<table>
<thead>
<tr>
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<tr>
<td>FROM: confidential</td>
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<tr>
<td>LIMITATION CHANGES</td>
</tr>
<tr>
<td>TO: Approved for public release, distribution unlimited</td>
</tr>
<tr>
<td>FROM: Controlling DoD Organization. Assistant Chief of Staff for Force Development [Army], Washington, DC 20310.</td>
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</table>

**AUTHORITY**

GDS, DoD 5200.1-R; AGO D/A ltr, 29 Apr 1980
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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
11 August 1970

SUBJECT: Operational Report - Lessons Learned 214th Aviation Battalion (Combat) Period Ending 31 July 1970 RCS CSFOR-11 (K2) (IV)

COMMANDER, CINCUSARPAC, ATTN: CPOP-DT, APO 96571, 2 copies
Commanding General, USAV, ATTN: AVHCC(US), APO 966375, 3 copies
Commanding General, 1st Avn Bde, ATTN: AVHCC-D, APO 96184, 2 copies
Commanding Officer, 164th Avn Gp (Cbt), APO 96215, 5 copies

1. (C) Operations: Significant Activities.

a. (C) Mission: There were no changes or additions to the Unit Mission during this reporting period.

b. (C) Organization:

(1) There were no changes to the TOL of the organic units during this reporting period.

(2) There was one addition to the organizational structure of the battalion during this period. The 5th Quartermaster Detachment was added to Headquarters and Headquarters Company.

c. (C) Personnel Changes:

(1) Commanding Officer: LTC Thomas J. Shaughnessy, AR, 1438-28-7297, replaced LTC Larry J. Baughman, IN, , on 24 May 1970.


(3) S-1: Capt Fred L. Kirkland, FA, replaced Capt Thomas N. Estes, SC, on 2 July 1970.
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11 August 1970

SUBJECT: Operational Report - Lessons Learned


(6) S-4: Cpt Kennedy J. McElroy, IN, replaced Cpt Terry McLean, IN, on 10 June 1970.


d. Unit Strength as of 31 July 1970:

(1) The authorized strength of the 214th Aviation Battalion (Combat) is 127 commissioned officers, 209 warrant officers, and 1054 enlisted men for a total authorized strength of 1390. A critical shortage continues to exist in the area of commissioned officers.

(2) The Battalion is authorized:

(a) Military.

<table>
<thead>
<tr>
<th>Unit</th>
<th>Auth</th>
<th>O/A</th>
<th>Auth</th>
<th>O/A</th>
<th>Auth</th>
<th>O/A</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>HHC</td>
<td>19</td>
<td>19</td>
<td>3</td>
<td>7</td>
<td>99</td>
<td>107</td>
<td>119</td>
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<tr>
<td>114th</td>
<td>19</td>
<td>15</td>
<td>51</td>
<td>47</td>
<td>218</td>
<td>198</td>
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<tr>
<td>135th</td>
<td>19</td>
<td>14</td>
<td>51</td>
<td>33</td>
<td>218</td>
<td>178</td>
<td>288</td>
</tr>
<tr>
<td>179th</td>
<td>19</td>
<td>13</td>
<td>51</td>
<td>44</td>
<td>218</td>
<td>209</td>
<td>288</td>
</tr>
<tr>
<td>199th</td>
<td>32</td>
<td>17</td>
<td>2</td>
<td>7</td>
<td>89</td>
<td>90</td>
<td>133</td>
</tr>
<tr>
<td>335th</td>
<td>19</td>
<td>15</td>
<td>51</td>
<td>43</td>
<td>218</td>
<td>209</td>
<td>288</td>
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<tr>
<td><strong>759th Med. Det</strong></td>
<td>2</td>
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<td>8</td>
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<td><strong>11th Hx. Det</strong></td>
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<td>8</td>
<td>7</td>
<td>9</td>
</tr>
<tr>
<td><strong>5th Ch. Det</strong></td>
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<td>0</td>
<td>0</td>
<td>8</td>
<td>8</td>
<td>8</td>
</tr>
</tbody>
</table>

