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AGO ltr 29 Apr 1980 ; AGO ltr 29 Apr 1980

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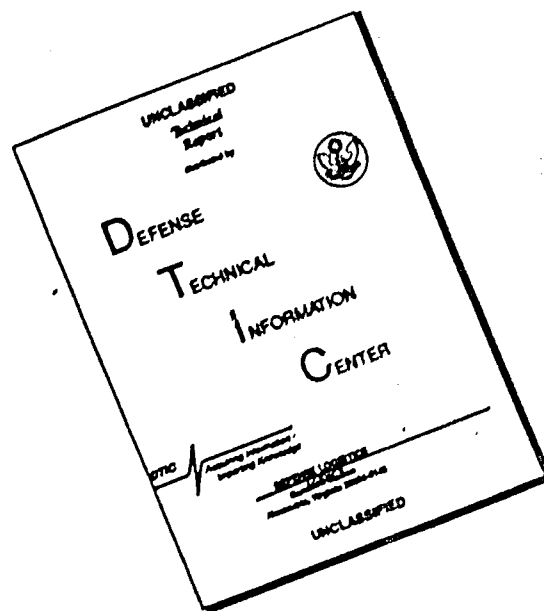
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DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310

(26)

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11 21 70

IN REPLY REFER TO

18 OACSFOR

AGDA (M) (13 May 70)

FOR OT-UT-701104

21 May 1970

SUBJECT: Operational Report Lessons Learned, Headquarters, 210th
Aviation Battalion, Period Ending 31 January 1970 (11)

FILE COPY

SFE DISTRIBUTION

1. Subject report is forwarded for review and evaluation in accordance with paragraph 4b, AR 525-15. Evaluations and corrective actions should be reported to ACSFOR OT UT, Operational Reports Branch, within 90 days of receipt of covering letter.

2. Information contained in this report is provided to 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:

FILE COPY

(9) Operational Report

Kenneth G. Wickham

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-CC

10 February 1970

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

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1. (C) Operations: Significant Activities:

a. Mission: No changes have been made in the units mission during the reporting period.

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

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

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

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 as indicated in Incl 1.

COMMAND

(1) On 9 December 1969, MAJ John W. Johnson, 253-52-0048, became the 210th Aviation Battalion (Combat) S3, replacing MAJ Vander P. Humphries, 450-36-5863.

(2) On 11 December 1969, MAJ Thomas G. Randall, 377-34-8496, became the 210th Aviation Battalion (Combat) Executive Officer, replacing MAJ George B. Milburn, 723-03-1679.

FOR CT VI
701104
Inclosure

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(3) On 17 December 1969, MAJ Carlos M. Franco, 372-52-4000, became the 210th Aviation Battalion (Combat) Surgeon, replacing CPT Thomas C. Peele Jr., 2251-68-7178.

(4) On 20 December 1969, MAJ Andrew J. Synott, 012-30-6534, became the 210th Aviation Battalion (Combat) S2, replacing CPT Dale H. Schofield, 529-52-8611.

(5) On 6 January 1970, CPT Homer E. Hudson, 429-64-0021, became the 210th Aviation Battalion (Combat) Safety Officer, replacing CPT Richard L. DeCastro, 154-32-1569.

(6) On 15 January 1970, CPT George F. Prawitt, 529-44-8956, became the 210th Aviation Battalion (Combat) Safety Officer, replacing CPT Homer E. Hudson, 429-64-0021.

(7) On 15 January 1970, CPT William Chambers III, 253-64-7191, became the 210th Aviation Battalion (Combat) S-1, replacing CPT Arpad A. Szurgyi, 032-36-6809.

UNIT COMMANDERS

(8) On 17 December 1969, MAJ George T. Milburn, 723-03-1679, assumed command of the 184th Aviation Company (UA), replacing MAJ James T. Chapman, 248-50-9113.

d. Unit Strengths as of 31 January 1970:

(1) Military:

<u>Assigned Units</u>	<u>OF</u>		<u>WO</u>		<u>EM</u>		<u>TOTAL</u>	
	<u>Auth</u>	<u>O/H</u>	<u>Auth</u>	<u>O/H</u>	<u>Auth</u>	<u>O/H</u>	<u>Auth</u>	<u>O/H</u>
HHC	19	24	3	4	85	107	107	135
25th Avn Co	8	8	18	27	113	98	139	133
54th Avn Co	15	14	24	14	129	110	168	138
73rd Avn Co	41	31	23	16	411	364	475	411
74th Avn Co	41	15	2	15	103	92	146	122
184th Avn Co	32	20	2	7	89	82	123	109
<u>TOTAL</u>	<u>156</u>	<u>112</u>	<u>72</u>	<u>83</u>	<u>930</u>	<u>853</u>	<u>1153</u>	<u>1048</u>

