding

7 Incl
as
Incl 1 w/d HQ DA

DISTRIBUTION:
GOMUSARVAC, ATTN: GPOP-DT, APO 96558 (2)
CG, USARV, ATTN: AVHGC (OCT), APO 96375 (3)
CG, II FFORCEV ATTN: AVFDC-RE-H, APO 96266 (3)
CG, 1ST AVN REE, ATTN: AVHGC, APO 96384 (2)
CG, 12TH AVN GR (CDT), ATTN: AVBACA-SC, APO 96266 (5)
CG, 210TH AVN BN (CDT), APO 96530 (3)
SUBJECT: Operational Report - Lessons Learned of the 210th Aviation Battalion (Combat) for Period Ending 30 April 1970, RCS-CSFOR-65 (HI) (U)

DA, HEADQUARTERS, 12TH AVIATION GROUP (COMBAT), AFO 96266 27 May 1970


1. In compliance with AR 525-15 and USARV reg 525-15, two copies of Operational Report - Lessons Learned of the 210th Aviation Battalion (Combat) for the period ending 30 April 1970, RCS CSFOR-65 (HI) (U) are forwarded.

2. Reference 210th Aviation Battalion (Combat) OOHLL page 10, section 2, para 2c(6) O-1 Mission Concept: The G-3 Air, II FFV is currently in the process of visiting O-1 supported unit and obtaining a detailed mission description so that the O-1 units will have definite guidelines for support.

FOR THE COMMANDER:

[Signature]

MICHAEL L. BOLIN
CPT, EN
Acting Adjutant
CONFIDENTIAL

AVFBG-RE (11 May 70) 2d Ind
SUBJ: Operational Report - Lessons Learned, 210th Aviation Battalion (Combat) for the Period Ending 30 April 1970, RCS GSOR-6 (R2) (U)

DA, HQ, II FFORC/7, APO San Francisco 96266 3 JUN 1970

THRU: Commanding General, 1st Aviation Brigade, ATTN: AVBA-C, APO 96307
Commanding General, US Army Vietnam, ATTN: AVBCC (DS.), APO 96375
Commander-In-Chief, US Army Pacific, ATTN: JPPO-U, APO 96558

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

1. (U) This headquarters has reviewed the Operational Report - Lessons Learned for the quarterly period ending 30 April 1970 from Headquarters, 210th Aviation Battalion (Combat) and concurs except as indicated below.

2. (C) The following additional comments are provided:

   a. Reference item concerning "Delays in Disseminating Immediate Photo Interpretation Reports", page 8, paragraph 2c(3); nonconcur. The present direct circuit from 73d Aviation Company to II FFORC/7 provides access to both the III Corps tactical and the world-wide teletype networks. Since perishable information can be transmitted to tactical units faster over the tactical network than over the world-wide network, there is no advantage to be gained by replacing the present circuit by a pony circuit to Bearcat.

   b. Reference item concerning "O-1 Mission Concept", page 1-11, paragraph 2c(6);

      (1) This headquarters concurs in the need for a written justification and description of missions to be performed by O-1 aircraft. All supported units receiving O-1 support are being asked to submit to this headquarters a written justification and description of the missions required for them. Once approved these mission descriptions and aircraft justifications will be distributed to units concerned.

      (2) An operational concept is available for O-1 aircraft utilization in Vietnam, Military Assistance Command Vietnam Directive 3-1-1, dated 1 November 1968, establishes policy and procedure for the visual reconnaissance program which is the primary mission for the O-1 aircraft. In addition, II Field Force Vietnam Regulation 381-1, dated 29 April 1970, prescribes the responsibility and procedure for visual aerial reconnaissance in III Corps Tactical Zone, and tasks 12th Aviation Group (Combat) to provide suitable aircraft to support this program. The aircraft best suited for this program is the O-1.
c. Reference item concerning "Combat Aviation Battalion Commander as Installation Coordinator", page 13, paragraph 21(1): nonconcur.

(1) There is no authorization for augmentation of the staff of a commander who has been designated an Installation Coordinator. The functions required of the Installation Coordinator are prescribed by MACV Directive 10-4.

(2) All functions required by the current MACV directive must be coordinated with tenant units by the Installation Coordinator. He has no authority to compel compliance with his various installation directions. Consequently, the Installation Coordinator has been compelled to form a staff and use his own unit to accomplish the required functions.

(3) This headquarters has been informed that MACV Directive 10-4 is being revised to give the Installation Coordinator the necessary authority to compel compliance with his own directives relating to the installation.
AVBAGC-O (11 May 70) 3d Ind

SUBJECT: Operational Reports-Lessons Learned 210th Aviation Battalion (Combat) for the Period Ending (30 April 70) RCS CSPOR-65 (R2) (U)

DA, HEADQUARTERS, 1ST AVIATION BRIGADE, APO 96384 18 JUN 1970

THRU: Commanding General, United States Army Vietnam, ATTN: AVHGC-LST, APO 96375
Commander-in-Chief, United States 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 the Operational Report-Lessons Learned of the 210th Aviation Battalion (Combat) and concurs with the report as indorsed.

