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AGO ltr 29 Apr 1980 ; AGO ltr 29 Apr 1980

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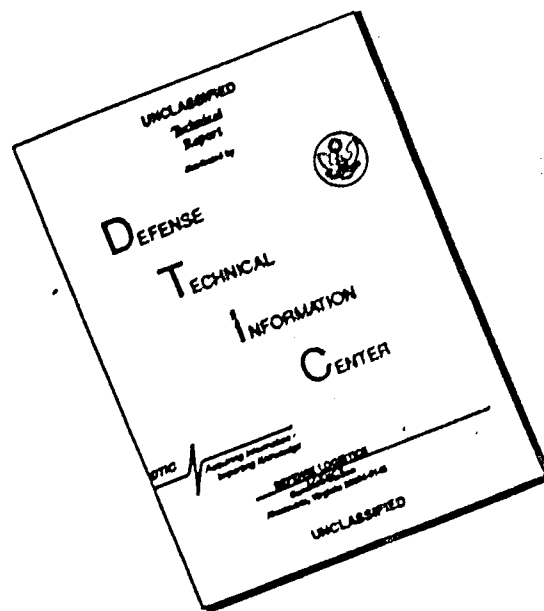
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**DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310**

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IN REPLY REFER TO

AGDA (M) (14 Oct 70) FOR OT-UT 702061

~~20 October 1970~~

SUBJECT: ~~Operational Report~~ ⁽⁶⁾ Lessons Learned, Headquarters, 210th Aviation Battalion for Period Ending 30 April 1970 (U)

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1. Subject report is forwarded for review and evaluation in accordance with paragraph 4b, AR 525-15. Information of actions initiated as a result of subject report should be forwarded to ACSFOR OT UT 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:

Handwritten signature: 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

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11 May 1970

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

(1) Effective 1 May 1970 the 73d Aviation Company (Surv1 Apln) is transferred to the 164th Aviation Group (Combat). Pertinent information will be included in the ORLL for the next quarter.

(2) During the month of February 1970, the 54th Aviation Company (Util Apln) moved from Vung Tau to Long Thanh North, Republic of Vietnam. The move was completed on 23 February 1970.

(3) During the month of February 1970, the 73d Aviation Company (Surv1 Apln) moved from Vung Tau to Long Thanh North, Republic of Vietnam. The move was completed on 28 February 1970.

c. Command and Staff: The following significant changes occurred in the 210th Aviation Battalion Command and Staff Structure during the reporting period. The current Command and Staff structure is as indicated in Incl 1.

COMMAND

(1) On 2 February 1970, LTC William F. Williams, 424-28-6715, assumed command of the 210th Aviation Battalion (Combat), vice LTC Floyd E. Petty, 456-30-2651.

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(2) On 8 March 1970, MAJ Max G. Marks, 457-48-8325, assumed command of the 21st Aviation Company (VA), vice MAJ Albert E. Hervey, 453-62-3119.

(3) On 11 March 1970, MAJ Tary D. Wilkinson, 444-34-7730, assumed command of the 54th Avn Co (VA), vice MAJ Theophilos P. Mc Nicholis, 261-34-5828.

(4) On 16 April 1970, S1T George F. Prewitt, 529-44-8956, assumed command of HHC, 210th Avn Bn (Cbt), vice CPT Robert C. McWilliams, 429-72-1954.

(5) On 25 April 1970, MAJ John E. Dubbeldt, 086-26-6155, assumed command of the 25th Aviation Company (C), vice MAJ Oscar B. Thoreson, 503-34-4444.

STAFF

(6) On 15 February 1970, CW3 Henry T. Lindsay, 227-36-7740, assumed duties as Battalion Standardization Officer, vice CPT Homer E. Madison, 429-64-4021.

(7) On 14 February 1970, CPT Bryan W. Greene, 262-86-8149, assumed duties as battalion S2 officer vice CPT Tommy Smith, 463-54-8456.

(8) On 25 February 1970, CPT Richard G. Larson, 517-46-5495, assumed duties as Aviation Maintenance Officer, vice CPT Frederick J. Skripa, 450-70-1871.

(9) On 26 February 1970, MAJ William E. Pedigo, 405-50-5306, assumed duties as S-3, vice MAJ John W. Johnson, 253-42-0048.