* Includes 35 Australian BN and 11 Officers Attached Units
CONFIDENTIAL

AVGEC

SUBJECT: Operational Report - Lessons Learned

11 August 1970

(b) Civilian. The authorized civilian strength of the 214th Aviation Battalion is as follows:

<table>
<thead>
<tr>
<th>Unit</th>
<th>DAC</th>
<th>VII</th>
<th>3 BATL</th>
<th>CONTRACTOR</th>
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</thead>
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<tr>
<td></td>
<td>Auth</td>
<td>O/H</td>
<td>Auth</td>
<td>O/H</td>
</tr>
<tr>
<td>HHC</td>
<td>0</td>
<td>0</td>
<td>9</td>
<td>3</td>
</tr>
<tr>
<td>114th</td>
<td>2</td>
<td>2</td>
<td>6</td>
<td>4</td>
</tr>
<tr>
<td>125th</td>
<td>0</td>
<td>0</td>
<td>11</td>
<td>16</td>
</tr>
<tr>
<td>175th</td>
<td>2</td>
<td>2</td>
<td>6</td>
<td>5</td>
</tr>
<tr>
<td>179th</td>
<td>0</td>
<td>0</td>
<td>4</td>
<td>3</td>
</tr>
<tr>
<td>335th</td>
<td>0</td>
<td>0</td>
<td>8</td>
<td>3</td>
</tr>
<tr>
<td>75th Med Det</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
</tr>
</tbody>
</table>

(C) Administration: Casualties.

<table>
<thead>
<tr>
<th></th>
<th>HOSTILE</th>
<th>NON-HOSTILE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lightly Wounded</td>
<td>10</td>
<td>Lightly Injured</td>
</tr>
<tr>
<td>VSI</td>
<td>0</td>
<td>VSI</td>
</tr>
<tr>
<td>KIA</td>
<td>5</td>
<td>KIA</td>
</tr>
<tr>
<td>MIA</td>
<td>0</td>
<td>MIA</td>
</tr>
</tbody>
</table>

(C) Intelligence: Security. A total of 768 classified documents were processed by the S-2 section during the reporting period. Of these 552 were Confidential and 16 were Secret.

(C) Operations and Training:

(I) The 214th Aviation Battalion (Combat) operating as Task Force Cougar continues to support the 7th and 9th ARVN Divisions to include the Provincial forces within each Division's tactical area of responsibility.

(a) Essentially, the 7th ARVN Division receives a standard tactical element of eight UH-1D/H troop transport helicopters, three UH-1B/C armed helicopters, and one UH-1D/H Command and Control helicopter from each.

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of the 7th Air Cavalry Aviation Companies (Assault Helicopter), plus an
aerial observation and reconnaissance capability from one platoon of the
11th Aviation Company (Utility Airplane). Frequently, the standard tactical element is reduced from eight to five UH-1D/H troop transport helicopters. In addition, the unit integrity of the ground element and the remaining three UH-1D twin-rotor helicopters are utilized for resupply or command and
control activities. In addition, the 7th ARVN Division is now making an
almost nightly insertion for the Night Hawk system from the 135th Aviation
Company consisting of a UH-1D Command and Control helicopter with a door-
mounted 7.62 mm mini-gun and a second UH-1D with xenon light, a night observation device and a door-mounted mini-gun.

(b) The 9th ARVN Division is supported by the 175th Aviation
Company, one with a standard 18-troop element, and the second
platoon from the 43rd Aviation Company. For night target acquisition and
interdiction, in a role similar to that of the Night Hawk system, the 9th
ARVN Division has occasionally employed the Night Hunter-Killer team
(one UH-1D/3 Command and Control helicopter, one UH-1D/3 flare helicopter
and two UH-1D armed helicopters) from the 175th Aviation Company.

