

UNCLASSIFIED

AD NUMBER

AD505506

CLASSIFICATION CHANGES

TO: UNCLASSIFIED

FROM: CONFIDENTIAL

LIMITATION CHANGES

TO:
Approved for public release; distribution is unlimited.

FROM:
Distribution authorized to U.S. Gov't. agencies and their contractors;
Administrative/Operational Use; 15 AUG 1969.
Other requests shall be referred to Office of the Adjutant General (Army), Washington, DC 20310.

AUTHORITY

AGO ltr 29 Apr 1980 ; AGO ltr 29 Apr 1980

THIS PAGE IS UNCLASSIFIED

THIS REPORT HAS BEEN DELIMITED
AND CLEARED FOR PUBLIC RELEASE
UNDER DOD DIRECTIVE 5200.20 AND
NO RESTRICTIONS ARE IMPOSED UPON
ITS USE AND DISCLOSURE.

DISTRIBUTION STATEMENT A

APPROVED FOR PUBLIC RELEASE;
DISTRIBUTION UNLIMITED.

SECURITY

MARKING

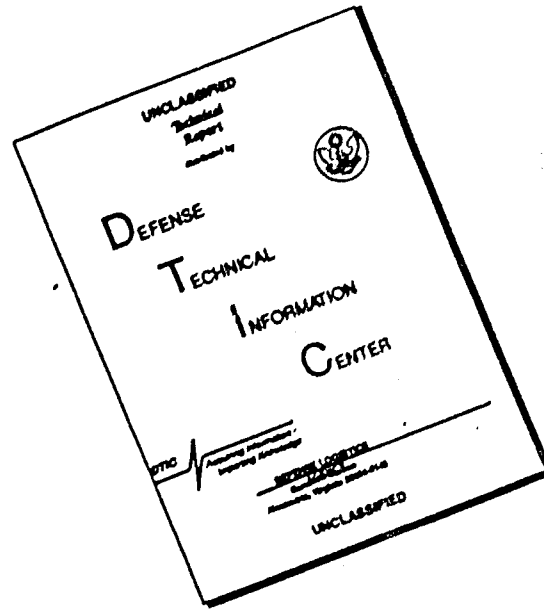
The classified or limited status of this report applies to each page, unless otherwise marked.

Separate page printouts MUST be marked accordingly.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE LAWS, TITLE 18, U.S.C., SECTIONS 793 AND 794. THE TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW.

NOTICE: When government or other drawings, specifications or other data are used for any purpose other than in connection with a definitely related government procurement operation, the U.S. Government thereby incurs no responsibility, nor any obligation whatsoever; and the fact that the Government may have formulated, furnished, or in any way supplied the said drawings, specifications, or other data is not to be regarded by implication or otherwise as in any manner licensing the holder or any other person or corporation, or conveying any rights or permission to manufacture, use or sell any patented invention that may in any way be related thereto.

DISCLAIMER NOTICE



THIS DOCUMENT IS BEST QUALITY AVAILABLE. THE COPY FURNISHED TO DTIC CONTAINED A SIGNIFICANT NUMBER OF PAGES WHICH DO NOT REPRODUCE LEGIBLY.

CONFIDENTIAL



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

IN REPLY REFER TO

AGDA (M) (15 Oct 69) FOR OT UT 693136

29 October 1969

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

SEE DISTRIBUTION

1. Subject report is forwarded for review and evaluation in accordance with paragraph 5b, AR 525-15. Evaluations and corrective actions should be reported to ACSFOR OT UT, Operational Reports Branch, within 90 days of receipt of covering letter.
2. Information contained in this report is provided to insure appropriate benefits in the future from lessons learned during current operations and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

KENNETH G. WICKHAM
Major General, USA
The Adjutant General

1 Incl
as

DISTRIBUTION:

Commanding Generals
US Continental Army Command
US Army Combat Developments Command
Commandants
US Army War College
US Army Command and General Staff College
US Army Air Defense School
US Army Armor School
US Army Aviation School
US Army Combat Surveillance School
US Army Electronic Warfare School
US Army Engineer School
US Army Field Artillery School
US Army Infantry School
US Army Intelligence School

Regraded unclassified when separated
from classified inclosure.