(10) On 15 April 1970, CPT Robert Gross, 364-40-0878, assumed duties as S-4, vice CPT Warren Sandlin, Jr., 438-50-1082.

8. Unit Strengths as of 30 April 1970:

(1) Military:

| Assigned Units | OFF | | WO | | EM | | TOTAL | |
|----------------|------|-----|------|-----|------|-----|-------|-----|
| | Auth | O/H | Auth | O/H | Auth | O/H | Auth | O/H |
| HHC | 19 | 20 | 3 | 5 | 87 | 105 | 109 | 130 |
| 25th Avn Co | 8 | 8 | 18 | 21 | 113 | 98 | 159 | 127 |
| 54th Avn Co | 15 | 13 | 24 | 17 | 130 | 104 | 173 | 134 |

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| <u>Assigned Units (cont)</u> | <u>OFF</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> |
| 73d Avn Co | 19 | 21 | 22 | 16 | 291 | 281 | 332 | 318 |
| 74th Avn Co | 41 | 15 | 2 | 15 | 103 | 91 | 146 | 121 |
| 184th Avn Co | 32 | 19 | 2 | 7 | 89 | 81 | 123 | 107 |
| <u>TOTAL</u> | <u>134</u> | <u>96</u> | <u>71</u> | <u>81</u> | <u>813</u> | <u>760</u> | <u>1022</u> | <u>937</u> |

| <u>Attached Units</u> | <u>OFF</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> |
| 197th Med Det | 1 | 1 | 0 | 0 | 8 | 8 | 9 | 9 |
| 316th Avn Det | 1 | 1 | 0 | 0 | 16 | 11 | 17 | 12 |
| 365th Avn Det | 1 | 1 | 0 | 0 | 20 | 24 | 21 | 25 |
| Det 10, 5th Weather Sq | 1 | 1 | 0 | 0 | 6 | 6 | 8 | 7 |
| <u>TOTAL</u> | <u>4</u> | <u>4</u> | <u>0</u> | <u>0</u> | <u>53</u> | <u>49</u> | <u>55</u> | <u>53</u> |

(2) Civilian:

| <u>Unit</u> | <u>DAC</u> | | <u>V/N</u> | | <u>3dNAF</u> | | <u>TECH REP</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 | 17 | 13 | 0 | 0 | 0 | 0 |
| 25th Avn Co | 0 | 0 | 4 | 4 | 0 | 0 | 1 | 0 |
| 54th Avn Co | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| 73d Avn Co | 0 | 0 | 23 | 39 | 0 | 0 | 3 | 2 |
| 74th Avn Co | 0 | 0 | 9 | 9 | 0 | 0 | 0 | 0 |
| 184th Avn Co | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 0 |
| 197 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 |
| <u>TOTAL</u> | <u>0</u> | <u>0</u> | <u>61</u> | <u>74</u> | <u>0</u> | <u>0</u> | <u>4</u> | <u>2</u> |

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(Combat) for the Period Ending (30 April 70) RCS CSFOR-65)
(R2) (U)

11 May 1970

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) Secret Clearances Validated: 8

(2) Confidential Clearances Validated: 117

(3) Confidential Clearances Granted: 35

(4) Confidential Clearances Granted: 157

(5) Confidential Clearances

(6) Confidential Clearances

(7) Confidential Clearances

(a) PAMF Life Support School (PLSS): 5

(b) Jungle Environmental Survival School (JESS): 1

i. Operations:

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

(a) 210th Aviation Company provided Staff and Command transport for Hq, II Field Force, affiliated units, and CCUS.

(b) 210th Aviation Company provided general Aerial Transport Service for JUSPAC, Hq USARP, 1st Log Command, and 1st Aviation Brigade, to include, general and cargo transport, psychological warfare aerial support, and airmail photography.

(c) 210th Aviation Company provided aerial surveillance support as directed by II Field Force to include visual reconnaissance, aerial photography, and direct detection providing general support to II Field Force and direct support to the 1st Cavalry Division (Air Mobile), 1st Infantry Division, and the 25th Infantry Division.

