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AUTHORITY

AGO ltr 26 Apr 1976; AGO ltr 26 Apr 1976

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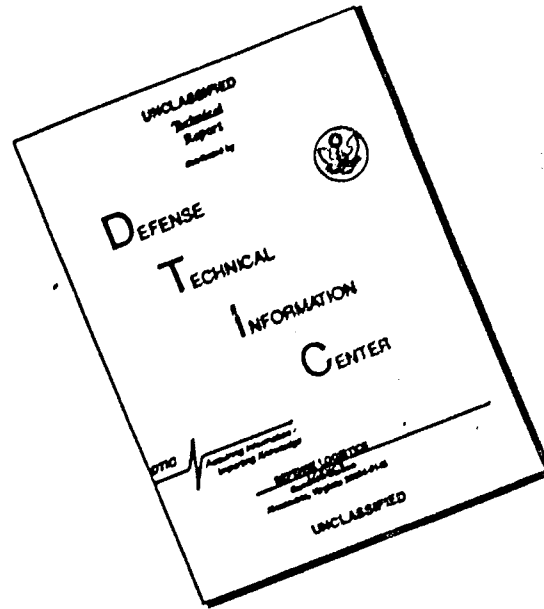
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**DEPARTMENT OF THE ARMY  
OFFICE OF THE ADJUTANT GENERAL  
WASHINGTON, D. C. 20310**

AGDA-A (M) (17 Mar 71) FOR OT UT 703254

24 March 1971

SUBJECT: Operational Report - Lessons Learned, Headquarters, 212th  
Aviation Battalion, Period Ending 31 July 1970 (U)

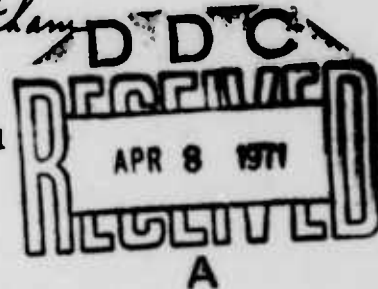
AD514482

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1. The attached report is forwarded for review and evaluation in accordance with para 4b, AR 525-15.
2. The information contained in this report is provided to insure that lessons learned during current operations are used to the benefit of future operations and may be adapted for use in developing training material.
3. Information of actions initiated as a result of your evaluation should be forwarded to the Assistant Chief of Staff for Force Development, ATTN: FOR OT UT within 90 days of receipt of this letter.

BY ORDER OF THE SECRETARY OF THE ARMY:

*Kenneth G. Wickham*  
 KENNETH G. WICKHAM  
 Major General, USA  
 The Adjutant General



1 Incl  
as

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DEPARTMENT OF THE ARMY  
Headquarters 212th Combat Aviation Battalion  
"Wings of Freedom"  
APO SF 96349

AVBAGF-BC

13 August 1970

**SUBJECT:** Operational Report - Lessons Learned of the 212th Combat Aviation Battalion for the Period Ending 31 July 1970, RCS CSFOR-65 (R2) (U)

- 2 - CINCUSARPAC ATTN: GPOP-DT APO 96558
- 3 - CG, USARV ATTN: AVHOC-DST APO 96375
- 5 - CG, 1st AVIATION BRIGADE ATTN: AVBAGC-O APO 96384

1. (C) Operations: Significant Activities.

a. On 15 May 1970, the 245th Aviation Co (SA) was placed on mission stand-down in anticipation of that unit's inactivation on 15 July 1970. Prior to stand-down the 245th flew 438 hrs and 162 sorties in support of XXIV Corps. During the period 7-14 May, 70 aviators of the 131st Aviation Co (SA) trained with the 245th in preparation for transfer of mission responsibility on 15 May 70. To accomplish this expanded mission schedule, four visual reconnaissance sorties per day in support of MACV, were discontinued in the Steel Tiger area (reference 7th Air Force Weekly Intelligence Summary for location of Steel Tiger area). An additional four to eight VR/photo sorties and three infra red (IR) sorties were then assigned in the First Military Region in support of XXIV Corps. Final inactivation of the 245th Aviation Co (SA) was completed on 15 July 1970.

