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AGO ltr 29 Apr 1980 ; AGO ltr 29 Apr 1980

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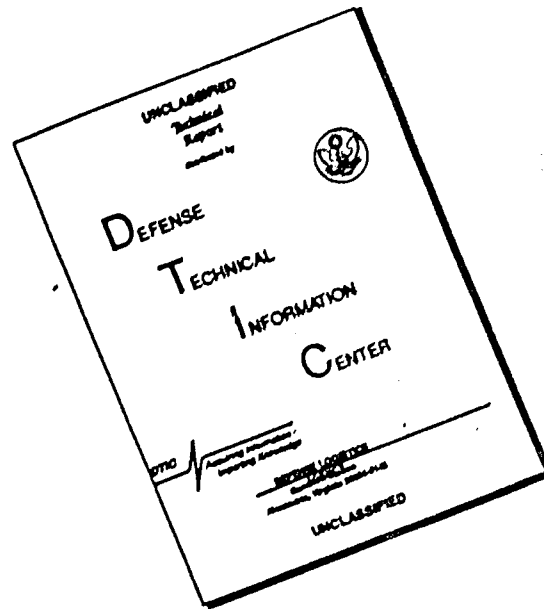
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**DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310**

AGDA-A (M) (28 Apr 71) FOR OT UT 704232

28 May 1971


**SUBJECT: Operational Report - Lessons Learned, Headquarters, 210th
Aviation Battalion, Period Ending 31 October 1970 (U)**

AD515465

SEE DISTRIBUTION

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:


VERNE L. BOWERS
 Major General, USA
 The Adjutant General

1 Incl
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DEPARTMENT OF THE ARMY
HEADQUARTERS, 210TH COMBAT AVIATION BATTALION
APO San Francisco 96530

AVBACA-CC

14 November 1970

SUBJECT: Operational Report - Lessons Learned, 210th Combat Aviation
Battalion for the period 1 August - 31 October 1970 (RCS CSFOR-65)
(R2) (U)

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1. (C) Operations: Significant activities:

a. Mission:

(1) The mission of the 210th Combat Aviation Battalion overall remained unchanged from the last reporting period.

(2) The mission of the 74th Reconnaissance Airplane Company was significantly increased effective 16 August 1970 when it assumed the mission of the 184th Reconnaissance Airplane Company as a result of the latter's stand-down.

b. Organization:

(1) On 16 August 1970 the 184th RAC entered stand-down per 1st Aviation Brigade LOI, Subject: Inactivation of Reconnaissance Airplane Companies (U) dated 16 August 1970. The 184th RAC was inactivated 14 October 1970 per 1st Aviation Brigade LOI, Subject: Inactivation of Reconnaissance Airplane Companies dated 16 August 1970.

(2) In accordance with USARV Aviation Operational Procedures Guide the designation of units within the 210th Combat Aviation Battalion were changed as follows:

OLD DESIGNATION

NEW DESIGNATION

| | |
|--|--------------------------------------|
| 210th Aviation Battalion (Combat) | 210th Combat Aviation Battalion |
| HHC, 210th Aviation Battalion (Combat) | HHC, 210th Combat Aviation Battalion |
| 25th Aviation Company (Corps) | 25th Corps Airplane Company |
| 54th Aviation Company (UA) | 54th Utility Airplane Company |
| 74th Aviation Company (UA) | 74th Reconnaissance Airplane Company |

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Battalion for the period 1 August - 31 October 1970 (RCS CSFOR-65)
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c. Command and Staff:

COMMAND

- (1) On 7 Aug 70 LTC Harbin A. Constance, 497-28-1038, assumed command of the 210th Aviation Battalion, vice LTC William F. Williams, 424-28-6715.
- (2) On 20 Aug 70 MAJ Stanley Minkinow, 215-38-7953, assumed command of 54th UAC, vice MAJ Tary D. Wilkinson, 444-34-7730.
- (3) On 9 Sep 70 MAJ Robert J. Poshard, 341-26-9421, assumed command of the 74th RAC, vice MAJ Max G. Marks, 457-48-8325.
- (4) On 16 Sep 70 CPT Joseph K. Lauer, 131-32-5406, assumed command of the 184th RAC, vice MAJ John W. Johnson, 253-52-0048.
- (5) On 14 Oct 70 CPT Joseph K. Lauer, 131-52-5406, relinquished command of the 184th RAC, inactivation being complete.
- (6) On 31 Oct 70 CPT Steven S. McCan, 453-62-6205, assumed command of the HHC, vice CPT George F. Prawitt, 529-44-0956.