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

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 | 5 | 1 | 6 |
| (3) Minor Accidents | 1 | 0 | 1 |
| (4) Precautionary Landings | 6 | 1 | 7 |
| (5) Forced Landings | 1 | 0 | 1 |
| (6) Incidents | 0 | 1 | 1 |
| (7) Battalion accident rate during period: | 8.6 | | |

l. Signal:

(1) During the period radio teletype communications were established with the 184th Aviation Company.

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

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

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

(1) Upgrading of contention areas for the 54th Aviation Company and the 73d Aviation Company.

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(Combat) for the Period Ending (30 April 70) RCS CSFOR-65)
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(2) Rebuilding Michigan Sector of the berm to include installation of six bunkers.

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

n. Medical:

(1) - Inpatient Physicals: 91

(2) - X-ray films: 1167

(3) - Medical Evacuations: 72

o. Religious and Personal Services:

(1) A series of religious retreats were scheduled throughout 12th Group in the month of March. On 2 March, Colonel John Hurks initiated this religious venture with a kick-off banquet in which all Battalion Commanders, Sergeant Majors and Chaplains participated.

(a) The Chaplain's section was divided into retreat-leader teams for Catholics and Protestants. Chaplain Eugene Lese and Chaplain Alfred Broke composed the Catholic team. All battalions of the 12th Group sponsored a retreat, the criteria of success being not so much numerical quantity as the fervor and quality of the retreatants.

(b) An after action report was astutely given by Chaplain H. Diaz 12th Group Chaplain on 7 April, showing the 210th Battalion to have had the second largest percentage of personnel participating in the retreat.

(c) On 7 April, 1970 Chaplain Lese initiated a "Marriage Enrichment Course" conducted at 1930 hours in the Battalion Mess Hall. The course consisted of a taped professional counseling discourse given by Mr. Steinmetz of Farmington, Michigan. Following this practical oriented lecture a lively discussion would be chaired. This marriage enrichment series has been received enthusiastically.

p. Base Affairs:

(1) During the period the Battalion E-5 section completed the following activities:

(a) A maintenance deposit fund was started in March to supply the C-5 section with funds to purchase supplies.

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

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following supplies.

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

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

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

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

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

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

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

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

(a) Observation: Three R-1340-57 engines were received by the 54th AC for engine replacements. The R-1340-57 engine is for use on a H-19 helicopter and is not usable on a U-1A airplane. The correct series engine is the R-1340-61.

(b) Evaluation: In March of 1970 the 54th MAC required 11 unscheduled engine changes. Of the engines received, three were the R-1340-57 series. The -57 series has a blockage in the oil line from the oil pump through the propeller shaft to the propeller governor area. The blockage can only be removed by a depot maintenance facility; no depot maintenance is presently available in RVN for reciprocating engines. The error in series was discovered after two of the engines were mounted. This necessitated removal of the engines and return to CONUS. Approximately 500 manhours were wasted during the installation and removal of the -57 engines.

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(Carpet) for the Bearcat Firing (30 April 70) RCS CSFOR-65)
(12)

(c) Recommendation: Quality control measures of reciprocating engine overhaul facilities in CCFIS include measures to detect the exact series of A-1340 engine.

(1) German Action: 5th AC submitted emergency FIRs for the three A-1340 engines. MAFFSCOM issued directions for a one time inspection of all A-1340 engines to determine that correct series engines were on hand by all using units.

(2) German Action: Control tower at Red Carpet Helipad

(a) Observation: The aircraft advisory at the units Red Carpet helipad was restricted visibility by being confined to one window which allowed only a 180 degree of vision.

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

(c) Recommendation: None

(d) German Action: A control tower to provide 360 degrees of visibility was built by members of this command.

(5) German Action: Immediate Photo Interpretation Reports.

(a) Observation: The present arrangement whereby the 73d AC must hand-carry IIRs to the Bearcat Message Center for world-wide teletype dissemination is wasteful of personnel and vehicles, and delays the dissemination of intelligence information.