b. On 9 July 1970, the 116th Assault Helicopter Company was relocated from Cu Chi, RVN, APO 96353, to Chu Lai, RVN, APO 96325, and attached to the 212th CAB under operational control of XXIV Corps for a period of 90 days (reference 1st Aviation Brigade General Orders number 6080, TC 015, dated 8 July 1970). The unit closed at Chu Lai, RVN, on 9 July 1970, and began operations on 12 July 1970, in support of the Americal Division's Summer Campaign. All operations conducted by the 116th AHC prior to 9 July 1970 (which include all Cambodian operations) occurred while the 116th AHC was assigned to the 269th CAB, APO 96353, under the 12th CAG. The 116th Aviation Co flew its last mission into Cambodia on 20 Jun 1970, totaling 16,741 troops moved, 52 tons of supplies transported, and 4,000 combat hours flown during that operation.

c. During the later part of June and early July, the 220th Avn Co (UA) received personnel and equipment augmentation for the purpose of testing and evaluation of the YO-3A Quiet Airplane. The first aircraft arrived on 17 July 70 and the first mission was launched on 27 July 70. The initial tests are to last approximately six months.

d. On 18 July 1970, the 212th CAB received the Army Airborne Gradiometer (Cache Detection Equipment) for employment by XXIV Corps in a test and evaluation program for the period 18 July to 15 August 1970. At the end of this

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reporting period the equipment was under the operational control of the Americal Division for employment and evaluation.

e. On 31 July 1970, "C" Troop, 3/17 Cavalry Squadron was relocated from Di An, RVN, APO 96289, to Quang Tri, RVN, APO 96374, and attached to the 212th CAB, under operational control of XXIV Corps for an indefinite period (reference 1st Aviation Brigade General Order number 7294, TC 015, dated 21 July 1970). This unit submitted its ORLL for this reporting period to 3/17 Cavalry Squadron prior to relocating; therefore, it is listed on Inclosure 1, but is not mentioned in the other portions of this report.

f. Organizational structure and unit locations are listed at Inclosure 1.

g. Changes of command and principal staff positions within the battalion for the reporting period are listed at Inclosure 2.

h. The 212th CAB and subordinate units authorized and present for duty strength are listed at Inclosure 3.

i. Type aircraft, number authorized and on hand for battalion and subordinate units are listed at Inclosure 4.

j. Results of operations conducted by subordinate units during the reporting period are listed at Inclosure 5.

k. During this reporting period the 212th CAB engaged in operations against the enemy on 92 consecutive days, flying a total of 61,763 sorties.

l. Events of historical significance:

(1) On 4 June 1970, elements of the 212th Combat Aviation Battalion located at Marble Mountain Air Facility received ten (10) rounds of enemy 82mm mortar fire, resulting in minor damage to seven (7) OH-58 aircraft, two (2) UH-1 aircraft, and one (1) U-21 aircraft.

(2) On 19 July 1970, a friendly 105mm artillery round was accidentally fired into the 131st Aviation Company area at Phu Bai Combat Base. The round exploded approximately twenty (20) meters in the air, resulting in four personnel wounded and one individual killed. One of the individuals wounded was evacuated to Japan for leg wounds. An investigation is presently being conducted by the 101st Airborne Division to determine the circumstances surrounding this incident.

(3) On 30 July 1970, an O-1 aircraft of the 220th Avn Co (UA) crashed on takeoff at Dong Ha Airfield, killing the pilot and observer. Cause of the accident has tentatively been established as pilot error.

m. Significant flight operations which involved enemy contact during the reporting period are at Inclosure 6.

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

a. Personnel: None

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b. Intelligence: None

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c. Operations:

(1) Utilization of O-1 Aircraft by supported Unit.

(a) Observation: From the period 11 July 70 until the evacuation of Fire Support Base Ripcord, the 220th Avn Co (UA) was instructed to cancel eight daylight VR missions and substitute a similar number of night rocket/mortar patrol missions over the fire support base which was then under threat of enemy attack.

(b) Evaluation: The unit's mission was basically one of mortar watch for the beleaguered fire base. The 220th Avn Co (UA) was employed over the fire support base as a strategic deterrent. The theory was that if the enemy saw or heard an O-1 flying in the area they would not attempt an attack for fear of revealing their position. This was apparently a miscalculation on the part of the supported unit, as the outer security elements and the fire base did receive ground probes and attacks as the O-1's orbited overhead. The airborne cover was additionally useless in that there already were AH-1G (Cobra) gunships in the area which were being controlled by ground elements. The attempt to place counter-battery fire on the mortar and rocket launching positions was hampered by the inability to obtain accurate grid coordinates. It was proven that identification of target locations in an unlighted area at night, or even with flare illumination, was next to impossible.