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(R2) (U)

<u>Attached Units</u>	<u>COMBAT</u>		<u>WO</u>		<u>TM</u>		<u>TOTAL</u>	
	<u>Auth</u>	<u>O/H</u>	<u>Auth</u>	<u>O/H</u>	<u>Auth</u>	<u>O/H</u>	<u>Auth</u>	<u>O/H</u>
85th Med Det	1	1	0	0	7	6	8	7
197th Med Det	1	1	0	0	8	5	9	6
316th Avn Det	1	1	0	0	16	12	17	14
365th Avn Det	1	1	0	0	20	28	21	27
Det 8, 5th Weather Sq	1	1	0	0	7	8	8	9
Det 10, 5th Weather Sq	1	1	0	0	7	10	8	11
<u>TOTAL</u>	<u>6</u>	<u>6</u>	<u>0</u>	<u>0</u>	<u>55</u>	<u>59</u>	<u>71</u>	<u>78</u>

(2) Civilian:

<u>Unit</u>	<u>DAC</u>		<u>WV</u>		<u>30 UNIT</u>		<u>TOTAL</u>	
	<u>Auth</u>	<u>O/H</u>	<u>Auth</u>	<u>O/H</u>	<u>Auth</u>	<u>O/H</u>	<u>Auth</u>	<u>O/H</u>
HHC	0	0	53	49	0	0	0	0
25th Avn Co	0	0	5	5	0	0	1	1
54th Avn Co	0	0	1	1	0	0	0	0
73rd Avn Co	0	0	23	33	0	0	3	3
74th Avn Co	0	0	4	4	0	0	0	0
184th Avn Co	0	0	0	35	0	0	0	0
85th Med Det	0	0	1	1	0	0	0	0
197th Med Det	0	0	0	1	0	0	0	0
316th Avn Det	0	0	0	0	0	0	0	0
365th Avn Det	0	0	0	0	0	0	0	0
Det 8, 5th Weather Sq	0	0	0	0	0	0	0	0
Det 10, 5th Weather Sq	0	0	0	0	0	0	0	0
<u>TOTAL</u>	<u>0</u>	<u>0</u>	<u>87</u>	<u>129</u>	<u>0</u>	<u>0</u>	<u>4</u>	<u>4</u>

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(Combat) for the Period Ending (31 Jan 70) RGS CORP-65
(92) (U)

- e. Aircraft Status: (See Incl 2)
- f. Operational Results: (See Incl 3)
- g. Personnel Management: (See Incl 4)

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

- (1) Top Secret Clearances Validated: 13
- (2) Secret Clearances Validated: 132
- (3) Secret Clearances Granted: 30
- (4) Confidential Clearances Granted: 36
- (5) MAC Initiated: 4
- (6) BI Initiated: 3

1. Operations:

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

(a) 25th Aviation Company provided Staff and Command transport for Hq, II Field Force, affiliated units, and CORPS.

(b) 54th Aviation Company provided general Aerial Transport Service for JUSMAG, Hq MACV, 1st Log Command, and 1st Aviation Brigade, to include; passenger and cargo transport, psychological warfare aerial support, and topographic photography.

(c) 73rd Aviation Company provided aerial surveillance support as directed by G2, II Field Force to include visual reconnaissance, aerial photography and target detection by providing general support to II Field Forces and direct support to the 1st Cavalry Division (Air Mobile), 1st Infantry Division, and the 25th Infantry Division.

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

(e) 184th Aviation Company provided general aerial reconnaissance support to 1st Infantry Division, 199th Infantry Brigade, 25th ARVN Division, 5th Special Forces Group and CAC, to include visual reconnaissance and directing artillery fire.

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(Combat) for the Period Ending (31 Jan 70) PCS CSFOR-65
(R2) (U)

j. Logistics: Aircraft Availability (See Incl 5)

k. Aviation Safety:

	<u>FIXED WING</u>	<u>ROTARY WING</u>	<u>TOTAL</u>
(1) Major Accidents	1	0	1
(2) Combat Damage	3	0	3
(3) Minor Accidents	0	0	0
(4) Precautionary Landings	20	3	23
(5) Forced Landings	4	0	4
(6) Incidents	2	0	2
(7) Battalion accident rate during period:	3.5		

l. Signal:

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

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

(3) A "hot line" circuit was established with the Thai Artillery Battery located on Long Thanh North to provide rapid communications to coordinate base defense.