(b) Explanation: Every 24 hours the 73d AC Imagery Interpretation Section generates an average of ten classified messages requiring distribution to a minimum of thirteen addresses. The information contained in these messages is of a highly perishable nature and rapid dissemination is of great importance. Under the existing communications arrangement it is necessary for 73d personnel to drive from Long Thanh North to Bearcat to get the messages which are transmitted by the Bearcat Message Center. This arrangement is particularly unsatisfactory in that the messages are, for the most part, composed at night when the road between the two points is closed. Photo interpretation reports completed at 2200 hrs may not be transmitted until 0800 hrs or later the following day.

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(c) Recommendations: The 73d has ground communications section capable of teletype transmission with its organic AN/GRC 142. The equipment is now used in a direct line circuit with II FFV. It is recommended that the 73d be authorized a pony circuit whereby the messages generated by the II section could be teletyped from the 73d communications facility at Long Thanh North to the Bearcat Message Center for world-wide distribution. Such an arrangement would eliminate the unacceptable delays now experienced in the dissemination of intelligence reports.

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

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

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

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

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

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

(5) OV-1 Support

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

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

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

(c) Recommendation:

1. During the dry season in the III CTZ OV-1 infra-red surveillance should be changed from area search to strip type targets so that sanitization of fires and the validity of the targets can be more effective.

2. That other OV-1 units reevaluate their missions during different seasons to avoid becoming stereotyped.

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

(6) Ol Mission Concept:

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

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

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(c) Recommendation:

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

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

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

d. Organization: None

e. Training:

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

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

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

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

1. That the 26M20 airborne radar repairman course at the Surveillance center FT Huachuca, Arizona be evaluated and looked at closely.

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2. More time should be allocated in the curriculum for instruction & practical work on the AN/GPM 52 and other technical test equipment peculiar to the AN/APS 94 system, AN/TKQ2.

(d) Command Action: This unit has set up an extensive OJT program that insures that all 26M20 personnel receiving training on the AN/GPM 52 prior to actually working on the APS/94 system.

(2) Newly assigned aviator training

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

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

(c) Recommendation: None

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

f. Logistics:

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

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

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

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

(d) Command Action: This unit is now assuring that 30 (thirty) day preventive maintenance checks, to include decontamination and repressurization, are being performed.

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g. Communications:

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

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

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

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

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

h. Materiel: None

i. Other:

(1) Combat Aviation Battalion as Installation Coordinator

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

(b) Evaluation: During this quarter command emphasis has been placed on developing the Long Thanh North Installation and meeting the USARV standards for airfield security. The battalion has not been augmented with personnel or equipment to coordinate the installation. The Battalion S2 has assumed duties as Installation Engineer, responsible for Installation Development. The Battalion S3 is the Installation Security Officer and the Battalion S4 is coordinating with tenant units and USARV for equipment and materials to improve our defensive

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AVBACA-CC

11 May 1970

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

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

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

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



WILLIAM F. WILLIAMS
LTC, IN
Commanding

7 Incl

as

Incl 1 w/d HQ DA

DISTRIBUTION:

CINCUSARPAC, ATTN: GPOF-DT, APO 96558 (2)
CG, USARV, ATTN: AVHGC (DST), APO 96375 (3)
CG, II FFORCEV ATTN: AVFBC-RE-H, APO 96266 (3)
CG, 1ST AVN BDE, ATTN: AVBAGC, APO 96384 (2)
CO, 12TH AVN GP (CBT), ATTN: AVBACA-SC, APO 96266 (5)
CO, 210TH AVN BN (CBT), APO 96530 (3)

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AVBACA-SC (11 May 70) 1st Ind
SUBJECT: Operational Report - Lessons Learned of the 210th Aviation
Battalion (Combat) for Period Ending 30 April 1970, RCS-
CSFOR-65 (RI) (U)

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

TO: ACofS for Force Development, DA (ACSFOR, DA) Washington, D.C. 20310

1. In compliance with AR 525-15 and USARV Reg 525-15, two copies of Operational Report - Lessons Learned of the 210th Aviation Battalion (Combat) for the period ending 30 April 1970, RCS CSFOR-65 (RI) (U) are forwarded.
2. Reference 210th Aviation Battalion (Combat) ORLL page 10, section 2, para 2c(6) O-1 Mission Concept: The G-3 Air, II FFV is currently in the process of visiting each O-1 supported unit and obtaining a detailed mission description so that the O-1 units will have definite guide lines for support.

