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FROM: confidential

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TO:

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FROM:

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

AUTHORITY

GDS per DoD 5200.1-r; Adjutant General’s Office [Army] ltr dtd 29 Apr 1980

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

13 February 1970

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

SPE DISTRIBUTION

1. Subject report is forwarded for review and evaluation in accordance with paragraph 4b, AR 525-13. Evaluations and corrective actions should be reported to ACSFOR OT UT, Operational Reports Branch, within 90 days of receipt of covering letter.

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

BY ORDER OF THE SECRETARY OF THE ARMY:

KENNETH G. WICKHAM
Major General, USA
The Adjutant General

1 incl

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US Army Limited War Laboratory
US Army Logistics, Doctrine Systems & Readiness Agency
US Army Aviation Test Activity
US Army Mobility Equipment Research & Development Center
210th Aviation Battalion
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 CMD has been discontinued.

   b. Organization:

      (1) Reorganization of the following assigned companies under Department of the Army Standardized AICP's, was completed during the reporting period. This action was under the provision of DOD 300, 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 ASRA Platoon, attached to 73rd Aviation Company. Per USARV GO 3503, dated 16 September 1969.
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AVIATION OPERATIONS AND TRAINING UNIT

1. November 1969

SUBJECT: Operational Reports - Lessons Learned: 210th Aviation Battalion (Combat) for the period ending (31 Oct 69) (AM: 28R-69) (1)

(d) 1st Infantry Division ATAC Platoon, attached to 73rd Aviation Company, per 33 RV 60-3303, 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 included in the Annex.

COMMAND


UNIT COMMANDERS


CONFIDENTIAL

AVBACA-CC

15 November 1969

SUBJECT: Operational Reports - Lessons Learned 410th Aviation Battalion (Combat) for the period ending (31 Oct 69) (CSFOR-65)(12)(1)

4. Unit Strengths as of 31 October 1969:

   (1) Military:

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<th>Auth O/H</th>
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<td>16</td>
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## Operational Reports - Last Four Operational Months

### 10th Aviation Battalion (Combat) for the period ending 15 November 1967

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<td>365th Avn Det</td>
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<tr>
<td>Det 3,5th Weather Sq</td>
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<td>0</td>
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<tr>
<td>1st Cav Div STA Plt</td>
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<td>0</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td>0</td>
<td>0</td>
<td>32</td>
<td>138</td>
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</tbody>
</table>

### Aircraft Status
- (See Incl 2)

### Operational Results
- (See Incl 3)

### Personnel Management
- (See Incl 4)

### 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: 15
5. NAC Initiated: 4

### Operations
- (1) During the reporting period companies of the 10th Aviation Battalion (Combat) provided operational support as follows:

  1. 25th Aviation Company provided Staff and Command transport for H1, II Field Force, affiliated units, and CORDS.
CONFIDENTIAL

WASA-CY

15 November 1969

SUBJECT: Operational Reports - Lessons Learned 210th Aviation Battalion (Combat) for the period ending (31 Oct 69) (SIPR-O-65)(R)(U)

(b) 54th Aviation Company provided general aerial transport service for JUFPW, 3rd 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 US RV 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 77th Artillery Groups, 5th and 19th ARVN Divisions, and COAC to include visual reconnaissance and directing artillery and naval gun fire.

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

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

k. Aviation Safety:

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

(6) Battalion accident rate during period: 19.7

l. Signal:

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

(2) The 74th and 134th Aviation Companies completed the installation of secure voice equipment (KY-28) in all assigned G-1 aircraft.

m. Installation Development:

5 CONFIDENTIAL
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15 November 1967

Operational Reports - Lessons Learned: 10th Aviation Battalion (Combat) for the period ending (31 Oct 67) RC: 361ST-001

1. (1) 2100 yards of the LTM A/F bem has been upgraded.

(2) A request has been submitted for the remainder of the bem 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 and have been reconstructed.

(6) Twenty aircraft revetments have been completed.

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

a. Personnel:

(1) Assignment of Personnel in Proper MOS's

(1) Observation: We have experienced extreme shortages in the following MOS's.