(c) Recommendations: That O-1 aircraft not be employed as a strategic deterrent at night.

(d) Command Action: Coordination has been made with the supported unit concerning the various drawbacks involved in using the O-1 as a mortar/rocket patrol over a fire support base. The possibility of the unit using its own organic aviation elements was also discussed and it was further emphasized that the most advantageous use of O-1 aircraft is for daylight visual reconnaissance missions.

(2) Artillery-Reconnaissance By Fire.

(a) Observation: Artillery reconnaissance-by-fire along known and suspected infiltration routes has proven to be a valuable means of locating troop positions. Recently these missions have been curtailed along the DMZ due to an ammunition shortage.

(b) Evaluation: When artillery is employed in a reconnaissance-by-fire role along trails, roads, and small streams, it usually causes the enemy to leave his hasty positions for better cover. The observer can then easily see the location and direction of enemy movement.

(c) Recommendation: That sufficient artillery ammunition be made available to units in areas with significant enemy activity to support reconnaissance-by-fire missions.

(d) Command Action: Recommendations have been made to the

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unit concerned requesting that the unit's ASI be supplemented to support reconnaissance-by-fire missions.

**(3) Transponders for O-1 Aircraft.**

(a) Observation: The only navigation aids presently installed in the O-1 aircraft are ADF and FM homing. These nav-aids are of limited value in the First Military Region. The signal reflection in mountainous terrain makes the reliability of the ADF questionable. The FM homing has limited range and is also subject to signal reflections. An O-1 can be detected by ground station radar by "skin painting" for a distance of approximately twenty miles. This distance is reduced considerably during periods of inclement weather, the time when positive contact becomes critical.

(b) Evaluation: The unpredictable weather during the monsoon season makes the possibility of inadvertant IFR flying a constant threat. The increased radar pick-up range and reduced time required for positive identification provided by a transponder would increase the mission capabilities of the O-1. Radar vectoring would provide a means of precise navigation and pin point target location at night when ground references are not visible. While performing radio relay missions, where high altitude is required, it would provide a means for controlled climbs and descents through overcast conditions and navigation while VFR-on-top. The value of a transponder in an emergency is well known and it would be of significant value for this purpose.

(c) Recommendations: That transponders be installed in the O-1's operating in the Republic of Vietnam.

(d) Command Action: A letter is presently being drafted for submission through Signal channels to 1st Aviation Brigade.

**(4) Troops Jumping From Aircraft.**

(a) Observation: Ground commanders allow their troops to jump from troop carrying helicopters in LZ's.

(b) Evaluation: This practice has been a contributing factor in two accidents and several other near accidents. Infantrymen jumping from aircraft prior to touch down in LZ's have caused the aircraft to go into a violent swinging motion. This violent action has caused aircraft to strike the ground or the tail rotor to strike obstacles or troops within the LZ. One soldier who leaped from an aircraft on short final landed in a 30 foot deep ravine, breaking both legs.

(c) Recommendations: That personnel be briefed that they not depart the aircraft until instructed to do so by the crew. Due to the difficulty of providing briefings prior to combat assaults, the ground commanders must impress upon all personnel the hazards resulting from troops jumping from aircraft.

(d) Command Action: This unit briefs each ground unit to be air lifted concerning the hazards of jumping from aircraft. In addition, the crew chief and door gunner assist to insure the safety of the troops and the aircraft.

d. Organization: None

e. Training: None

f. Logistics: Availability of monobath and SLAR film for the 131st Aviation Company (SA).

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(a) Observation: The 131st Aviation Company (SA) has SIAR and VR missions which continue to suffer from the non-availability of in-date and properly stored monobath and SIAR film from its direct support unit.

(b) Evaluation: At the end of the reporting period the 131st Aviation Company (SA) had requisitioned 628 rolls of VR film of which 160 rolls were received. Also 374 kits of monobath were requisitioned and only 60 kits were received. Currently valid requisitions date back as far as 14 January 1970.

(c) Recommendations: That command action be taken to insure that the 131st Aviation Company (SA) receives current and properly stored film and monobath through the 148th S&S Company, Phu Bai, APO 96308.