FOR THE COMMANDER:

Michael E. Bolin
MICHAEL E. BOLIN (CPT) (S)
CPT, EN
Acting Adjutant

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AVFBC-RE (11 May 70) 2d Ind
SUBJECT: Operational Report - Lessons Learned, 210th Aviation Battalion
(Combat) for the Period Ending 30 April 1970, RCS CSFOR-65 (R2) (U)

DA, HQ, II FFORCEV, APO San Francisco 96266 3 JUN 1970

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

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

Commander-In-Chief, US Army Pacific, ATTN: SPOP-LT, APO 96558

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

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

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

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

b. Reference item concerning "O-1 Mission Concept", page 10-11, paragraph 2c(6):

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

(2) An operational concept is available for O-1 aircraft utilization in Vietnam. Military Assistance Command Vietnam Directive 301-1, dated 1 November 1968, establishes policy and procedure for the visual reconnaissance program which is the primary mission for the O-1 aircraft. In addition, II Field Force Vietnam Regulation 881-1, dated 29 April 1970, prescribes the responsibility and procedure for visual aerial reconnaissance in III Corps Tactical Zone, and tasks 12th Aviation Group (Combat) to provide suitable aircraft to support this program. The aircraft best suited for this program is the O-1.

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AVFBC-RE (11 May 70) 2d Ind
SUBJECT: Operational Report - Lessons Learned, 210th Aviation Battalion
(Combat), for the Period Ending 30 April 1970, RCS CSFOR-65 (R2)(U)


c. Reference item concerning "Combat Aviation Battalion Commander as Installation Coordinator", page 13, paragraph 21(1): nonconcur.

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

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

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

FOR THE COMMANDER:


W. C. BARTEL, JR.
CPT, AGC
Asst AG

CF:
CO, 12th Avn Gp (Cbt)
CO, 210th Avn Bn (Cbt)

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AVBAGC-0 (11 May 70) 3d Ind
SUBJECT: Operational Reports-Lessons Learned 210th Aviation Battalion
(Combat) for the Period Ending (30 April 70) RCS CSFOR-65 (R2) (U)


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

THRU: Commanding General, United States Army Vietnam, ATTN: AVHGC-LST,
APO 96375
Commander-in-Chief, United States Army Pacific, ATTN: GPOP-DT,
APO 96558

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

This headquarters has reviewed the Operational Report-Lessons Learned of
the 210th Aviation Battalion (Combat) and concurs with the report as
indorsed.

FOR THE COMMANDER:


WARREN A. PETERSON
CPT, AGC
ASST AG

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AVHGC-DST (11 May 70) 4th Ind
SUBJECT: Operational Reports-Lessons Learned 210th Aviation Battalion
(Combat) for the Period Ending (30 April 70) RCS CSFOR-65) (R2)(U)

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

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

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

2. (C) Comments follow:

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

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

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

d. Reference item concerning "Cryogenic Refrigeration", page 12, paragraph 2f: concur. This information will be published in the 34th General Support Group newsletter. No action by USARPAC or DA is recommended.

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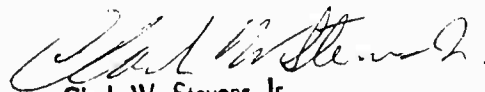
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AVHGC-DST (11 May 70) 4th Ind

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

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

FOR THE COMMANDER:



Clark W. Stevens Jr.
Captain AGC
Assistant Adjutant General

Cy furn:
1st Avn Bde
210th Avn Bn

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

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

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

This headquarters concurs in subject report as indorsed.

FOR THE COMMANDER IN CHIEF:



L.M. OZAKI
CPT, AGC
Asst AG

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AIRCRAFT STATUS AS OF 30 April 1970

| SUBORDINATE UNIT | O-1 | | U6A | | FIXED WING U-2L | | OV-1 | | U-1A | |
|---------------------|------|-----|------|-----|--------------------|-----|------|-----|------|-----|
| | Auth | O/H | Auth | O/H | Auth | O/H | Auth | O/H | Auth | O/H |
| HHC | | | 2 | 1 | | | | | | |
| 25th Avn Co | | | | | 1 | 1 | | | | |
| 54th Avn Co | | | | | | | | | 17 | 16 |
| 73rd Avn Co | | | 2 | 2 | | | 18 | 17 | | |
| 74th Avn Co | 32 | 27 | 2 | 2 | | | | | | |
| 184th Avn Co | 24 | 22 | 1 | 1 | | | | | | |
| 210th Avn Bn (Cbt) | 56 | 49 | 7 | 6 | 1 | 1 | 18 | 17 | 17 | 18 |