- 71P Flight Operations Coordinator
- 73H ATC Tower Operator
- 63C General Vehicle Repairman
- 94B Cook
- 71H Personnel Specialist
- 05C Radio Teletype Operator
- 316 Tactical Compass Chief
CONFIDENTIAL

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

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

- 35R20 Avionics Radar Equip Repairman
- 67H20 OV-1 airplane Mech
- 67G70 J-3/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 those 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 'Birddog' aircraft is playing an extremely important role in Southeast Asia. It has repeatedly demonstrated that it cannot be replaced by rotary wing observation aircraft. Advantages of the O-1 aircraft over other types aircraft include: dependability, operating capabilities, good instrumentation for night flight, high availability, low cost of acquisition, maintenance and operations, good endurance, no pilot crew requirement, good visibility for both seats, and adequate communications for most operations.

(c) Recommendations: That a new and better aircraft be developed to supplement and eventually replace the O-1. This aircraft should be a similar type and have the same advantages as the O-1. In addition, improvements should include additional cockpit space, complete instrumentation for instrument flight, light weight electronics, maximum sound suppression, better passenger/cargo carrying capability, and retractable tri-cycle gear.
(2) Utility aircraft (fixed wing)

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

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

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

d. Organizations: None

e. Training: None

f. Logistics: None

g. Communications: None

h. Materiel: None

i. Other:

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

(2) Evaluation: As a result of the dual role, the manpower and equipment resources of the Battalion Headquarters are overtaxed, there by reducing the efficiency of both the battalion Headquarters and the Installation Coordinator functions. Especially critical is the lack of personel and essential equipment necessary to provide adequate security for the installation.
CONFIDENTIAL

AV134G-CC, 15 December 1969

15003241: Operational Reports - Lessons Learned 210th Aviation Battalion (Combat) for the period ending (31 Oct 69) APO 96376-65 (32)(3)

(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.

FLOYD E. PETTY
LTC, SC
Commanding

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CINCJCS, RVC, ATTN: GPOP-OT, APO 96358 (2)
CO, JS, RV, ATTN: AVHC (DST), APO 96375 (3)
CS, Ist Avn Bde., ATTN: AVHC, APO 96384 (2)
CO, HQ, 12th Avn Gp (Cbt), ATTN: AVHC-8, APO 96266 (5)
CO, HQ, 210th Avn Bn (Cbt), APO 96530 (3)

9

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ARVACSC (15 Nov 69) 1st Ind

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

(RES 05FOR-69)(02)(0)

TO: Commanding General, 17th Aviation Group (Combat), MAC 96266 21 November 1969

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). "COROS" signifies "Military Assistance Command Civil Operations and Revolutionary Development Support (MACCOROS)."

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 ORR.

e. Page 5, para 1k(6). Corrected battalion accident rate during period is 1.7.

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

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

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

3. (C) Section 2, Lessons Learned.


(1) 71F - 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.
AVHACA-SC (15 Nov 69)

SUBJECT: Operational Report - Lessons Learned of 210th Aviation Battalion (Combat) for Period ending 31 October 1969

(2) 53H - 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 distributed 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 21. A problem exists when the majority of units and personnel on an installation are aviation or aviation support only. The organization of the units and the nature and timing of their mission workload precludes the ready availability of security guards and other defensive personnel. Higher headquarters should plan to provide necessary security to aviation and aviation support units, particularly as additional US combat troops are withdrawn from the vicinity of airfields.

FOR THE COMMANDER:

[Signature]

RONALD C. VINE
Major, Infantry
Adjutant

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

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

FOR THE COMMANDER:

B.G. MACDONALD
LT. AGC
Asst AG
CONFIDENTIAL

AWG-C (15 Nov 69) 31 Ind
30 JST: Operational Report-Lessons Learned 210th Aviation Battalion (Combat) for the Period Ending (31 Oct 69) A.C.O. 309-69
(12) (U)

Col., US Army, 1st Aviation Brigade, ACO 92704 8 DEC 1969

1. Commanding General, United States Army Vietnam, ATACAT (AOC-31), AR 96375
   Companion-in-Chief, United States Army Pacific, ATACAT (AOC-31), AIO 96397

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

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

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

   a. Paragraph 2a(1), page 6, discusses ILS shortages reported by the 210th Aviation Battalion (Combat). The Brigade is critically short in ILS 05C (Radio Teletype Operators) and 31G (Tactical Communications Chief), the present fill level being 69% for 05C and 56% for 31G. ILS 71P (Flight Operations Coordinator) and 94B (Cook) are not critically short within the Brigade. The 12th Aviation Group (Combat) is overstrength in both KOS 71H (Personnel Specialist) and 63C (General Vehicle Repairman), the present fill level being 130% for 63C and 114% for 71H. The shortage of KOS 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 proportional share of all enlisted personnel by KOS and the 210th Aviation Battalion (Combat) should receive its proportional share from the 12th Aviation Group (Combat).