(4) During the reporting period the battalion communications center processed 368 outgoing messages and 1270 incoming messages.

(5) The 54th Aviation Company received float authorization for their avionics float from the 34th maintenance group.

(6) The 74th Aviation Company was authorized to get their avionics support from the 205th Assault Helicopter Company. The 184th was directed to get their avionics support from the 128th Assault Helicopter Company. Both helicopter units were augmented by additional personnel and float equipment to enable them to adequately support the two C-1 Birdos Units.

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(Combat) for the Period Ending (31 Jan 70) (CG 00002-65)
(R2) (U)

(7) Plans were made to assign the avionics direct support of the 25th Aviation Company to either the 117th Assault Helicopter Company or the 195th Assault Helicopter Company. Recommendation has been submitted to 12th Aviation Group.

(8) During the first two months of the quarter, the lack of personnel in Commo MOS's was a problem in all companies. During the last month the increased gains in the Commo MOS's has alleviated this problem. Avionics manning has been acceptable throughout the quarter.

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

n. Medical: The following services were provided for IEM by the 197th Med Det.

(1) Flight Physicals: 110

(2) Immunizations: 1908

(3) Medical Evacuations: 204

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

o. Religious and Personal Services:

(1) On 7 December 1969 the renovation of the Long Thanh Chapel was completed. The 1100 from Long Thanh Special Forces installation painted the exterior and interior voluntarily. A new altar was procured. The lighting fixtures were replaced by PA&E. The chapel floor also was painted. A new organ was procured through 1st Log Command, thus enhancing the religious services.

(2) Inclosure 6 contains a summary of religious activities during this period.

p. Civic Action:

(1) The 210th Bn S-5 and chaplain continued the assistance and interest in the Thai Lac refugee village, Long Thanh. A cooperative project to paint and renovate the refugee village church was completed through the efforts of Special Forces 1100 and special collection from the Catholic II Field Forces Chaplain's Fund. A rare and expensive set of five Mass Vestments were also presented to Father Vu and the villagers from the men of the 210th Bn. Weekly visits have been made to the village. Fire wood and roofing materials were distributed on four occasions. Religious services were conducted by Chaplain Eugene Leso

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(72) (U)

of 210th bn and participated in by both villagers and American personnel. On Christmas Day, the Commanding Officer of the 210th Bn, LTC Floyd Dyer, and the entire staff joined with the villagers in an afternoon village service and program. Gifts of toys and candles were presented by the 210th officers and men.

(2) Through the representation and recommendation of the Principal Vietnamese Commander LTC Dave, the 210th Bn S-5 assumed the Tam Thung agricultural school project. Benedictine priests from Hue, RVN, have initiated and invested in this much needed local endeavor. The Thai engineers located at Barent have prepared the land. Through the efforts of the 210th Bn S-5 and Captain, USAF furnished corrugated roofing sheets and used scaffolding for the construction. Civilian personnel of the Lear Fielder Inc. Corporation with the Command in Line Company under Captain, Mr. Eric Sawyer, generously donated the sum of 100 dollars to the civic action project. This was applied to procuring bricks for the Tam Thung agricultural school. The project, although far from completion, is steadily progressing with the continued help of the 210th S-5 section.

2. (U) Lessons Learned: Commander's Observation, Evaluations and Recommendations:

a. Personnel:

(1) Shortage of personnel

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

(b) Evaluation: Due to the shortage of qualified crewchiefs, the 54th Aviation Company was unable to maintain a ratio of one crewchief per aircraft. Since nine aircraft per day fly six and eight hour missions, it becomes extremely difficult to perform all scheduled maintenance and still meet mission requirements. This problem is magnified when some aircraft do not have assigned crewchiefs to keep up with daily maintenance. The unit has been able to fulfill its mission requirements. In order to do this it was necessary to perform intermediate inspections in a shorter period of time and sometimes allow maintenance write ups to accumulate until a periodic inspection was due. This resulted in extra down time on the aircraft during the periodic inspection. This condition lends itself to the development of poor maintenance habits and could be avoided if personnel input was geared to meet known losses.

(c) Recommendations: Recommend emphasis be placed to adjust personnel procurement so that gaps do not occur in the replacement flow.