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| SUBORDINATE UNIT | OH-58A | | UH-1D | | UH-1H | | UH-1H | |
|---------------------|-------------|------------|-------|-----|-------|-----|-------|-----|
| | Auth | O/H | Auth | O/H | Auth | O/H | Auth | O/H |
| HHC | | | | | | | | |
| 25th Avn Co | 6 | 6 | 1 | 1 | | | 10 | 11 |
| 210th Avn Bn (Cbt) | 6 | 6 | 1 | 1 | 10 | 11 | 10 | 11 |
| | <u>Auth</u> | <u>C/H</u> | | | | | | |
| Fixed Wing | 99 | 91 | | | | | | |
| Rotary Wing | 17 | 18 | | | | | | |
| Total | 116 | 109 | | | | | | |

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

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OPERATIONAL RESULTS FOR PERIOD
1 February 1970 thru 30 April 1970

| UNIT | SCUTTLES FLOWN | TROOPS HAULED | CARGO LIFTED (TONS) | ENEMY KIA | SAMPANS DESTROYED | STRUCTURES DESTROYED | AIRCRAFT LOSS | AIRCRAFT DAMAGED |
|--------------|-------------------|------------------|------------------------|--------------|----------------------|-------------------------|------------------|---------------------|
| HHC | 272 | 121 | 3 | 0 | 0 | 0 | 0 | 0 |
| 25th | 10,502 | 12,850 | 0 | 0 | 0 | 0 | 0 | 0 |
| 54th | 3,584 | 4,793 | 362 | 0 | 0 | 0 | 0 | 0 |
| 74th | 2,171 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 74th | 10,128 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| <u>184th</u> | <u>3,733</u> | <u>0</u> | <u>0</u> | <u>11</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>1</u> |
| | 30,390 | 17,764 | 365 | 11 | 0 | 0 | 2 | 6 |

AIRCRAFT LOSS

2 O-1G

AIRCRAFT DAMAGE

2 O-1G
1 OV-1B
2 U-6A
1 O-1G

UNIT

74th Avn Co
73d Avn Co
73d Avn Co
184th Avn Co

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ADMINISTRATION

1. Personnel Management:

a. Total number of MOS reclassifications during period: 45

b. Total number of assignments during period: OFF - 27, WO - 24
EM - 240, Total: 291

c. Number of promotions during period:

OFFICER
LTC - 0, MAJ - 1, CPT - 2, 1LT - 3, 2LT - 0

WARRANT
CW4 - 0, CW3 - 0, CW2 - 3, WO1 - 0

ENLISTED
E9 - 0, E8 - 0, E7 - 0, E6 - 8, E5 - 85, E4 - 83, E3 - 24

d. Number of casualties during period:

| | <u>OFFICER</u> | <u>WARRANT</u> | <u>ENLISTED</u> |
|---------------------|----------------|----------------|-----------------|
| KIA | 0 | 0 | 0 |
| NON BATTLE DEAD | 0 | 0 | 0 |
| MIA | 0 | 0 | 0 |
| WOUNDED (RTN TO DY) | 0 | 0 | 0 |
| EVAC FR CBT ZONE | 1 | 0 | 8 |

e. Number of orders published during period: SO - 69, LO - 414,
GO - 7

2. Awards Data:

| | <u>SUBMITTED</u> | <u>APPROVED</u> |
|-------------------------------|------------------|-----------------|
| Silver Star | 2 | 0 |
| Distinguished Flying Cross | 21 | 2 |
| Soldiers Medal | 1 | 1 |
| Bronze Star Medal | 135 | 54 |
| Air Medal | 501 | 301 |
| Army Commendation Medal | 415 | 220 |
| Purple Heart | 1 | 0 |
| Vietnamese Cross of Gallantry | 1 | 0 |