(d) Command Action: Coordination has been effected with Da Nang Depot and the 148th S&S Company to obtain film and monobath through proper channels with high priority walk-through requisitions.

g. Communications: None

h. Material: None

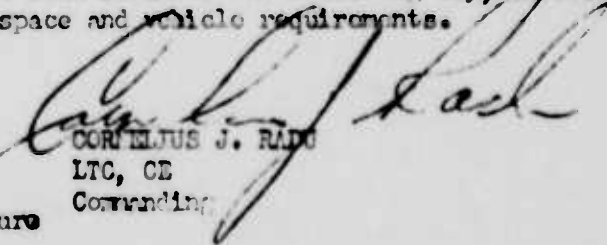
i. Other: Experiences and lessons learned during the inactivation of the 245th Aviation Company (SA):

(1) The primary problems encountered during the inactivation were from delays caused by confusion on the proper disposition of equipment. This information should be included as part of the original inactivation orders.

(2) The inactivation highlighted a need for careful planning in all areas at the outset. Turn-in schedules, personnel requirements, work details, etc., must be evaluated and balanced against a requirement for the earliest possible release of personnel for reassignment to their new units.

(3) One of the most important factors which promoted the smooth inactivation of the 245th was the close liaison with logistical receiving units immediately after receipt of inactivation orders. Through careful coordination, the mechanics of the turn-ins were discussed and improved upon, so that when disposition of equipment finally became known the entire operation proceeded quickly and efficiently.

(4) After turn-ins actually begin there is a need for continued close coordination with the agencies accepting the equipment. At the close of each day, joint plans must be finalized for the following day, allowing both units to plan for storage space and vehicle requirements.

  
CORNELIUS J. RADO  
LTC, CE  
Commanding

6 Incl

1. Organizational Chart-Structure
2. ~~Personnel Changes~~
3. Auth/Present for Duty Strength
4. Aircraft Status
5. Quarterly Statistics
6. Summary of Significant Enemy Engagement

Incl 2 w/d HQ DA

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AVRAGC (13 Aug 70) 1st Ind  
SUBJECT: Operational Report-Lessons Learned, 212th Aviation Battalion (Combat)  
Period Ending 31 July 1970, RCS CLEFOR-65 (R2) (U)

DA, HEADQUARTERS 1ST AVIATION BRIGADE, APO 96384 11 September 1970

THRU: Commanding General, United States Army Vietnam, ATTN: AVHGC-DST,  
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

1. This headquarters has reviewed subject report and concurs with its contents.
2. The following additional comment is added:

Paragraph 2.c.(3), page 4, addresses the need for transponders to be installed in O-1 aircraft operating in the Republic of Vietnam. There is currently an "ENSURE" action in progress for equipping O-1 aircraft with transponders.

FOR THE COMMANDER:

*W. A. Peterson*  
WARREN A. PETERSON  
CPT, AGC  
Asst Adjutant General

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AVHDO-DO (13 Aug 70) 2d Ind

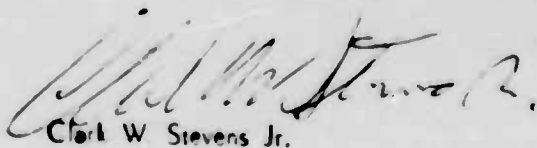
SUBJECT: Operational Report - Lessons Learned of the 212th Combat Aviation Battalion for the Period Ending 31 July 1970, RCS CSFOR-65 (R2)(U)

Headquarters, United States Army Vietnam, APO San Francisco 96375 10 NOV 1970

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

1. (U) This Headquarters has reviewed the Operational Report - Lessons Learned for the quarterly period ending 31 July 1970 from Headquarters, 212th Combat Aviation Battalion and comments of indorsing headquarters.
2. (C) Reference item concerning "Artillery-Reconnaissance by Fire," page 3, paragraph 2c(2): nonconcur. During the 90 day period covered by this ORLL, 175mm and 8 inch HE ammunition was allocated for one month due to a declining asset posture. With this single exception, artillery ammunition has been and continues to be, in adequate supply throughout RVN. The use of artillery ammunition in a reconnaissance by fire role is not encouraged. Such expenditures are not as rewarding and profitable as are expenditures on confirmed or acquired targets. This Headquarters is encouraging commanders to achieve the greatest return for ammunition expended. Therefore, reconnaissance by fire should not be used as a substitute for other intelligence gathering processes. Unit has been so advised.