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(Combat) For the Period Ending (31 Jan 70) (CSFOL-65)
(32) (1)

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

b. Intelligence: None

c. Operations:

(1) Aviator Slots

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

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

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

d. Organization:

(1) DS augmentation

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

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

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(Combat) for the Period Ending (31 Jan 70) RCY (510R-65)
(R2) (U)

56th Transportation Company. Second, the DS unit (56th Trans Co) is located approximately 20 miles away by air, and 30 by road. If direct support maintenance is required, either the aircraft is flown to the DS or contact team has to be sent to the 25th CAC location; this prevents simultaneous accomplishment of organizational and DS maintenance. Also, the travel time between locations results in approximately 50% of the man hours wasted by travel. Third, there is a shortage of DS maintenance personnel trained on the OH-6A. Both the DSU and the 25th CAC are short of 67V20 personnel. With proper training, aircraft now sent to the DSU could be repaired in the 25th CAC in a shorter period of time. At present, the 25th CAC is training DSU personnel.

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

(d) Command Action:

(1) This unit has requested DS augmentation.

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

e. Training:

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

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

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

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

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

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

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

f. Logistics: None

g. Communications:

(1) Item MX-7297/APN-22, Servo Adapter (FSN: 6615-937-5746).

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

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

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

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

(2) Item AN/ASN-64.

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(Combat) for the Period Ending (31 Jan 70) RCS CSFOR-65)
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(a) Commander's Observation: The receiver-transmitter power supply over-load circuit was causing intermittent memory operation and recycling after operating for a period of time.

(b) Evaluation: The problem was traced to excessive current being drawn by the power supply circuit to the klystron. This excessive current was evident only when the power supply was adjusted to the recommended -30v DC level. The present practice of monitoring the klystron cathode voltage instead of the -30v DC in the power supply and adjusting the -30v DC until the cathode voltage falls within the prescribed -500+ .5v DC reduces the excessive current drain.

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

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

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

William T. Williams
WILLIAM T. WILLIAMS
ITC, ITC
Commanding

DISTRIBUTION:
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CO, Hq, 210th Avn Bn (Cbt), APO 96530 (3)

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AVHACA-SC (10 Feb 70) 1st Ind

SUBJECT: Operational Report - Lessons Learned of 210th Aviation Battalion
(Combat) for Period Ending 31 January 1970 CG USAF 525-15 (1)

DA, HQ, 12th Avn Gp (Cbt), APO 96260 24 Feb 70

TO: Commanding General, 11 Field Force Vietnam, APO 96266


1. (U) In accordance with USAF Reg 525-15, subject report is for information.
2. (U) Reference paragraph 11(6). The 74th and 124th Aviation Battalions have been receiving their avionics direct support from the 12th Avn Gp for over a year. They may have made a coordination visit to review the support because of the complete change of personnel since the letter of agreement was made.
3. (U) Reference paragraph 11(7). The recommendation was made by 1st Avn Bde Signal and the Group Signal section. A letter instructing the 22nd Avn Bn to select either the 117th or 195th Avn Co (Aslt Hel) to provide the 25th Avn Co with avionics direct support maintenance left this HQ on 18 Feb 70 with a suspense date of 28 Feb 70 for the letter of agreement to be drawn. Direct coordination was authorized between companies.
4. (U) Reference paragraph 2a(1). 1st Avn Bde and 12th Avn Gp figures show the following fixed wing crewchief strengths for the 210th Avn Bn:

	<u>Auth</u>	<u>Asg</u>
67B (O-1, U-6)	80	92
67C (U-1A)	53	61

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

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

FOR THE COMMANDER:


JOHN W. JOHNSON
Major, Infantry
Adjutant

AVFBC-RE-H (10 Feb 70) 2nd Ind
SUBJECT: Operational Reports - Lessons Learned 210th Aviation Battalion
(Combat) for the Period Ending 31 January 1970 RCS CSFOR-65
(R2)(U)

DA, HQ II FFORCEV, APO San Francisco 96266 ~ MAR 70

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

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

Commander-In-Chief, US Army Pacific, ATTN: GPOP-DT, APO 96558

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

This headquarters has reviewed and concurs with the Operational Report -
Lessons Learned of the 210th Combat Aviation Battalion for the period
ending 31 January 1970, as indorsed.