CONFIDENTIAL

AD505506

CONFIDENTIAL

DISTRIBUTION (Cont'd)

US Army Ordnance School
US Army Quartermaster School
US Army Signal School
US Army Southeastern Signal School
US Army Special Warfare School
US Army Transportation School

Copies furnished:

Office, Chief of Staff, US Army
Deputy Chiefs of Staff
Chief of Research and Development
Assistant Chiefs of Staff
Chief of Engineers
Director, Defense Research and Engineering
Commanding Generals
 US Army Materiel Command
 US Army Flight Training Center
Deputy Chief of Staff, Air Force, Plans & Operations
Commandant of the Marine Corps
Senior Army Representative, Marine Corps Development & Education Command
The Air University Library
Defense Documentation Center
Security Officer, Hudson Institute
Commanding Officers
 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

CONFIDENTIAL

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

AVBACA-CC

15 August 1969

SUBJECT: Operational Report of the 210th Aviation Battalion (Combat) for
the Period Ending 31 July 1969 (RCS CSFOR-65) (R1) (U)

SEE DISTRIBUTION

1. (C) Section I, Operations: Significant Activities:

a. Mission: The mission of the 210th Aviation Battalion (Combat) changed as indicated.

(1) An addition in mission requirements for the 210th Aviation Battalion occurred on 5 June 1969, to provide one OH6A to support the 18th ARVN Division.

(2) The mission of the 210th Aviation Battalion to provide fixed wing aircraft (O1) for the V6B and V6C missions were combined, the Dau Tieng portion was dropped completely.

(3) The mission of the 210th Aviation Battalion to provide fixed wing support (ULA) to IV Corps G4, operating out of Can Tho was relocated. Aircraft and equipment reverted back to Vung Tau for operation and control. Support for this mission is now provided from Vung Tau.

b. Organization: None. The current organization chart and station list is Incl 1.

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 Incl 2.

COMMAND

(1) On 17 June 1969, MAJ George B. Milburn, 723-03-1679, became the 210th Aviation Battalion (Combat) Executive Officer replacing MAJ Ben L. Breedlove, 537-32-2266.

FOR OT UT

693136

Inclosure

1

CONFIDENTIAL

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

CONFIDENTIAL

AVBACR-CC

15 August 1969

SUBJECT: Operational Report of the 210th Aviation Battalion (Combat) for the Period Ending 31 July 1969 (RCS CSFOR-65) (R1) (U)

(2) On 27 July 1969, CPT William E. Barnhill, 251-62-3409, became the 210th Aviation Battalion (Combat) S1, replacing CPT Olen L. Earnest, 266-56-9834.

(3) On 11 May 1969, CPT Keith H. Johnston, 525-72-9929, became the 210th Aviation Battalion (Combat) Signal Officer, replacing 1LT James F. Sumpter, 248-34-9352.

(4) On 13 May 1969, CPT Thomas C. Peelo, 251-68-7178, became the 210th Aviation Battalion (Combat) Surgeon, replacing CPT John H. Hennes, 386-34-4126.

UNIT COMMANDERS

(5) On 15 June 1969, MAJ James R. Talbert, 558-16-7966, assumed command of the 73d Aviation Company (Surveillance Airplane) replacing LTC Dwight R. French, 006-28-0186.

(6) On 26 June 1969, MAJ James E. Chapman, 248-50-9113, assumed command of the 184th Aviation Company (Utility) replacing MAJ Douglas Schaeffer, 067-26-0956.

(7) On 27 July 1969, MAJ Thophilus Nicholas, 262-34-5828, assumed command of the 54th Aviation Company (Utility) replacing MAJ Billy B. Dooly, 430-62-9611.

e. Unit Strengths as of 31 July 1969:

(1) Military:

Subordinate Unit	OFF		WO		EM		TOTAL	
	Auth	O/H	Auth	O/H	Auth	O/H	Auth	O/H
HHC	19	25	3	5	85	102	107	132
25th ACC	8	9	18	23	89	115	115	147
54th Avn Co	18	15	25	21	135	127	178	163
73d Avn Co	19	21	22	13	290	288	331	322
74th Avn Co	41	24	2	10	103	96	146	130
184th Avn Co	32	22	2	5	89	97	123	124
85th Med Det	1	1	0	0	7	6	8	7
197th Med Det	1	1	0	0	8	8	9	9
316th Avn Det	1	1	0	1	16	21	17	23
365th Avn Det	1	1	0	0	20	32	21	33
TOTAL	141	120	72	78	842	892	1055	1090