FOR THE COMMANDER:



Clark W. Stevens Jr.  
Captain AGC  
Assistant Adjutant General

Cy furn:  
1st Avn Bde  
212th Avn Bn

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GPOP-DT (13 Aug 70) 3d Ind (U)  
SUBJECT: Operational Report-Lessons Learned of the 212th Combat  
Aviation Battalion for the Period Ending 31 July 1970,  
RCS CSFOR-65 (R2) (U)

HQ, US Army, Pacific, APO San Francisco 96558 1:00

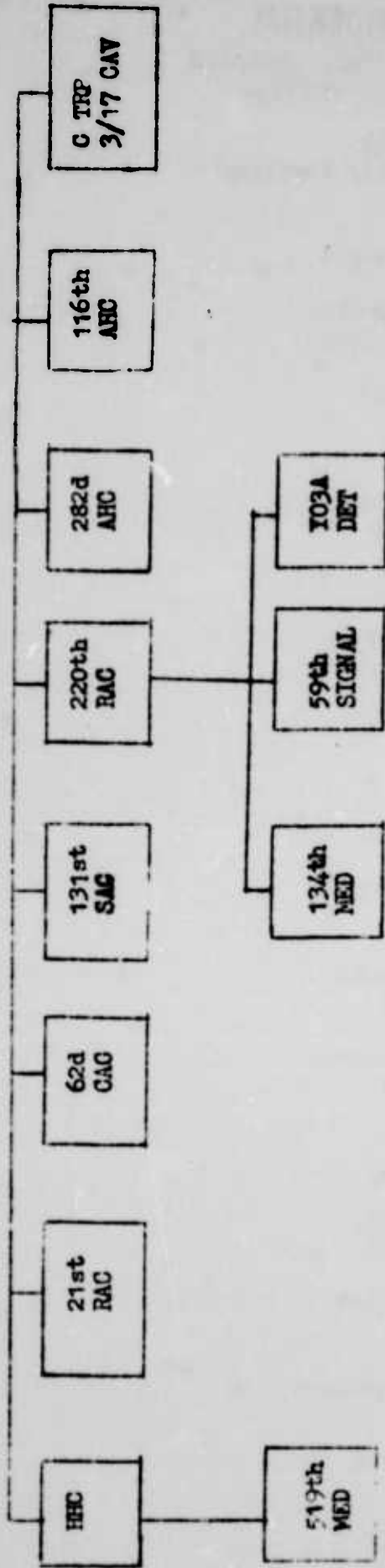
TO: Assistant Chief of Staff for Force Development, Department  
of the Army, Washington, D. C. 20310

This headquarters concurs in subject report as indorsed.

FOR THE COMMANDER IN CHIEF:

*L.M. Ozaki, 167*  
7- L.M. OZAKI  
CPT, AGC  
Asst AG

212th CAB  
ORGANIZATIONAL CHART



Incl 1

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**ORGANIZATIONAL STRUCTURE**

212th Aviation Battalion (Combat)  
APO SF 96349 (Marble Mountain Air Facility)

HHC 212th CAB  
APO SF 96349 (MMAF, Da Nang)

519th Medical Detachment  
APO 96349 (MMAF, Da Nang)

21st Aviation Company (UA)  
APO 96374 (Chu Lai)

1st Platoon  
APO 96349 (MMAF, Da Nang)

2nd and 3rd Platoon  
APO 96374 (Chu Lai)

62d Aviation Company (CORPS)  
APO 96349 (MMAF, Da Nang)

131st Aviation Company (SA)  
APO 96308 (Phu Bai)

Detachment  
APO 96237 (Udorn, Thailand)

220th Aviation Company (UA)  
APO 96308 (Phu Bai)

59th Signal Detachment  
APO 96308 (Phu Bai)

134th Medical Detachment  
APO 96308 (Phu Bai)

Y03A Detachment  
APO 96308 (Phu Bai)

282d Aviation Company (AH)  
APO 96349 (MMAF, Da Nang)

116th Aviation Company (AH)  
APO 96374 (Chu Lai)

C Troop, 3/17 Cavalry Squadron  
APO 96477 (Quang Tri)

~~Incl 1-A~~

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**Present For Duty Strength  
Authorized and Present For Duty Strength**