FOR THE COMMANDER:

W. L. Boshans
W. L. BOSHSANS
CPT, AGC
Asst. AG

AVBAGC-0 (10 Feb 70) 3d Ind

SUBJECT: Operational Report-Lessons Learned of the 210th Aviation Battalion (Combat) for the Period Ending 31 January 1970 RC. CTRC-05 (R2) (U)

DA, HEADQUARTERS 1ST AVIATION BRIGADE, APO San Francisco 96384 18 MAR

THRU: Commanding General, United States Army Vietnam, ATTN: AVBAGC-02, APO 96375
Commander-in-Chief, United States Army Pacific, ATTN: GPOC-02, APO 96558

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

1. This headquarters has reviewed subject report and concurs with the contents as indorsed.
2. The following additional comment is considered pertinent: Paragraph 2c(1), page 10, addresses the failures of MX-7297/APN-22 Servo Adapter and recommended repair procedure. Concur with recommendation and command action. This headquarters will disseminate the information to all CV-1 units in the Brigade. The unit will be requested to submit an EIR.

FOR THE COMMANDER:



ARTHUR W. LITTLE
CPT AGC
Asst AGC

AVLGC-DST (10 Feb 70) 4th Ind

SUBJECT: Operational Report-Lessons Learned 210th Aviation Battalion
(Combat) for the Period Ending (31 Jan 70) RCE 22FOR-65 (10)

Headquarters, United States Army, Vietnam, APO San Francisco 96358

TO: Commander in Chief, United States Army, Pacific, ATTN: G101-07,
APO 96558

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

2. Comments follow:

a. Reference item concerning "Aviator Slots", page 8, paragraph 2e(1) and paragraph 5, 1st Indorsement: concur with the 1st Indorsement. No action by higher headquarters is recommended.

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

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

d. Reference item concerning "MX-7297/APN-22 Servo Adapters", page 10, paragraph 2g(1), and paragraph 2, 3d Indorsement. Nonconcur with the recommendation; concur with 3d Indorsement only as pertains to the submission of an EIR. The repair of this item is to be performed at the general support maintenance level, not at organizational level. The repair described in the ORLL will be evaluated by the 34th General Support Group, and the results will be published in a Group newsletter. This information has been passed to the 210th Aviation Battalion. The 1st Aviation Brigade has been requested not to disseminate this ORLL item to OV-1 units. No action by higher headquarters is recommended.

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

FOR THE COMMANDER:

Cy furn;
1st Avn Bde
210th Avn Bn

L. D. MURRAY
PT. ACC
10 FEB 1970

GPOP-DT (10 Feb 70) 5th Ind (U)

SUBJECT: Operational Report of HQ, 210th Aviation Battalion (Combat)
for Period Ending 31 January 1970, RCS CSFOR-65 (R2) (U)

HQ, US Army, Pacific, APO San Francisco 96558 2 APR 1970

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

This headquarters concurs in subject report as indorsed.

FOR THE COMMANDER IN CHIEF:

D.D. CLINE
2LT, AGC
Asst AG

31 January 1970

UNIT	...	...	...	...	...	...	...	...
HHC								
25th Avn Co								
54th Avn Co								
73d Avn Co								
74th Avn Co								
184th Avn Co								
210th Avn Bn (Cbt)								

SUBORDINATE UNIT	...	...	...	...	...	...	...	...
HHC								
25th Avn Co								
210th Avn Bn								
Total								

ADJ aircraft support... authorized

Incl 2

1
 1
 31 December 1970

UNIT	SALES	...	...	...	...	...	...	...	...
HIC	277	327	2	0	0	0	0	0	0
25th	11,911	11,722	1	0	0	0	0	0	0
64th	3,741	3,117	119	0	0	0	0	0	0
73rd	3,529	0	0	1nk	1nk	1nk	2	2	2
74th	5,206	0	0	0	0	0	1	1	1
189th	5,022	0	0	14	19	33	0	0	0
TOTAL	30,536	18,066	122	14	19	33	3	3	3

UNIT

73rd
 74th

PROGRAM LOSS

2 04-16
 1 04-16

PROGRAM DOLLARS

2 04-16
 1 04-16

CONFIDENTIAL

AIRCRAFT AVAILABILITY
1 Nov 69 thru 31 Jan 70

O-1	93%
U-6A	72.4%
U-1A	90.3%
U-21A	92.9%
U-1A	90.3%
U-1B	78.6%
U-1C	84.1%
U-6A	86.2%
U-1D	41.4%
U-1H	<u>93.8%</u>
Average availability:	85.6%

Incl 5

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CONFIDENTIAL

CONFIDENTIAL

UNCLASSIFIED
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<i>(Security classification of title, body of abstract and indexing annotation must be entered when the overall report is classified)</i>		
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