CONFIDENTIAL

CONFIDENTIAL

AVBACA-CC

15 August 1969

SUBJECT: Operational Report of the 210th Aviation Battalion (Combat) for
the Period Ending 31 July 1969 (RCS CSFOR-65) (R1) (U)

(2) Civilians:

Subordinate Unit	D.C		VN		3d MAF		TECOM
	Auth	O/H	Auth	O/H	Auth	O/H	Auth
HHC	0	0	12	12	0	0	0
25th ACC	0	0	5	5	0	0	0
54th Avn Co	0	0	3	3	0	0	0
73d Avn Co	0	0	25	25	0	0	0
74th Avn Co	0	0	4	4	0	0	0
184th Avn Co	0	0	8	7	0	0	0
85th Med Det	0	0	1	1	0	0	0
197th Med Det	0	0	1	0	0	0	0
316th Avn Det	0	0	0	0	0	0	0
366th Avn Det	0	0	0	0	0	0	0
TOTAL	0	0	59	57	0	0	0

a. Aircraft Status: See Incl 3.

b. Operational Results: See Incl 4.

c. Personnel Management: See Incl 5.

d. Intelligence and Security: The following activities regarding security clearances were conducted during the reporting period.

- (1) TOP SECRET Clearances Validated: 1
- (2) SECRET Clearances Validated: 172
- (3) SECRET Clearances Granted: 38
- (4) CONFIDENTIAL Clearances Granted: 4
- (5) NAC Initiated: 1

e. Operations: The command relationships existing between the companies of the 210th Aviation Battalion and the units supported by them was reviewed by 12th Aviation Group (Combat). The results of this review were published in 12th Aviation Group message AVBACA-SC 124-C-69, Subject: Aviation Support Data (U) and are as follows:

25th Aviation Company	DS, HQ, II FFV
54th Aviation Company	GS, II FFV and IV Corps
73d Aviation Company	GS, II FFV
74th Aviation Company	GS, II FFV
184th Aviation Company	GS, II FFV

CONFIDENTIAL

AVBACA-CC

15 August 1969

SUBJECT: Operational Report of the 210th Aviation Battalion (Combat) for the Period Ending 31 July 1969 (RCS CSFOR-69) (R1) (U)

J. Logistics: Aircraft availability see Incl 6.

K. Aviation Safety:

	<u>FIXED WING</u>	<u>ROTOR WING</u>	<u>TOTAL</u>
(1) Fatalities	4	0	4
(2) Fatal Injuries	3	0	3
(3) Minor Accidents	1	0	1
(4) Precautionary Landings	21	2	23
(5) Incidents	2	1	3

L. Signal:

(1) Security net has been set up between 25th Aviation Company (300ps) and 210th Aviation Battalion Headquarters.

(2) The Long Thanh North post security net has been updated to comply with the new installation security plan.

(3) The 210th Aviation Battalion sector of the base at Long Thanh North has been given reliable land line communications.

(4) The ZYR and ZIS program as of 31 July 1969 is as follows:

(a) 64% of the aircraft eligible to receive ZYR have been completed.

(b) 28% of the aircraft eligible to receive ZIS have been completed.

M. Installation Development: None.

N. Medical: The following services were provided for 210 by the 187th Med Det.

(1) Flight Physicals: 65

(2) Immunizations: 766

(3) Medical Evacuation: 92 medical evacuations were made to the 93d and 94th Medical Helicopters. Seven evacuations were completed after normal duty hours to the 93d at Son Hospital.

CONFIDENTIAL

AVB/CA-CC

15 August 1969

SUBJECT: Operational Report of the 210th Aviation Battalion (Combat) for the Period Ending 31 July 1969 (RCS CSFOR-65) (R1) (U)

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

a. Personnel: Need for Highly Trained Aircraft Electricians:

(1) **OBSERVATION:** The OVI electrical system is very complex. The procedures involved in troubleshooting the system are not different from those of any other aircraft. However, becoming familiar with the OVI systems and their functions requires one half a tour for the electrician to reach the point of benefit to an OVI unit.