**(1) Military  
SUBORDINATE  
UNIT**

SUBORDINATE UNIT	OFFICERS		WO		EM		TOTAL	
	AUTH	O/H	AUTH	O/H	AUTH	O/H	AUTH	O/H
MHC	19	19	3	4	86	118	108	111
519th MED DET	1	1	0	0	7	11	8	12
21st AVN CO (RAC)	32	19	2	10	89	92	123	121
62d AVN CO (CAC)	12	13	22	21	111	116	145	150
116th AVN CO (AHC)	19	22	51	49	218	186	288	257
131st AVN CO (SAC)	19	25	22	15	290	310	331	351
220th AVN CO (RAC)	11	20	2	11	103	106	146	137
59th SIG DET	0	0	1	1	5	4	6	5
134th MED DET	1	1	0	0	7	10	8	11
282d AVN CO (AHC)	19	20	51	48	218	222	288	290
<b>212th CAB TOTALS</b>	<b>163</b>	<b>140</b>	<b>154</b>	<b>159</b>	<b>1134</b>	<b>1175</b>	<b>1451</b>	<b>1475</b>

**(2) Civilian**

SUBORDINATE UNIT	DAC		VN		3d NATL		TECHNICAL REP	
	AUTH	O/H	AUTH	O/H	AUTH	O/H	AUTH	O/H
MHC	0	0	5	5	0	0	0	0
21st AVN CO (RAC)	0	0	5	5	0	0	0	0
62d AVN CO (CAC)	0	0	11	11	0	0	0	0
116th AVN CO (AHC)	0	0	17	17	0	0	0	0
131st AVN CO (SAC)	0	0	14	14	0	0	3	3
220th AVN CO (RAC)	0	0	9	9	0	0	1	1
282d AVN CO (AHC)	0	0	9	9	0	0	0	0
<b>212th CAB TOTAL</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>70</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>

~~Incl 3~~

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AIRCRAFT AUTHORIZED AND ON HAND

UNIT	OH-58	UH-1C	UH-1D	UH-1H	O-1	OV-1	U-6A	U-21	YO-3A
	AUTH O/H	AUTH O/H	AUTH O/H	AUTH O/H	AUTH O/H	AUTH O/H	AUTH O/H	AUTH O/H	AUTH O/H
HHC 212th CAB	3		2						
21st Avn Co (R/C)					24		1		
62d Avn Co (C/C)	4			10				2	
116th Avn Co (A/C)		8	7	15					
131st Avn Co (S/C)						20	1		
220th Avn Co (R/C)					32				3
282d Avn Co (A/C)		8		22					
212th CAB (TOTAL)	7	16	9	47	56	20	2	2	3

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212th CAB OPERATIONAL STATISTICS  
QTR Ending 31 JULY 1970

Subordinate Unit	Sorties Flown	Troops Lifted	Cargo Lifted (tons)	Enemy KPA	Structures Dam	Structures Dest	Sappers Dam	Sappers Dest	Vehicles Dam	Vehicles Dest	Aircraft Confirmed Loss	Aircraft Damaged
HEC 212th CAB	854	1,620										2
21st AVN CO (RAC)	3,904			70	60	145	3	2				6
62d AVN CO (CAC)	8,494	13,645	47									6
116th AVN CO (AHC)	25,835	41,200	160	51	19	60	2	12			3	10
131st AVN CO (SAC)	1,435								57	139		
220th AVN CO (RAC)	3,339			164	37	270		6	5	8	2	3
282d AVN CO (AHC)	17,822	48,090	244	128	39	39	7					6
212th CAB (TOTALS)	61,763	104,555	451	413	155	511	5	27	62	147	5	33

Incl 5

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### SIGNIFICANT FLIGHT OPERATIONS