(c) Task Force Cougar is augmented daily by assuming operational
control of two Air Cavalry Troops (one per ARVN Division) from the 71st Air
Cavalry Squadron, or two Vietnamese Air Force (VNAP) Squadrons with UH-1H
Helicopters and one or two U.S. Assault Helicopter Companies from the IV Corps
Ground Support Assets. The VNAP troop transports are normally supported by
three AH-1G armed helicopters from IV Corps G3. Under OPCON to the Task
Force are rotated on a frag-order basis by higher headquarters, with the air-
mobile assets normally supporting the 9th ARVN Division which frequently
operates outside IV's TTA (Division Tactical Area).

(d) Task Force Cougar continued to provide administrative
aviation support to the Province Senior Advisors of Dinh Tuong, Kien Hoa, Go
Cong, Vinh Long, Soc Trang, and An Giang Provinces on a monthly scheduled basis
as requested by DEPCORD (Civil Operations and Rural Development Support).

(2) Under the Task Force concept, the 114th Aviation Company
(Assault Helicopter) continued to provide airmobile assets, with emphasis
on night operations, to the 24th Special Tactical Zone (STZ) under the oper-
atinal control of Task Force Blackhawk (7/1st Air Cavalry Squadron). The
normal daily commitment was one UH-1D/H Command and Control helicopter,
five UH-1D/H troop transport helicopters, two AH-1G armed helicopters, three
Province DCS helicopters, a Night Hunter-Killer Team (NHK) and a flareship
for a second NHK. The 3rd Platoon of the 199th Aviation Company, also OPCON
to Task Force Blackhawk provides aerial reconnaissance for the 24th STZ.
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SUGGEST: Operational Report - Lessons Learned

11 August 1970

(3) HHG, and the 190th Aviation Company (Utility Airplane) were operational for the majority of the reporting period. The remaining companies of the battalion were operational as follows:

(a) 174th Avn Co (AH) - 22 days; 4 maintenance stand-down days.
(b) 35th Avn Co (AH) - 78 days; 14 maintenance stand-down days.
(c) 175th Avn Co (AH) - 78 days; 14 maintenance stand-down days.
(d) 335th Avn Co (AH) - 81 days; 11 maintenance stand-down days.

(4) Task Force Cougar in support of the 9th ARVN Division conducted a combined arms joint operation on 2, 9, and 17 May 1970, in Cambodia.

(a) On 2 May 1970, Task Force Cougar operated in the vicinity of the Ferris's Bench (IT 0407).

(b) On 9 May 1970, Task Force Cougar operated in the vicinity of the Ferry Site (WT 3145).

(c) On 17 May 1970, Task Force Cougar operated in the vicinity of the city of Ta Eck.

(d) The first part of June 1970, the 9th ARVN Division moved its forward command post to Ha Tien South. Task Force Cougar continued to support the 9th ARVN Division in the Southeastern part of Cambodia.

(e) The first part of July 1970, the 9th ARVN Division again relocated its forward command post to Chau Doc. Task Force Cougar continued to support the 9th ARVN Division in the vicinity of the Seven Sisters Mountains.

(5) Training: Training as required by USARV Suppl. 1 to AR 350-1 and local directives is being conducted as the tactical situation allows.

h. (C) Logistics:

(1) During the quarter, the transient refueling mini-port facilities dispensed a total of 1,689,000 gallons of JP-4.

(2) With the start of operations in Cambodia, Task Force Cougar established and assumed control of forward stagingfields at An Long, Ha Tien and Tuyen Khon.
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S: OPERATIONAL REPORT - LESSONS LEARNED

1. Orientation programs in basic procedures were again conducted for supply and motor maintenance personnel by the S-4 section.

2. 23,000 pounds of ammunition was retrograded during the last part of the report period, which was part of the clean-up campaign for the D-10a staging.