STAFF

- (7) On 31 Aug 70 CPT Michael J. Kitson, 089-20-3612, assumed duties as Battalion Chaplain, vice CPT Eugene S. Leso, 170-44-0627.
- (8) On 3 Sep 70 CW2 Donald D. Johnson, 514-26-5536, assumed duties as Unit Personnel Officer, vice CW2 Dan D. Loughley.
- (9) On 5 Oct 70 CPT John D. Raper, 465-56-2898, assumed duties as Adjutant, vice CPT James L. Brazell, 248-66-2077.
- (10) On 12 Oct 70 MAJ Mitchell G. Thompson, 413-50-5178, assumed the duties of Battalion Executive Officer, vice MAJ Douglas M. Hughes 060-34-5111.
- (11) On 14 Oct 70 MAJ Douglas M. Hughes, 060-34-5111, assumed duties as Deputy Installation Coordinator.
- (12) On 14 Oct 70 CPT Boyd W. Childers, 238-70-9128, assumed duties as the Installation Development Officer.
- (13) On 14 Oct 70 CPT Joseph K. Lauer, 131-32-5406, assumed duties as Intelligence Officer, vice CPT Boyd W. Childers, 238-70-9128.

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(14) On 20 Oct 70 1LT Loren R. Lofgren, 534-42-2208, assumed duties as Battalion Civic Actions Officer, vice CW2 Christopher W.H. Beale, 069-40-4032.

(15) On 31 Oct 70 CPT Ray D. Stringham, 080-34-2758, assumed duties as Battalion S-4, vice CPT Harold G. Jones, 264-68-0166.

(16) On 31 Oct 70 CPT George F. Prawitt, 529-44-8956, assumed duties as Aviation Safety Officer, vice CPT Frank H. Nesbitt, 036-28-1002.

d. Unit Strengths as of 31 October 1970:

(1) Military:

| <u>Assigned 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> |
| HHC | 19 | 23 | 3 | 4 | 87 | 101 | 109 | 128 |
| 25TH CAC | 8 | 12 | 18 | 28 | 89 | 111 | 115 | 151 |
| 54TH UAC | 15 | 13 | 24 | 23 | 129 | 131 | 168 | 167 |
| <u>74TH RAC</u> | <u>50</u> | <u>31</u> | <u>2</u> | <u>20</u> | <u>113</u> | <u>125</u> | <u>165</u> | <u>176</u> |
| TOTAL | 92 | 79 | 47 | 75 | 418 | 468 | 557 | 622 |

| <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 | 1 | 1 | 0 | 0 | 8 | 8 | 9 | 9 |
| 316TH | 1 | 1 | 0 | 0 | 16 | 14 | 17 | 15 |
| 365TH | 1 | 1 | 0 | 0 | 27 | 23 | 28 | 24 |
| <u>DET 10, 5 WK</u> | <u>1</u> | <u>1</u> | <u>0</u> | <u>0</u> | <u>8</u> | <u>9</u> | <u>9</u> | <u>10</u> |
| TOTAL | 4 | 4 | 0 | 0 | 59 | 54 | 63 | 58 |

(2) Civilian:

| <u>Unit</u> | <u>DAC</u> | | <u>VN</u> | | <u>3 NAT</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 | 19 | 0 | 0 | 0 | 0 |