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AIRCRAFT AVAILABILITY
1 Feb 70 thru 30 Apr 70

| | |
|-----------------------|------|
| O-1 | 94.8 |
| U-6A | 81.6 |
| U-1A | 59.9 |
| U-21A | 94.0 |
| OV-1A | 77.3 |
| OV-1B | 80.7 |
| OV-1C | 83.6 |
| OH-58A | 84.7 |
| UH-1D | 52.0 |
| UH-1H | 92.2 |
| Average Availability: | 85.2 |

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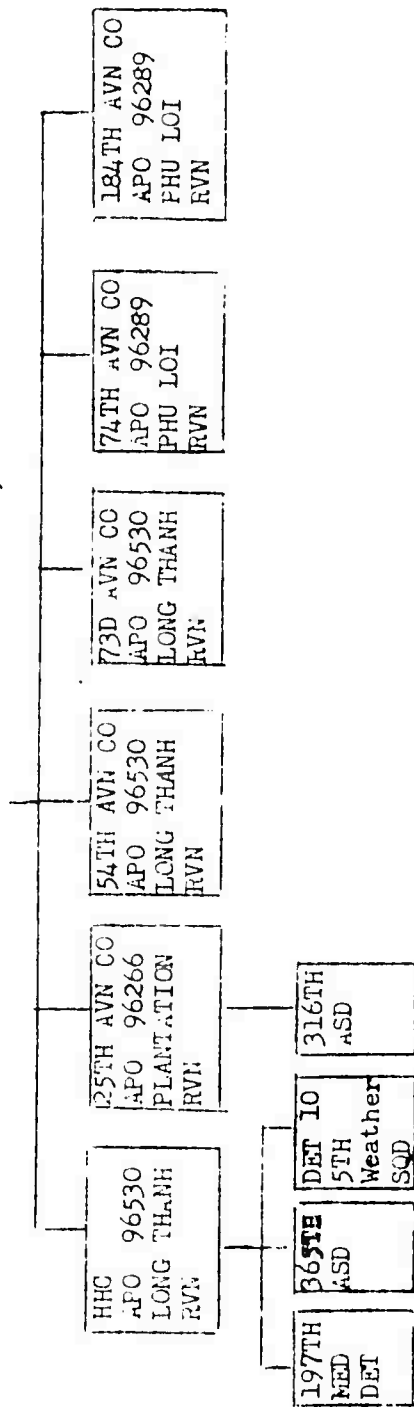
CHAPEL STATISTICS
1 Feb 70 thru 30 Apr 70

| <u>Occasions</u> | <u>Number of Occasions</u> | <u>Attendance</u> |
|---------------------|----------------------------|-------------------|
| Religious Services | | |
| Protestant | 39 | 299 |
| Catholic | 237 | 4937 |
| Counseling Sessions | 479 | |
| Unit Visits | 1020 | |
| Character Guidance | 8 | 1420 |
| Memorial Service | 1 | |
| Hospital Visits | 2 | |
| Stockade Visits | 0 | |

Incl 6

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ORGANIZATION CHART AND STATION LIST
210th Aviation Battalion (Combat)



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UNCLASSIFIED

Security Classification

| DOCUMENT CONTROL DATA - R & D | | |
|---|--|---|
| <i>(Security classification of title, body of abstract and indexing annotation must be entered when the overall report is classified.)</i> | | |
| 1 ORIGINATING ACTIVITY (Corporate author) HQ DA, OACSFOR, Washington, D.C. 20310 | | 7a REPORT SECURITY CLASSIFICATION CONFIDENTIAL |
| | | 7b GROUP 4 |
| 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 Feb to 30 Apr 70. | | |
| 5 AUTHOR(S) (First name, middle initial, last name) CO, 210th Aviation Battalion | | |
| 6 REPORT DATE 11 May 1970 | 7b. TOTAL NO OF PAGES 30 | 7d NO OF REFS |
| 8a CONTRACT OR GRANT NO | 8b ORIGINATOR'S REPORT NUMBER(S) 702061 | |
| b. PROJECT NO c. N/A d. | 8d 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 DA, OACSFOR, Washington, D.C. 20310 | |
| 13 ABSTRACT | | |