1. On 5 May 70, west of fire base Siberia, a pilot from the 220th Aviation Company (UA) directed artillery fire on an active mortar base. A total of eight (8) structures and five (5) bunkers were destroyed, four (4) KIA, numerous secondary explosions, two (2) mortar pits damaged and one (1) mortar pit destroyed.
2. On 5 May 70, a UH-1C from the 116th AHC, received intense automatic weapons fire at coordinates YT532572 while preparing an LZ for an insertion causing the aircraft to crash and burn. The aircraft commander and pilot were killed.
3. On 6 May 70, the 116th AHC, working with other units of the 269th Avn Bn (CAB), Cu Chi, made the first thrust into the sanctuaries of the VC and NVA troops located in the Angel's Wing and Parrot's Beak area of Cambodia. During the early part of the campaign the 116th AHC worked as a flight of 10 slicks with a heavy fire team for cover along with attack helicopters from other companies.
4. On 6 May 70, a UH-1H from the 252d AHC evacuated sixteen (16) wounded personnel from PSB Henderson.
5. On 6 May 70, a pilot from the 220th Avn Co directed 8" Artillery on coordinates YC150760, resulting in four (4) NVA KIA.
6. On 7 May 70, a pilot from the 220th Avn Co supporting the 1st Bde, 5th Mechanized Infantry Division (1/5 Mech) located three (3) 51 caliber machine gun pits and numerous NVA troops. Aerial rocket artillery was called to engage the target. Two flights of Cobras were utilized resulting in four (4) secondary explosions, six (6) KIA and two (2) 51 caliber pits destroyed. One aircraft was hit by one (1) round of 51 caliber in the canopy.
7. On 7 May 70, a pilot from the 220th Avn Co, while adjusting artillery from Camp Carroll, flushed 20-30 NVA along a trail vicinity of coordinates YD960557. An Air Force OV-10 was used to strike their position resulting in 2 NVA KIA. Additionally, Cobra gunships were employed resulting in seven (7) NVA KIA and one (1) secondary explosion.
8. Two pilots from the 220th Avn Co, while on a mission in the A Shau Valley supporting the 2/17 Cavalry, spotted two (2) camouflaged trucks and two (2) gun positions at coordinates XD2104. ARA aircraft were employed resulting in two (2) trucks damaged and three (3) probable KIA.
9. On 8 May 70, a pilot from the 220th Avn Co, while flying a VR mission for the 108th Artillery Group, located an active mortar position at coordinates XD978558 and directed an airstrike on the position. Results were one (1) mortar destroyed and one (1) KIA.
10. On 14 May 70, a UH-1H aircraft from the 116th AHC, in formation, was hit by 51 caliber fire at coordinates WT96569 while enroute to Cambodia. The hit caused the aircraft to crash killing all four crew members. Another UH-1H received five (5) hits but cleared the area.

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11. On 15 May 70, a UH-1C gunship from the 282d AHC, while supporting the Special Forces at Thuong Duc, was forced to land due to numerous 51 caliber hits and RPG fragments. The maintenance recovery aircraft received numerous hits from mortar rounds upon arrival at the airfield.
12. On 18 May 70, a pilot from the 282d AHC observed 10-12 NVA in the vicinity of coordinates YD153742. An Air Force OV-10 and artillery was employed against the target resulting in four (4) bunkers destroyed, three (3) secondary explosions and five (5) NVA KIA.
13. On 22 May 70, a pilot from the 220th Avn Co located a rocket position in vicinity coordinates YD069653. Artillery fire was employed resulting in one (1) bunker destroyed, one (1) secondary explosion and four (4) NVA KIA.
14. On 27 May 70, a pilot from the 220th Avn Co, while flying a mission for the 1/5 Mech., observed 10 NVA on a trail vicinity coordinates YD037701 and employed a flight of two (2) F-4's resulting in three (3) probable NVA KIA. Additionally, artillery was employed and final PDA was five (5) NVA KIA.
15. On 28 May 70, a pilot from the 220th Avn Co, in support of the 1st ARVN Div, located two trucks vicinity coordinates YD1833108 and YD268093. An Air Force O-2 was informed and due to his faulty armament system the Army pilot marked each target with a hand held smoke grenade. An Air Force strike was employed resulting in two (2) trucks destroyed.
16. On 29 May 70, a pilot from the 220th Avn Co, while supporting the 101st G2, located two (2) camouflaged trucks at coordinates YD310080. VNAF A-37's and ARA were employed resulting in two (2) trucks damaged.
17. On 29 May 70, a pilot from the 220th Avn Co, while supporting the 1/5 Mech, assisted friendly troops, at coordinates YD261431, who were receiving small arms and mortar fire. ARA and Air Force OV-10 were employed resulting in nine (9) NVA KIA, ten (10) probable KIA and one (1) MIA.
18. On 30 May 70, a light fire team from the 282d AHC, scrambled to support the 51st Regiment at Thuong Duc (ZC0953) resulting in fifteen (15) KBA.
19. On 31 May 70, a pilot from the 220th Avn Co observed two (2) NVA at coordinates YD156730. An Air Force OV-10 was employed and resulted in one (1) NVA KIA. During the strike eight (8) additional NVA were observed and two (2) batteries of artillery were utilized resulting in nine (9) NVA KIA, two (2) NVA MIA, and five (5) bunkers destroyed.
20. On 1 June 70, a pilot from the 220th Avn Co, while supporting the 108th Artillery Group, located eight (8) NVA at coordinates YD160735. While reconning by fire the pilot detected additional NVA and called in an Air Force OV-10 resulting in fifteen (15) NVA KIA.
21. On 6 June 70, a UH-1C helicopter from the 116th AHC crashed from unknown reasons at coordinates XS581810 killing the pilot and severely injuring three (3) other crew members.