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SUBJECT: Operational Reports-Lessons Learned, 210th Combat Aviation
Battalion for the period 1 August - 31 October 1970 (RCS CSFOR-65)
(R2) (U)

| (con't) Unit | DAC | | VN | | 3 NAT | | TECH REP | |
|---------------------|----------|----------|----------|----------|----------|----------|----------|----------|
| | Auth | O/H | Auth | O/H | Auth | O/H | Auth | O/H |
| 25TH CAC | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 |
| 54TH UAC | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 |
| 74TH RAC | 0 | 0 | 46 | 46 | 0 | 0 | 0 | 0 |
| 197TH | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| 316TH | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 365TH | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| <u>DET 10, 5 WX</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> |
| TOTAL | 0 | 0 | 73 | 75 | 0 | 0 | 0 | 0 |

e. Aircraft Status: (See Incl 2)

f. Operational Results: (See Incl 3)

g. Personnel Management; (See Incl 4)

h. Intelligence and Security: The following Intelligence/Security activities were accomplished by the 210th Bn S-2 section during the period 1 Aug - 31 Oct 70:

- (1) Top Secret Clearances Validated: 3
- (2) Secret Clearances Granted/Validated: 67
- (3) Interim Secret Clearances Granted: 2
- (4) Confidential Clearances Granted: 44
- (5) USAIRR Checks Initiated: 9
- (6) JSIDR's forwarded: 5
- (7) Pilot's Intelligence Reports Forwarded: 240
- (8) Briefings Given To Inprocessing Personnel: 101
- (9) Briefings Given To Outprocessing Personnel: 101

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(10) Secret Documents Received: 10

(11) Secret Documents Destroyed: 3

(12) Secret Documents on Hand: 36

i. Operations: During the reporting period companies of the 210th Combat Aviation Battalion provided operational support as follows:

(1) 25th Corps Airplane Company provided staff and command transport for Headquarters, II Field Force, affiliated units and CORDS.

(2) 54th Utility Airplane Company provided general aerial transport services for JUSPAO, Headquarters USARV, 1st Aviation Brigade, 11th Armored Cavalry Regiment and 1st Cavalry Division.

(3) 74th Reconnaissance Airplane Company provided general aerial reconnaissance support to the 25th Infantry Division, 23d and 27th Artillery Groups, II Field Forces, 1st ANGLICO, 5th Special Forces Group, 159th Transportation Battalion, 5th ARVN Division, 18th ARVN Division, 25th ARVN Division and Capital Military District, to include visual reconnaissance and direction of artillery and naval gun fire. During the reporting period the operations of the 74th Reconnaissance Airplane Company were reduced approximately 15 percent. This reduction was due primarily to either early morning fog or late afternoon and evening thundershowers. Only two full no-fly days were experienced during the period. The unit flying program for the months of September and October was 3600 hours per month. However, the time flown was 3077 hours for September and 3051 hours for October. Mission delays of from one to two hours were common throughout the period for early morning departures. Additionally, CMD (Night Mortar Watch) mission over Saigon was curtailed an average of 70 hours per month due to low ceilings and thunderstorms. Overall, the effectiveness of the 74th Reconnaissance Airplane Company was not severely restricted, by weather conditions from 1 August - 31 October, but full utilization was reduced approximately 15 percent.

j. Logistics: Aircraft Availability (See Incl 5)

k. Aviation Safety:

| | <u>F/W</u> | <u>R/W</u> | <u>TOTAL</u> |
|---------------------|------------|------------|--------------|
| (1) Major Accidents | 2 | 0 | 2 |
| (2) Combat Damage | 0 | 1 | 1 |
| | 5 | | |

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| | <u>F/W</u> | <u>R/W</u> | <u>TOTAL</u> |
|---|------------------------|------------|--------------|
| (3) Minor Accidents | 0 | 0 | 0 |
| (4) Precautionary Landings | 4 | 0 | 4 |
| (5) Forced Landings | 1 | 0 | 1 |
| (6) Incidents | 2 | 0 | 2 |
| (7) Battalion accident rate at end of period: | 8.0 per 100,000 hours. | | |

l. Signal: None

m. Installation Development:

(1) The perimeter lighting system at LTN was 100% complete and operational as of 6 October 1970.