(2) **EVALUATION:** The 73d Aviation Company's 32 aircraft have had electrical problems which have caused an unusual amount of down time of aircraft. Much of the electrical work was beyond the capability of the assigned TOE electricians and requests for assistance from our support units became necessary. The number of complex problems which have arisen in the electrical systems has made it imperative for the assigned civilian electricians to remain with the unit. The civilians have the background and knowledge required to make them of immediate use for timely solutions to electrical problems. Not only are they more knowledgeable, they are also more available since they are not subjected to company rosters as are the TOE electricians. Civilian electricians provide an asset which is necessary in order to maintain aircraft availability. Moreover, if civilian electricians were assigned to OVI units they could provide the continuity between rotating military personnel and also provide a base of knowledge for the military aircraft electricians.

(3) **RECOMMENDATION:** A team of electricians should be assigned to OVI units. A minimum of one (1) per 18 aircraft. Aircraft electricians should receive more specific training on the aircraft type that the individual will be working on, prior to being assigned to a short tour area.

b. Operations: Contamination of the closed loop cryogenic refrigerator system of the AN/AAS-14A, Infrared Detecting Set.

(1) **OBSERVATION:** The closed loop cryogenic refrigerator system of the AN/AAS-14A, Infrared Detecting Set, is subject to malfunction due to entry of contaminants into the closed loop and leakage of coolant from the system.

CONFIDENTIAL

AVB...
SUBJECT: Operational Report of the 10th Aviation ...
... Period Ending 31 July 1969 (RZ) ...

(c) OPERATION: The closed loop system consists of ...
... and low pressure lines and two heat exchangers ...
... the detecting elements to the required operating temperature ...
... channels with 200 mesh filters which is connected to the ...
... vents ... through pressure lines to the ...
... vents at a pressure of 77 degrees Kelvin ...
... six "quick disconnect" fittings for use ...
... all of the closed loop components ...
... of receiving and controlling the closed loop system ...
... when a portable system is not ...
... wear on the quick disconnect fittings and ...
... of contaminants into the closed loop system ...
... loose fittings which further results in leaks in the loop ...
... of the nitrogen coolant after a short operating time.

(d) RECOMMENDATION: Changes of the closed loop cryogenic refueling system ...
... AAAS-144, Infrared Detecting Set, should be kept to a minimum ...
... the system is installed in an aircraft. ...
... requires a major change of the system from one ...
... should be ...

(e) Maintenance: None.

(f) Reliability: None

(g) Logistics:

(1) Use of the KA 76 (250 foot) cassettes in the KA 3C Camera.

(a) DEFINITION: When the large (250 ft) cassettes from the KA 76 Camera were used with the KA 3C Camera the film does not advance properly causing overlapping of the frames.

(b) EXPLANATION: A study of the problem revealed several problems, any one of which would cause frame overlap. The takeup chain requires a higher torque to drive the heavier cassettes. The use of 35 scope film which has a softer emulsion than Kodak film leaves a deposit on the main metering roller which, if not checked daily for emulsion buildup, causes film slippage. Finally the large cassettes do not fit as tightly as the small (100 ft) cassettes. When the camera is mounted in the 30 degree left oblique position it is possible for the cassette to slide away from the takeup roller and as a result the film is pushed rather than pulled through the takeup roller.

CONFIDENTIAL

AVBACA-CC

15 August 1969

SUBJECT: Operational Report of the 210th Aviation Battalion (Combat) for the Period Ending 31 July 1969 (RCS CSFOR-65) (R1) (U)

(c) RECOMMENDATION: When using the large cassettes with the KA 30 Camera the takeup clutch torque should be checked and set up to 45 in ounces. The only body drives which can be adjusted to this setting are those made by Chicago Aerial. Body drives made by Thompson have only two settings, 30 in ounces and 30 in ounces, and are not suitable for use with the large cassettes. The main metering roller should be checked daily when using Anscopan film; and as soon as any emulsion buildup is detected, the roller should be cleaned with isopropyl alcohol and allowed to dry for several hours before loading the camera. Finally when using the KA 76 cassettes the camera should only be mounted to the right for oblique photo requirements.

(2) Breakdown of the Doppler Navigation System.

(a) OBSERVATION: Numerous times Doppler Systems go into memory during flight, but these Doppler Systems check out good on a bench test.

(b) EVALUATION: It was discovered that the inverter that ran the Doppler System showed correct voltage output, but by connecting an oscilloscope and observing the AC output waveform of the inverter, it was noted that there were several spikes of unusual amplitude that would trigger the transient protector circuit on the RT in the Doppler System causing the whole system to go into memory.

(c) RECOMMENDATION: That placing an oscilloscope on the inverter outputs be integrated as part of the PE maintenance program to eliminate future unscheduled breakdown of both the inverters and the Doppler System.