3. (G) Aircraft Maintenance:

   (i) Aircraft assigned as of 31 July 1970 were as follows:

<table>
<thead>
<tr>
<th>Rotary Wing</th>
<th>UH-1B</th>
<th>UH-1C</th>
<th>UH-1D</th>
<th>UH-1H</th>
<th>AH-1G</th>
<th>OH-58A</th>
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<td>AUTH</td>
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</tr>
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<td>135th</td>
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<td>8</td>
<td>6</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>175th</td>
<td>0</td>
<td>0</td>
<td>8</td>
<td>5</td>
<td>13</td>
<td>22</td>
</tr>
<tr>
<td>199th</td>
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<td>0</td>
<td>0</td>
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<tr>
<td>335th</td>
<td>0</td>
<td>5</td>
<td>8</td>
<td>0</td>
<td>0</td>
<td>22</td>
</tr>
</tbody>
</table>

   | Fixed Wing  | Colt | USA   |
   |             | AUTH | O/H   | AUTH | O/H   |
   | HHC         | 0    | 0     | 0    | 0     |
   | 114th       | 0    | 0     | 0    | 0     |
   | 135th       | 0    | 0     | 0    | 0     |
   | 175th       | 0    | 0     | 0    | 0     |
   | 199th       | 24   | 24    | 1    | 1     |
   | 335th       | 0    | 0     | 0    | 0     |

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(2) Overall availability of assigned aircraft for the reporting period is as follows:

<table>
<thead>
<tr>
<th>Month</th>
<th>UH-1B</th>
<th>UH-1D</th>
<th>UH-1H</th>
<th>AH-1G</th>
<th>OH-58A</th>
<th>O-1</th>
<th>H6A</th>
</tr>
</thead>
<tbody>
<tr>
<td>May</td>
<td>54</td>
<td>47</td>
<td>50</td>
<td>67</td>
<td>58</td>
<td>91</td>
<td>93</td>
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<tr>
<td>Jun</td>
<td>52</td>
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<td>72</td>
<td>79</td>
<td>86</td>
</tr>
<tr>
<td>Jul</td>
<td>28</td>
<td>53</td>
<td>58</td>
<td>80</td>
<td>72</td>
<td>96</td>
<td>91</td>
</tr>
</tbody>
</table>

j. (U) Safety:

(1) During the reporting period, the battalion flew 37,584 hours as compared to 37,320 hours for the previous reporting period. Eight accidents were experienced as compared to seven for the previous period. The accident rate for the period was 21.3 which is a rise of 2.5 from the previous period of 18.4.

(2) Operational error was the primary cause for four accidents, while material failure (engine failure) caused three. The remaining accident was caused by maintenance error. Two of the operational errors were tail rotor strikes, while the two remaining were caused by plain lack of good judgement on the pilot's part, by demanding more from their aircraft than it was capable of producing. The three material failures were all engine failures. The remaining accident was caused by maintenance error. In order to preclude accidents of this type, command emphasis has been placed on more extensive training programs in all areas. The six point prevention program for engine failures has been initiated in the battalion. In addition, commanders will use disciplinary action, where flagrant violation of regulations and established procedures are involved.

<table>
<thead>
<tr>
<th>Hours</th>
<th>Rate</th>
<th>Accidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>May</td>
<td>13,134</td>
<td>22.8</td>
</tr>
<tr>
<td>Jun</td>
<td>12,827</td>
<td>0</td>
</tr>
<tr>
<td>Jul</td>
<td>11,623</td>
<td>43.0</td>
</tr>
</tbody>
</table>

Cumulative rate for fiscal year 70 - 18.2
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AVOC-70

SUBJECT: Operational Report - Lessons Learned

11 August 1970

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

a. (C) Personnel: Replacement Training.

(1) OBSERVATION: Individual replacements, especially in the 6th MGS, are assigned normally after the departure of experienced individuals, allowing no overlap for training and job familiarization.

(2) EVALUATION: Personnel assigned from CONUS, while technically qualified in their MOS, have little or no practical experience. Additional training is required before full utilization of these individuals can be realized. With the experienced personnel already departed the unit, an additional burden is placed on the supervisory personnel to conduct necessary training.

(3) RECOMMENDATION: That every effort be made to assign replacement personnel with an overlap to allow for training.

(4) COMMAND ACTION: All units were directed to review all assignments and reassign all personnel as needed.

b. (U) Intelligence: None.

c. (U) Operations: Vibrations Caused by XM-35.