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22. On 6 June 70, a pilot from the 220th Avn Co located twenty (20) NVA vicinity coordinates YD180748 and YD177742. TAC air and artillery were employed resulting in fifteen (15) NVA KIA, eleven (11) bunkers destroyed, and five (5) trails interdicted.
23. On 6 June 70, a pilot from the 220th Avn Co, supporting a mission for the 108th Artillery Group, observed an element estimated at 30-40 NVA dressed as "trees" running into a wooded area (coordinates YD172745). Two batteries of 8" howitzers, ARA, and TAC air were employed. A BDA could not be made due to low fuel state of aircraft.
24. On 8 June 70, a pilot from the 21st Avn Co, while flying southwest of Tra Bong Special Forces Camp, located a downed USAF airplane that had been lost for several weeks.
25. On 9 June 70, the 282d AHC received credit for 45 KBA in support of the 51st Regiment at Thuong Duc, coordinates ZC0854.
26. On 10 June 70, a pilot from the 220th Avn Co, supporting 2/17 Cav sighted a truck vicinity coordinates YD2610, two (2) bunkers vicinity YD305070, and three (3) bunkers vicinity coordinates YD306085. ARA was employed resulting in destruction of all targets and two (2) NVA KIA.
27. On 10 June 70, a pilot from the 220th Avn Co, while supporting the 108th Artillery Group, adjusted artillery and TAC air on coordinates YD1774, resulting in seven (7) NVA KIA.
28. On 13 June 70, a pilot from the 21st Avn Co, adjusted artillery on a target west of LZ Siberia resulting in seven (7) NVA KIA.
29. On 23 June 70, a pilot from the 220th Avn Co, supporting the 108th Artillery Group, observed 10-12 NVA in vicinity coordinates YD130732. Using 8" howitzers and two (2) OV-10's, resulting in seven (7) bunkers destroyed, two (2) NVA KIA, five (5) probable NVA KIA, five (5) probable NVA WIA and one (1) secondary explosion.
30. On 27 June 70, a UH-1H from the 282d AHC performed an emergency resupply mission, consisting of transporting 10,000 pounds of supplies, in support of the 1st Rangers (coordinates ZC2118).
31. On 28 June 70, a light fire team from the 282d AHC was scrambled to support the 51st Regiment, coordinates ZC2062, resulting in nine (9) KBA.
32. On 29 June 70, a light fire team from the 282d AHC was scrambled to support the 51st Regiment, coordinates ZC2064, resulting in thirty-five (35) KBA.
33. On 1 July 70, a pilot from the 220th Avn Co, while supporting the 101st G2, observed a 5 ton truck hidden at coordinates YD272095. An Air Force strike was employed resulting in the destruction of the truck.
34. On 5 July 70, the 116th AHC was instructed to move from its location at Cu Chi to its new location at Chu Lai. The Company was detached from the 269th CAB and attached to the 212th CAB. The unit was further placed under operational control of the Americal Division and receives its missions through the 11th CAB, 16th Avn Group. On 9 July 1970 the unit relocated at Chu Lai and set up operations for a 90 day period.

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35. On 12 July 70, the 21st Avn Co began operational support to the Americal Division and 2d ARVN Division with the KA39A1 wing-mounted camera.

36. On 12 July 70, the 116th AHC participated in the initial insertions into the Kham Duc area utilizing ten (10) slicks and seven (7) gunships.

37. On 17 July 70, a pilot from the 220th Avn Co observed a truck in vicinity coordinates YD208135. TAC air was utilized and resulted in one (1) truck and one (1) bridge destroyed.

38. On 18 July 70, a pilot from the 220th Avn Co, while supporting the 1st ARVN Division, detected a truck and POL dump vicinity coordinates YD1912. TAC air was employed resulting in truck being destroyed and several secondary fires and explosions. The Army O-1 received one hit in the right wing.

39. On 29 July 70, a pilot from the 220th Avn Co, observed two (2) NVA loading supplies on a truck vicinity coordinates YD188118. Two flights of TAC air were employed resulting in truck and supplies being destroyed.

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