(3) The need for less cumbersome, more practical survival gear:

(a) OBSERVATION: The present survival gear is much too cumbersome for OI pilots.

(b) EVALUATION: The survival kit authorized army pilots is the Survival Kit, Individual, Lightweight W/Holster Assembly. This compact, lightweight kit contains every imaginable item necessary in a survival situation for this climate. While the kit itself is satisfactory, the present carrying holster is cumbersome, awkward to wear, and interferes with the pilots flying.

(c) RECOMMENDATION: That a lightweight vest capable of carrying the present individual survival kit, knife, RT 10 radio and extra battery, strobe light, flares, and hand and head mosquito netting be developed in place of the holster assembly.

(d) COMMAND ACTION: Emphasize the need for a lightweight survival kit.

CONFIDENTIAL

CONFIDENTIAL

AVBACA-CC

15 August 1969

SUBJECT: Operational Report of the 210th Aviation Battalion (Combat) for the Period Ending 31 July 1969 (RCS CSFOR-65) (R1) (U)

(4) Improved instrument lighting for the OI.

(a) OBSERVATION: The need for an improved instrument lighting system in the OI (Bard Dog).


(b) EVALUATION: All factory delivered OI's are equipped with a phosphorescent lighting system. The dials of all instruments are marked with white luminous paint and activated by an ultraviolet incandescent lamp mounted on each side of the front bulkhead. By far the most hazardous drawback of this system is the bright glare reflected on the windshield from the two lamps. It not only detracts from the pilots visibility but has in cases caused vertigo. To preclude the lens covers from falling off the lamps and completely blinding both the pilot and observer, all lenses must be securely fastened with tape. Depending upon the position of the lamps, the system provides varying, uneven lighting to the instrument panel. Everything considered, this lighting system is not only ineffective but also a definite safety hazard.

(c) RECOMMENDATION: That a MWO authorizing eyebrow instrument lights for the OI aircraft be initiated.

(d) COMMAND ACTION: Stress the necessity for effective, safe instrument lighting in the OI aircraft.

f. Organization: None.

g. Other: None.


CARL C. JOHNSON
LTC, ADA
Commanding

6 Incl
as

DISTRIBUTION:
CINCUSARPAC, ATTN: GPOP-DT, APO 96558 (2)
CG, USARV, ATTN: AVHGC (DST), APO 96375 (3)
CG, 1ST AVN BDE, ATTN: AVBAGC, APO 96384 (2)
CO, HQ 12TH AVN GP (CBT), ATTN: AVBACA-SC, APO 96266 (5)
CO, HQ 210TH AVN BN (CBT), APO 96530 (3)

CONFIDENTIAL

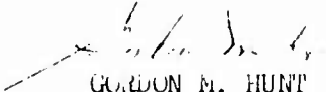
AVHACA-5C (15 Aug 69) 1st Ind
SUBJECT: Operational report of the 210th Aviation Battalion (Combat),
for Period Ending 31 July 1969 (ACS GAFCA-05) (a1) (b)

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

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

In accordance with USARV Reg 525-15, subject report is forwarded.

FOR THE COMMANDER:


GORDON M. HUNT
Major, Infantry
Adjutant

AVFBC-RE-H (3 Sep 69) 2nd Ind

SUBJECT: Operational Report of the 210th Aviation Battalion (Combat) for
the Period Ending 31 July 1969 (RCS CSFOR-65) (R1) (U)

DA, HQ II FFORCEV, APO San Francisco 96266 5 SEP 1969

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

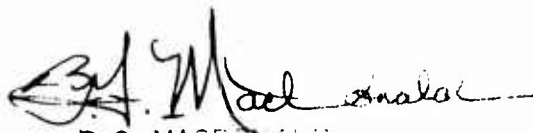
Commanding General, US Army Vietnam, ATTN: AVHGC(IST), APO 96375

Commander-In-Chief, US Army, Pacific, ATTN: GPOF-DT, APO 96556

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 July 1969.