(1) OBSERVATION: Vibrations due to the firing of the 20mm cannon mounted on the AH-1G have caused the latch on the front door to open in flight.

(2) EVALUATION: The recoil of the 20mm cannon is sufficient to cause the door handle and latches on the left side of the AH-1G to open in flight. Presently, aviators flying front seat are required to hold the handle in place during firing runs to insure the security to the front door. Little force is required to accomplish this, however, it detracts from the ability of the front seat to perform his duties.

(3) RECOMMENDATION: Suggest that all AH-1G's with the XM-35 system be equipped with stronger door latches.

(4) COMMAND ACTION: Maintenance personnel have been directed to tighten the latch and an EIR has been submitted.

d. (U) Organization: None.

e. (C) Training: Shortage of Experienced Instructor Pilots.

(1) OBSERVATION: Again, the battalion has experienced training accidents which occurred while relatively inexperienced instructor pilots were giving standardization rides.
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SUBJECT: Operational Report - Lessons Learned

11 August 1970

(2) EVALUATION: The units of this battalion have been supplied with a critically low number of experienced instructor pilots. Many instructor pilots are first tour aviators having attended the instructor pilot course immediately upon graduation from flight school. This lack of flying experience in a combat aviation unit causes a lessening of confidence in the IP by the aviator receiving a standardization ride and can lead to indecisiveness or contested control in an emergency situation.

(3) RECOMMENDATION: Inexperienced instructor pilots not be allowed to perform as a unit IP until he obtains 600 flying hours; second tour and senior first tour aviators be used as much as possible as unit instructor pilots.

(4) COMMUNICATION: Instructor pilots that were rotated directly to IP course thru basic school not utilized in that capacity until they have an experience hour of at least 600 hours and have been an Aircraft Commander. 

(5) EVALUATION: During the reporting period, delivery of Van 11 and 111 supplies was not timely.

(6) RECOMMENDATION: Transportation for delivery of bulk quantities of supplies is inadequate, creating difficulty in maintaining an adequate stock level at direct support units in the Delta.

(3) RECOMMENDATION: More effective and frequent utilization of water transportation assets, and more frequent scheduling of over-the-road convoys to local distribution points.

(4) COMMAND ACTION: Frequent liaison visits to DSC commanders by the S-4 has produced a slight improvement in supply posture.

g. (U) Communications: None.

3 Inc.
1. Organization
2. Operational Statistics
3. Task Force Organization
   and Results for Cambodian
   Operations

TAB A - Parrot's Beak Operation
TAB B - Ferry Site Operation
TAB C - Takeo Operation

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AVBACE-C (11 Aug 70) 1st Ind
SUBJECT: Operational Report - Lessons Learned, 214th Aviation Battalion (Combat) for Period Ending 31 July 1970, RCS CSFOR-65 (R2) (U)

DA, HQ, 164th Aviation Group (Combat), APO 96215 20 Aug 1970

Department of the Army, ATTN: ACSFOR
Commanding General, 1st Aviation Brigade, ATTN: AVBAGC-O, APO 96384

1. (U) The attached 214th CAB ORLL for period ending 31 July 1970 has been reviewed by this headquarters.

2. (C) The following comments are made on the report:
   
   a. (C) Para 1.d. (2) (a) Page 2, 135th should read:

<table>
<thead>
<tr>
<th>OFF</th>
<th>WO</th>
<th>EM</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>AUTH O/H</td>
<td>AUTH O/H</td>
<td>AUTH O/H</td>
<td>AUTH O/H</td>
</tr>
<tr>
<td>19</td>
<td>25</td>
<td>51</td>
<td>35</td>
</tr>
<tr>
<td>218</td>
<td>213</td>
<td>288</td>
<td>272</td>
</tr>
</tbody>
</table>

3. (U) Para 2, pages 8 and 9, concur with comments.