FOR THE COMMANDER:

[Signature]

WARREN A. PETERTON
CPT, AGC
ASST AG
CONFIDENTIAL

AVHGC-DST (11 May 70) 4th Ind

SUBJECT: Operational Reports-Lessons Learned 210th Aviation Battalion (Combat) for the Period Ending (30 April 70) RCS CSFOR-65) (R2)(U)

Headquarters, United States Army Vietnam, APO San Francisco 96375 04 JUL 1970

TO: Commander in Chief, United States Army Pacific, ATTN: GPOP-DT, APO 96558

1. (U) This Headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 30 April 1970 from Headquarters, 210th Aviation Battalion (Combat) and comments of indorsing headquarters.

2. (C) Comments follow:

a. Reference item concerning "Delays in Disseminating Immediate Photo Interpretation Reports", 2d Indorsement, paragraph 2a: concur. Page 8, paragraph 2c(3) basic report: nonconcur. The 73d Aviation Company has a direct circuit to II FFORCERV and II FFORCERV has access to both the III Corps Tactical and world-wide teletype networks. Therefore, the 73d Aviation Company could make dissemination on its Immediate Photo Interpretation Reports by passing them to II FFORCERV for retransmission. It would appear that this method would be simpler than installing a pony circuit to the Bearcat Message Center. Unit has been so advised.

b. Reference item concerning "Maintenance of Lycoming T-53 Turbine Engine", page 9, paragraph 2c(4): concur. The evaluation by AVSCOM, as a result of the EIR, will determine if this item should be categorized as a TBO item. No action by USARPAC or DA is recommended.

c. Reference item concerning "O-1 Mission Concept", page 10, paragraph 2c(6): paragraph 2, 1st Indorsement: and paragraph 2b, 2d Indorsement: concur. Concepts for the employment of O-1 aircraft are presented in the 1st Aviation Brigade's booklet, "Aviation Operational Procedures Guide". The latest edition of this guide will be published shortly; distribution will be made to both ground and aviation commanders. No action by USARPAC or DA is recommended.

d. Reference item concerning "Cryogenic Refrigeration", page 12, paragraph 2f: concur. This information will be published in the 34th General Support Group newsletter. No action by USARPAC or DA is recommended.
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AVHGC-DST (11 May 70) 4th Ind

SUBJECT: Operational Reports-Lessons Learned 210th Aviation Battalion (Combat) for the Period Ending 30 April 70 RCS CSFOR-65 (R2)(U)

9. Reference item concerning "Combat Aviation Battalion as Installation Coordinator", page 13, paragraph 1(1): nonconcur. The functions and responsibilities of Installation Coordinator can be assumed by the commanding officer of any unit. The authority of the installation coordinator to allocate the necessary resources to these functions is outlined in USARV Regulation 10-4. At present there are no personnel assets available within HQ, USARV to augment units assigned installation coordination functions. However, equipment needed for base camp defense may be requested in accordance with USARV Regulation 700-20, Temporary Loan of Equipment. Force Development Division is currently in the process of developing base camp TDA's which will document the requirements for installation coordination, for submission to DA for approval. These TDA's will be developed for those base camps for which a continuing requirement exist. Unit has been so advised.

FOR THE COMMANDER:

[Signature]

Clerk W. Stevens Jr.
Captain AGC
Assistant Adjutant General

Cy furn:
1st Avn Bde
210th Avn Bn

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20
GPOP-DT (11 May 70) 5th Ind (U)
SUBJECT: Operational Report of HQ, 210th Aviation Battalion (Combat), for Period Ending 30 April 1970, RCS CSFOR-65 (R2)

HQ, US Army, Pacific, APO San Francisco 96558 14 AUG 70

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:

L.M. OZAKI
CPT, AGO
Asst AG
# Aircraft Status as of 30 April 1970

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All aircraft authorized are IAW IAW 1st Aviation Brigade Letter dated 18 April 1970, SUBJECT: Aircraft Authorizations.
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**AIRCRAFT LOSS**

*74th Avn Co: 2 O-1G*

**AIRCRAFT DAMAGE**

*74th Avn Co: 2 O-1G, 1 OV-1B, 2 U-6A, 1 O-1G*
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ADMINISTRATION

1. Personnel Management:
   a. Total number of MOS reclassifications during period: 45
   c. Number of promotions during period:
      **OFFICER**
      LTC - 0, MAJ - 1, CPT - 2, LT - 3, 2LT - 0
      **WARRANT**
      CW4 - 0, CW3 - 0, CW2 - 3, WO1 - 0
      **ENLISTED**
      E9 - 0, E8 - 0, E7 - 0, E6 - 8, E5 - 85, E4 - 83, E3 - 24
   d. Number of casualties during period:
      
      |            | OFFICER | WARRANT | ENLISTED |
      |------------|---------|---------|----------|
      | KIA        | 0       | 0       | 0        |
      | Non Battle Dead | 0      | 0       | 0        |
      | MIA        | 0       | 0       | 0        |
      | Wounded (Rtn to Dy) | 0     | 0       | 0        |
      | EVAC Fr CBT Zone | 1     | 0       | 8        |
   e. Number of orders published during period: SO - 69, LO - 414, GO - 7

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incl 4
## CONFIDENTIAL

### AIRCRAFT AVAILABILITY

1 Feb 70 thru 30 Apr 70

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**Average Availability:** 85.2
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*Feb 70 thru 20 Apr 70*

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**Operational Report - Lessons Learned, HQ, 210th Aviation Battalion**

Experiences of unit engaged in counterinsurgency operations 1 Feb to 1 Apr 70.

**CO:** 210th Aviation Battalion

**Report Date:** 11 May 1970

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**Abstract:**

not provided in the image.