FOR THE COMMANDER:



B. G. MACFARLAND
ILT, AGC
Asst AG

AVRAGC-O (15 Aug 69) 3d Ind

SUBJECT: Operational Report of the 210th Aviation Battalion (Combat) for
the Period Ending 31 July 1969 (RCS CSFOR-65) (1) (U)

TO: HEAD QUARTERS, 1ST AVIATION BRIGADE, APO 96384 9 JUL 1969

FROM: Commanding General, United States Army Vietnam, AFN: AVHGO-DE,
APO 96375
Commander-in-Chief, United States Army Pacific, AFN: GPCR-OT,
APO 96558

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

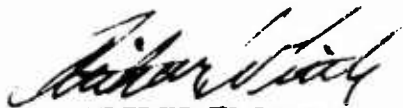
1. This headquarters has reviewed subject report and concurs with the
contents as indorsed.

2. The following additional comments are considered pertinent:

a. Paragraph 2e(3), page 7, addresses the problem of bulky individual
survival equipment. The observation and evaluation are valid. USARV Avi-
ation Logistical Division is presently studying the problem. They are
trying to acquire either the Air Force type vest or a similar type vest
for Army use.

b. Paragraph 2e(4), page 8, states that the present instrument light-
ing system in the O-1 aircraft is unsatisfactory. The observation and
evaluation are valid. The originating unit has been advised to submit
an RIR in accordance with TM 38-750 describing the difficulty and recom-
mendation for corrective action.

FOR THE COMMANDER:



ARTHUR W. LITTLE

CPT AGC

Ass't AG.

CF

210th Avn Bn (Cbt)

CONFIDENTIAL

AVHGC-DST (15 Aug 69) 4th Ind
SUBJECT: Operational Report of the 210th Aviation Battalion (Combat) for
the Period Ending 31 July 1969, RCS CSFOR 05 (RD) (U)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco
96375 2 SEP 1969

TO: Commander in Chief, United States Army, Pacific, AFHQ (GPOF) DL,
APO 96558

1. (U) This headquarters has reviewed the Operational Report-Lessons
Learned for the quarterly period ending 31 July 1969 from Headquarters,
210th Aviation Battalion (Combat)

2. (C) Comments follow:

a. (C) Reference item concerning "Need for Highly Trained Aircraft
Electricians", section II, page 5, paragraph 2a; nonconcur. Sufficient
data has not been provided to fully evaluate the requirement for a team
of electricians. Justification for the team should include the use, if any,
of technical representatives available to assist with maintenance problems,
results of sending electricians to in-country schools for additional training,
and evidence to substantiate that electrical maintenance is the exclusive
cause for excessive aircraft down time. The number of civilian electrici-
ans is being reduced in RVN and they will not be available to satisfy
this requirement; therefore, a proposed MTOE change should be submitted.
In addition, CONUS schools do not provide specialized electrician training.

b. (C) Reference item concerning "Use of the KA 76 (250 ft) cassettes
in KA 30 Camera", section II, page 6, paragraph 2c(1); concur. If
justification exists for the 250 ft cassette and Chicago Aerial takeup clutch,
an EIR should be submitted on the KA 30 camera. USAICC has requested
sole source procurement on Kodak film.

c. (C) Reference item concerning "Breakdown of the Doppler
Navigation System", section II, page 7, paragraph 2c(2); concur.
Maintenance procedures will be disseminated to the field in the 34th
General Support Group's Avionics Newsletter.

d. (C) Reference item concerning "The need for less cumbersome,

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

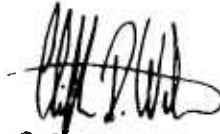
CONFIDENTIAL

CONFIDENTIAL

AVHGC-DST (15 Aug 69) 4th Ind
SUBJECT: Operational Report of the 210th Aviation Battalion (Combat) for
the Period Ending 31 July 1969, RCS CSFOR-65 (R1) (U)

more practical survival gear", section II, page 7, paragraph 2e(3);
concur. USAMC initiated procurement of the USAF SRV-21/P nylon
mesh, survival vest in June 1969.

FOR THE COMMANDER:



C. D. WILSON
II L, AGC
Assistant Adjutant General

Cy furn:
210th Avn Bn
1st Avn Bde

CONFIDENTIAL

CPOP-DT (15 Aug 69) 5th Ind (U)

SUBJECT: Operational Report of HQ, 210th Aviation Battalion (ASLT)
Period Ending 31 July 1969, RCS CSFOR 63 (KID 69)