[Signature]
Colonel, Co.
Commanding

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AVIATION  (11 Aug 70) 2d Ind
SUBJECT:  Operational Report - Lessons Learned, 14th Aviation Battalion
(Combat) for Period Ending 31 July 1970, RCS CSFOR-65 (R2) (S)

DA, HEADQUARTERS 1ST AVIATION BRIGADE, APO 96364 19 SEP 70

TO:  Commanding General, United States Army Vietnam, ATTN: AVIACC-DST, APO 96375

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

FOR THE COMMANDER:

[Signature]

R. E. STRICKLER
CPT, AGC
Aunt Adjutant General

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AVHDO-DO (1 Aug 70) 3d Ind

Headquarters, United States Army Vietnam, APO San Francisco 96375

TO: Commander in Chief, United States Army Pacific, ATTN: GPOP-DT, APO 96358

This Headquarters has reviewed the Operational Report - Lessons Learned for the quarterly period ending 31 July 1970 from Headquarters, 214th Aviation Battalion (Combat) and comments of indorsing headquarters.

2. Reference item concerning "Vibrations Caused by XM-35," page 8, paragraph 2c: Two fixes for the canopy door problem have been approved. The first is installation of 18 pound canopy door springs. Seventy-five sets were received and installed. The second is fabrication of a web loop to hold the canopy handle in the locked position. On 26 September 1970 this Headquarters provided information to the 114th ARV on how to fabricate the web loop lock and contacted the Bell Helicopter Technical Representative to provide the required assistance. A message is currently being staffed to provide this information to all aviation units. Unit has been so advised.

FOR THE COMMANDER:

Cy Furr:
1st Avn Bde
214th Avn Bn
SUBJECT: Operational Report of HQ, 214th Aviation Battalion (Combat) for Period Ending 31 July 1970, RCS CSFOR-65 (R2) (U)

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]

L.M. O'MALL
CPT, 4th Ind

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Inclusion 1 (C) Organization Chart and Troop List to 21st AD (C) Operational Report - Lessons Learned for quarterly period ending 31 July 1976.

- 21st AD (C)
  - Main
  - Long
  - APO 96357

- 114th AC (AH)
  - Vinh Long
  - APO 96357

- 135th AC (AH)
  - Pleiku
  - APO 96357

- 175th AC (AH)
  - Vinh Long
  - APO 96357
  - Biên Hòa
  - APO 9530

- 352nd AC (AH)
  - Biên Hòa
  - APO 9530

- 199th AC (Us)
  - Vinh Long
  - APO 96357

* Attached Units

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Incilosure 2 (C) ---
Operational Statistics to 214th Aviation Battalion (Combat) Operational Report -
Lessons Learned for quarterly period ending 31 July 1970.

<table>
<thead>
<tr>
<th></th>
<th>HEC</th>
<th>114</th>
<th>135</th>
<th>175</th>
<th>225</th>
<th>292</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Number of hrs flown</td>
<td>311</td>
<td>7747</td>
<td>7777</td>
<td>6367</td>
<td>8612</td>
<td>6396</td>
</tr>
<tr>
<td>2. Number of M/R clicks daily</td>
<td>--</td>
<td>60%</td>
<td>64%</td>
<td>61%</td>
<td>78%</td>
<td>NA</td>
</tr>
<tr>
<td>3. Number of M/R guns daily</td>
<td>NA</td>
<td>67%</td>
<td>50%</td>
<td>38%</td>
<td>67%</td>
<td>NA</td>
</tr>
<tr>
<td>4. Aircraft hit by hostile fire</td>
<td>0</td>
<td>35</td>
<td>33</td>
<td>17</td>
<td>27</td>
<td>5</td>
</tr>
<tr>
<td>5. Estimated number of rounds</td>
<td>0</td>
<td>57</td>
<td>79</td>
<td>26</td>
<td>82</td>
<td>6</td>
</tr>
<tr>
<td>6. KIA - Hostile fire</td>
<td>0</td>
<td>0</td>
<td>3</td>
<td>1</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>7. KIA - Non-hostile</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>8. KIA - Hostile fire</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>9. Pooy Killed by Air - confirmed</td>
<td>0</td>
<td>201</td>
<td>102</td>
<td>84</td>
<td>189</td>
<td>10</td>
</tr>
<tr>
<td>10. VC structures destroyed</td>
<td>0</td>
<td>631</td>
<td>190</td>
<td>271</td>
<td>312</td>
<td>10</td>
</tr>
<tr>
<td>11. VC sampans destroyed</td>
<td>0</td>
<td>267</td>
<td>54</td>
<td>375</td>
<td>163</td>
<td>6</td>
</tr>
<tr>
<td>12. Sorties flown</td>
<td>1665</td>
<td>12880</td>
<td>21576</td>
<td>10496</td>
<td>29316</td>
<td>6535</td>
</tr>
<tr>
<td>13. Cargo handled (tens)</td>
<td>2</td>
<td>303</td>
<td>148</td>
<td>86</td>
<td>384</td>
<td>NA</td>
</tr>
<tr>
<td>14. Troops carried</td>
<td>960</td>
<td>30065</td>
<td>58246</td>
<td>32126</td>
<td>60876</td>
<td>590</td>
</tr>
<tr>
<td>15. A/C dest - Hostile fire</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>16. A/C dest - Non-hostile</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