   b. Paragraph 21, page 8, discusses the requirement for security forces at Long Thanh North AAF. A recognized requirement exists for a 53 man security force at Long Thanh North AAF. However, this requirement was not satisfied in the approval of TMA 59/39900, Augmentation 1st Aviation Brigade, Department of the Army, 24 June 1969. Due to the U.S. Army-wide reduction in forces, approval of additional spaces at this time

13
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8 DEC 1969

SUBJ: Operational Report-Losses 3d Ind Arm 110th Avn (Combat) for the Period Ending (3d Ind Arm 110th Avn (Combat))

It is essential for company commanders at all levels to identify those functions, e.g., security, priority and to utilize resources accordingly. Whenever the personnel authorization activity is reached a triage-wise survey will be conducted to identify trade-off's needs for security force or operations.

FOR THE COMMANDER:

[Signature]

Cy of 3d Ind Arm

CO, 210th Avn Bn (Combat)

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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 21; 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:

[Signature]

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

HQ, US Army, Pacific, APO San Francisco 96558

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

This headquarters concurs in subject report as indorsed.

FOR THE COMMANDER IN CHIEF:

[Signature]

C. L. Short
CPT, AGC
Asst AG
<table>
<thead>
<tr>
<th>H</th>
<th>O/H</th>
<th>Auth. O/H</th>
<th>V/1D</th>
<th>Auth. O/H</th>
<th>V/2H</th>
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**Rotary Wing**

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**Fixed Wing**

Airframe Status as of 31 October 1969
## Operational Results for Period
1 August thru 31 October 1969

<table>
<thead>
<tr>
<th>UNIT</th>
<th>SORTIES FLOWN</th>
<th>TROOPS HAULED</th>
<th>CARGO LIFTED (TONS)</th>
<th>ENEMY KIA</th>
<th>SURVIVORS KIA</th>
<th>STRUCTURES DESTROYED</th>
<th>AIRCRAFT LOSS</th>
<th>AIRCRAFT DAMAGED</th>
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<tbody>
<tr>
<td>HHC</td>
<td>999</td>
<td>370</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
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</tr>
<tr>
<td>25th</td>
<td>966</td>
<td>11,722</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<tr>
<td>51st</td>
<td>4259</td>
<td>8,267</td>
<td>312</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<tr>
<td>73rd</td>
<td>N/A</td>
<td>N/A</td>
<td>Unk</td>
<td>Unk</td>
<td>Unk</td>
<td>1</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>74th</td>
<td>N/A</td>
<td>N/A</td>
<td>Unk</td>
<td>Unk</td>
<td>Unk</td>
<td>2</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>189th</td>
<td>N/A</td>
<td>N/A</td>
<td>Unk</td>
<td>Unk</td>
<td>Unk</td>
<td>1</td>
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<tr>
<td>TOTAL</td>
<td>27,730</td>
<td>26,359</td>
<td>316</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>4</td>
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### Aircraft Loss

- 73rd: 1 OV-1C
- 74th: 2 O-1G
- 189th: 1 O-1G

### Aircraft Damage

- 73rd: 3 O-1G
- 74th: 1 --1G
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<thead>
<tr>
<th>Aircraft</th>
<th>Availability</th>
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<tr>
<td>O-1</td>
<td>87.6%</td>
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<tr>
<td>U-6A</td>
<td>76.1%</td>
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<tr>
<td>U-1A</td>
<td>83.6%</td>
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<tr>
<td>U-21A</td>
<td>78%</td>
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<tr>
<td>OV-1A</td>
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<tr>
<td>OV-1C</td>
<td>68%</td>
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<tr>
<td>OH-6A</td>
<td>74%</td>
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<tr>
<td>UN-1D</td>
<td>64.8%</td>
</tr>
<tr>
<td>UN-2D</td>
<td>95%</td>
</tr>
</tbody>
</table>

Average Availability: 71.9%
Operational Report - Lessons Learned, 30th, 210th Aviation Battalion

Experiences of unit engaged in counterinsurgency operations, 1 Aug 69 to 31 Oct 69.

CO, 210th Aviation Battalion

15 November 1969

N/A

694114

N/A

N/A

OACSFOR, DA, Washington, D.C. 20310