HQ, US Army, Pacific, APO San Francisco 96358 4 OCT 69

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

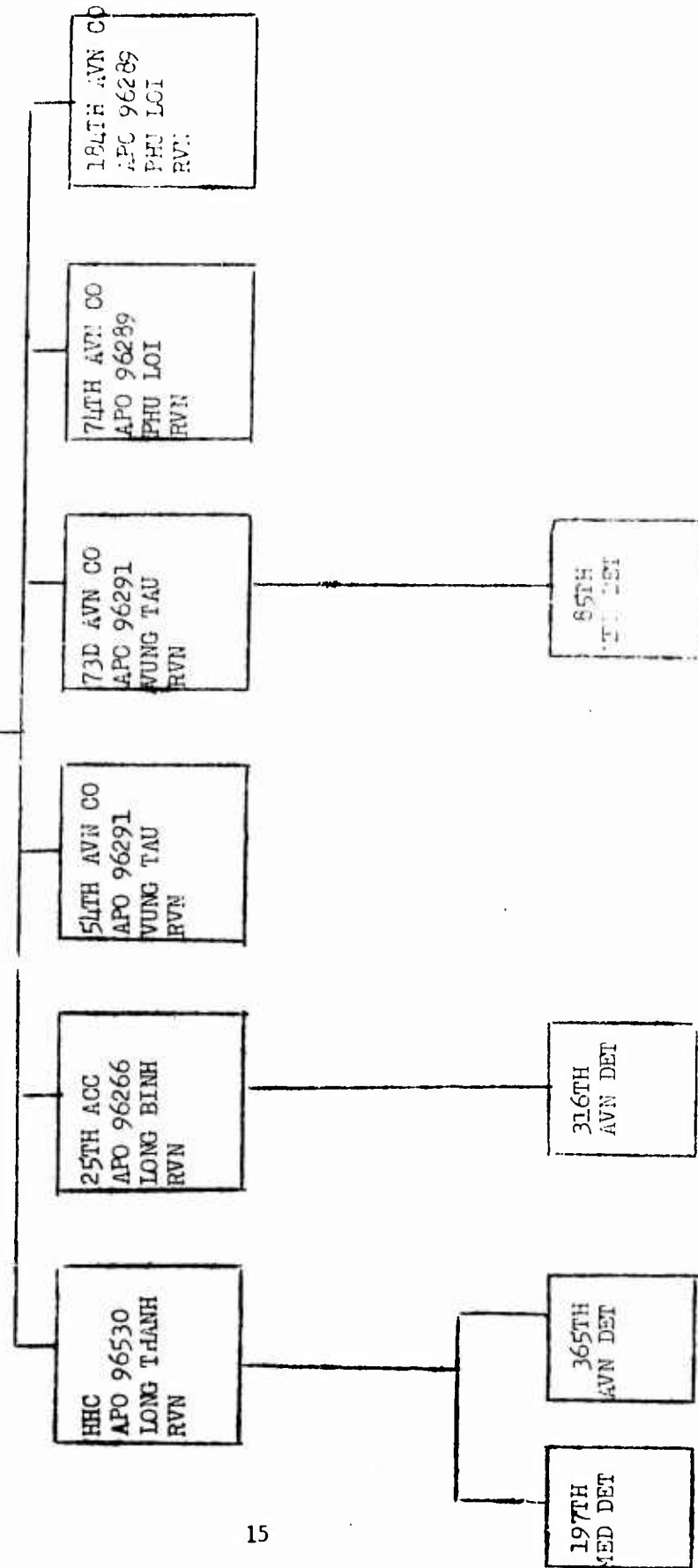
This headquarters concurs in subject report as reported.

FOR THE COMMANDER IN CHIEF:



C. L. SHORTT
CPT, AGC
Asst AG

ORGANIZATION CHART AND STATION LIST
210TH AVIATION BATTALION (COMBAT)