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TAB A (Parrot's Beak Operation) to Inclosure 3

TASK FORCE ORGANIZATION

A 7/1 ACS (Reinf)
  4 UH-2A
  6 AH-1H
  6 UH-1H
  11th VNAF
  5 UH-2H
  3 AH-1G (OPCON)
  10th VNAF
  9 UH-1H
  3 AH-1G (OPCON)

Task Force Headquarters
  214th AB(C) O&C Helicopter
  Pathfinder Detachment

Task Force Support
  271st AC (AH)
    6 CH-47
    2 CH-54 (OPCON)
  235th AWC
    3 AH-1G
  221st AC (UA)
    2 O-1G
  165th ATC Sec

RESULTS

<table>
<thead>
<tr>
<th>ENEMY KIA</th>
<th>KIA</th>
<th>CAPTURED</th>
<th>IND WPNS</th>
<th>CREW SERVED</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,010</td>
<td>192</td>
<td>233</td>
<td>1,146</td>
<td>174</td>
</tr>
</tbody>
</table>
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TAB B (Ferry Site Operation) to Inclosure 3

TASK FORCE ORGANIZATION

TASK FORCE COUGAR
214th AB(C)(Reinfl)

<table>
<thead>
<tr>
<th>175th AC(AH)</th>
<th>7/1 ACS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 UH-1H Hcptr</td>
<td>A 7/1 ACS</td>
</tr>
<tr>
<td>10 UH-1H Hcptr</td>
<td>4 OH-6A Hcptr</td>
</tr>
<tr>
<td>3 AH-1G Hcptr</td>
<td>4 AH-1G Hcptr</td>
</tr>
<tr>
<td>3 AH-1G (235th AWC) Hcptr</td>
<td>5 UH-1H Hcptr</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>211th VNAF (OPCON)</th>
<th>7/1 ACS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 UH-1H C&amp;S</td>
<td>A 7/1 ACS</td>
</tr>
<tr>
<td>10 UH-1H Hcptr</td>
<td>4 OH-6A Hcptr</td>
</tr>
<tr>
<td>3 AH-1G Hcptr</td>
<td>4 AH-1G Hcptr</td>
</tr>
<tr>
<td>3 AH-1G (235th AWC) Hcptr</td>
<td>5 UH-1H Hcptr</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>217th VNAF (OPCON)</th>
<th>C 7/1 ACS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 UH-1H C&amp;S</td>
<td>4 OH-6A</td>
</tr>
<tr>
<td>10 UH-1H Hcptr</td>
<td>4 AH-1G Hcptr</td>
</tr>
<tr>
<td>3 AH-1G (235th AWC) Hcptr</td>
<td>5 UH-1H Hcptr</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>114th AC(AH)</th>
<th>D 3/5 Cav</th>
</tr>
</thead>
<tbody>
<tr>
<td>10 UH-7D/H Hcptr</td>
<td>4 OH-6A Hcptr</td>
</tr>
<tr>
<td>4 AH-1G Hcptr</td>
<td>4 AH-1G Hcptr</td>
</tr>
<tr>
<td>3 AH-1G (235th AWC) Hcptr</td>
<td>5 UH-1H Hcptr</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>135th AC(AH)</th>
<th>Task Force Headquarters</th>
</tr>
</thead>
<tbody>
<tr>
<td>10 UH-1H Hcptr</td>
<td>214th AB(C) C&amp;C Hcptr</td>
</tr>
<tr>
<td>2 UH-1C Hcptr</td>
<td>214th AB(C)(-)(OPC) Fwd CP</td>
</tr>
<tr>
<td>2 UH-1C Hcptr</td>
<td>214th AB(C)(-)(DS) Pfrd Det</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>335th AC(AH)</th>
<th>Task Force Support</th>
</tr>
</thead>
<tbody>
<tr>
<td>10 UH-1H Hcptr</td>
<td>271st AC(u)(-)(DS)</td>
</tr>
<tr>
<td>2 UH-1B Hcptr</td>
<td>5 CH-47 Hcptr</td>
</tr>
<tr>
<td>2 UH-1B Hcptr</td>
<td>2 CH-54 Hcptr</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>162nd AC(AH)</th>
<th>235th AWC(-)(DS)</th>
</tr>
</thead>
<tbody>
<tr>
<td>6 UH-1H Hcptr</td>
<td>3 AH-10 Hcptr</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>199th AC(UA)(-)</th>
<th>221st AC(UA)(OPCON 199th RAC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 0-1G</td>
<td>2 0-1G</td>
</tr>
</tbody>
</table>