Incl 1

210TH AVIATION BATTALION (COMBAT)
COMMAND AND STAFF STRUCTURE
31 JULY 1969

BATTALION COMMANDER: LTC CARL C. JOHNSON

BATTALION EXECUTIVE OFFICER: MAJ GEORGE B. MILBURN

BATTALION S1: CPT WILLIAM E. BARNHILL

BATTALION S2: CPT JAMES T. MAHER

BATTALION S3: MAJ LAWRENCE F. BEYER

BATTALION S4: CPT WILLIAM E. PEDIGO

CO, HHC: CPT JAMES R. MC CORMACK

CO, 25TH ACC: MAJ RICHARD G. WEBB

CO, 54TH AVN CO: MAJ THOPHILUS NICHOLAS

CO, 73D AVN CO: MAJ JAMES R. TALBERT

CO, 74TH AVN CO: MAJ WADE W. LADUE

CO, 184TH AVN CO: MAJ JAMES E. CHAPMAN

Incl 2

CONFIDENTIAL

HC 14

OPERATIONAL RESULTS FOR PERIOD
1 May thru 31 July 1969

UNIT	SCIMITAR FLIGHTS	TROOPS HAULED	CARGO LIFTED (TONS)	ENEMY KIA	SAVINGS INFIRMED	STRUCTURES DESTROYED	AIRCRAFT LOSS	AIRCRAFT DAMAGE
HHC	205	312	3	0	0	0	0	0
25th	12706	15290	32	0	0	0	0	1
54th	4123	8224	336	0	0	0	0	2
73d	3651	0	0	0	0	0	1	3
74th	6751	0	0	Unk	Unk	Unk	1	4
184th	3517	0	0	3	12	8	0	2
TOTAL	30853	23826	371	3	12	8	2	12

NOTE: Enemy KIA, Structure and Sampan results listed by the 74th and 184th Aviation Companies were inflicted by the employment of artillery.

UNIT	AIRCRAFT LOSS	AIRCRAFT DAMAGE
25th		1 - DWH
54th		2 - KIA
73d	1 - OVI	3 - OVI
74th	1 - CI	1 - I
184th		2 - CI

CONFIDENTIAL

ADMINISTRATION

1. Personnel Management:

a. Total number of MOS reclassifications accomplished during period: 12

b. Number of assignments during period: OFF - 55, WO - 14, ENLISTED - 64
Total: 133

c. Number of promotions during period:

OFFICER

EFC - 0, MAJ - 0, CPT - 12, 1LT - 0, 2LT - 0

WARRANT

CW4 - 0, CW3 - 1, CW2 - 14, WO1 - 0

ENLISTED

E9 - 1, E8 - 1, E7 - 0, E6 - 7, E5 - 31, E4 - 40, E3 - 29

d. Number of casualties during period:

	<u>OFFICER</u>	<u>WARRANT</u>	<u>ENLISTED</u>
KIA	1	0	1
NON-COMBAT DEAD	0	0	0
WOUNDED (RTD TO DY)	2	0	2
EVAC FROM CBT ZONE	2	0	2

e. Number of orders published during period: SP - 78, LO - 416, GC - 17

2. Awards Data:

	<u>SUBMITTED</u>	<u>APPROVED</u>
Distinguished Service Cross	0	0
Legion of Merit	2	0
Distinguished Flying Cross	12	7
Bronze Star Medal	118	67
Air Medal	149	101
Army Commendation Medal	129	116

Incl 5

AIRCRAFT AVAILABILITY
1 May thru 31 August 1969

01	82%
U6A	56%
U1A	53%
U21A	95%
OV1A	82%
OV1B	88%
OV1C	74%
OH6A	80%
UH1B	64%
UH1D	100%
UH1H	91%
Average Availability	76.5%

Incl 6

20

CONFIDENTIAL

DOCUMENT CONTROL DATA R & D

(Security classification of title, body of abstract and including annotation fields, be entered when the overall report is classified.)

1. SPONSORING MILITARY ACTIVITY (Corporate author) OACSFOR, DA, Washington, D.C. 20310		2a. REPORT SECURITY CLASSIFICATION CONFIDENTIAL	
3. REPORT TITLE Operational Report - Lessons Learned, HQ, 210th Aviation Battalion			
4. DESCRIPTIVE NOTES (Type of report and inclusive dates) Experiences of unit engaged in counterinsurgency operations, 1 May 69 to 31 Jul 69.			
5. AUTHOR(S) (First name, middle initial, last name) HQ, 210th Aviation Battalion			
6. REPORT DATE August 1969	7a. TOTAL NO. OF PAGES 23	7b. NO. OF ILLS	
8. CONTRACT OR GRANT NO.	9a. ORIGINATOR'S REPORT NUMBER(S) 693136		
9. PROJECT NO. N/A	9b. OTHER REPORT NO(S) (Any other numbers that may be assigned this report)		
10. DISTRIBUTION STATEMENT			
11. SUPPLEMENTARY NOTES N/A		12. SPONSORING MILITARY ACTIVITY OACSFOR, DA, Washington, D.C. 20310	
13. ABSTRACT			