165th ATC Sec

<table>
<thead>
<tr>
<th>RESULTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>ENEMY KIA</td>
</tr>
<tr>
<td>277</td>
</tr>
<tr>
<td>CAPTURED</td>
</tr>
<tr>
<td>35</td>
</tr>
<tr>
<td>B-17</td>
</tr>
</tbody>
</table>

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Tab C (Takso Operation) to Inclosure 3

TASK FORGE ORGANIZATION

TASK FORCE CONGAR
214th AB(C) (Inf)

175th AC(AH)
  1 UH-1H C&C Hpttr
  10 UH-1D/H Hpttr
  3 UH-1H Hpttr

214th VNAF (OPCON)
  1 UH-1H C&C Hpttr
  10 UH-1H Hpttr
  3 AH-1G (235th AWC) Hpttr

217th VNAF (OPCON)
  1 UH-1H C&C Hpttr
  10 UH-1H Hpttr
  3 AH-1G (235th AWC) Hpttr

A 7/1 ACS (OPCON)
  4 OH-6A Hpttr
  4 AH-1G Hpttr
  5 UH-1H Hpttr

B 7/1 ACS (OPCON)
  4 OH-6A Hpttr
  4 AH-1G Hpttr
  5 UH-1H Hpttr

199th AC(UA)(-)
  3 C-130

191st AC(AH)
  6 UH-1D/H Hpttr

Task Force Headquarters
214th AB(C) C&C Hpttr
214th AB(C)(- Fwd OP
214th AB(C) Bch Det
214th AB(C) Log Det

Task Force Support
147th AC(UH)(-)(DS)
  3 CH-47 Hpttr

235th AWC(-)(DS)
  2 AH-1G Hpttr

165th ATG Sec

RESULTS

<table>
<thead>
<tr>
<th>ENEMY KIA</th>
<th>KBA</th>
<th>CAPTURED</th>
<th>IND WPNS</th>
<th>CREW SERVED</th>
</tr>
</thead>
<tbody>
<tr>
<td>168</td>
<td>100</td>
<td>34</td>
<td>456</td>
<td>16</td>
</tr>
</tbody>
</table>

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**Operational Report - Lessons Learned, HQ, 214th Aviation Battalion**

Experiences of unit engaged in counterr insurgent operations, 1 May to 31 July 1970.

**REPORT DATE**: 11 August 1970

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