(2) Start of construction of the new airfield control tower has been delayed until the end of November. Delay is due to errors in the original design of the proposed structure.

(3) The construction of guard towers (project 246-6369-0-20) is still awaiting materials from the 159th Engineer Group.

(4) The minefield clearing (project 246-6339-0-20) has been delayed indefinitely due to higher priorities for engineer effort.

(5) The 56th Transportation Company Aircraft Parking Ramp (project 1008) and the parallel taxiway (project 1006) are still in the planning stages.

(6) The FX, which is scheduled to open the 11th of November, is 80% complete at this time.

n. Medical:

(1) Flight Physicals: 39

(2) Immunizations: 677

(3) Evacuations: 13

o. Religious and Personal Services: (See Incl 6)

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Battalion for the period 1 August - 31 October 1970 (RCS CSFOR-65)
(R2) (U)

p. Civic Actions:

(1) During the reporting period the Battalion S-5 completed the following projects and donated the following materials:

(a) Cement, paint and other building materials were donated to Long Thanh Village for construction of a Pagoda.

(b) Canned food and manual labor was provided the Tan Mai Orphanage.

(c) Sand, cement and roofing material was donated to Loc An Hamlet for renovation of the community center.

(d) Total dollar value of donations for the reporting period was \$5,870.50.

(2) During the report period the 74th RAC continued to provide support to the Lai Thieu Deaf-Mute School in the form of food and manual labor for improvements. Total dollar value of donations is approximately \$800.00

2. (C) Lessons Learned: Commander's observations, evaluation and recommendations:

a. Personnel:

(1) Drug Abuse.

(a) Observation: More expeditious administrative procedures are needed for disposing of known drug abusers.

(b) Evaluation: A commander's present recourse under AR 635-212 to rid his unit of known, incorrigible drug users is such a lengthy process that it is adversely affecting the drug control program. Once an individual is identified, it takes a minimum of two weeks to prepare paperwork, obtain psychiatric evaluation, and physical examination, and to conduct the required counselling. Once the paperwork is submitted, a minimum of six weeks has been the experience before final disposition. During this entire period, the offender remains in his unit as a bad example and frequently influences others to drug abuse during this waiting period. One factor contributing to an apparent increase in drug abuse may well be the influence exerted by these known offenders while awaiting administrative action.

(c) Recommendation: That a streamlined administrative procedure be developed to eliminate from the service those drug abusers who are not conducive to rehabilitation or that a holding facility be established for such persons who are awaiting administrative action.

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Battalion for the period 1 August - 31 October 1970 (RCS CSFOR-65)
(R2) (U)

(d) Command Action: The above recommendation has been made verbally through command channels.

b. Intelligence: None

c. Operations:

(1) Aircraft Utilization:

(a) Observation: Aircraft utilization factor by supported units is low due to daily aircraft committed to the same unit.

(b) Evaluation: Aircraft utilization by the various supported units is not as productive as it should be. An excellent example of improved utilization is the PSYWAR mission flown by the 54th Utility Airplane Company. In August 1970 the PSYWAR mission was flown five days a week for two weeks. After analyzing the periods per hours utilization factor it was determined that flying the mission three days a week could accomplish the tasks and increase the utilization factor. Further it was determined that if there was not sufficient cargo for a mission the supported unit could cancel the mission for the day and attain maximum utilization the following day.

(c) Recommendation: That dedicated mission requirements be reduced to "on call" requirements especially during the low activity periods of Saturdays and Sundays.

(d) Command Action: Commanders have reviewed current mission requirements to determine ineffective periods for dedicated missions and coordinated with supported units to place flight requirements during these periods on an "on call" basis.

(2) Mission Request Channels:

(a) Observation: Aviation mission requests that must be routed through a requesting units chain of command to the Army Aviation Element of the major aviation command (12th CAG) and then down through the aviation unit channels command experience a considerable time delay from mission request to receipt by the supporting unit.

(b) Evaluation: Prior to 15 September 1970, mission requests for the 74th RAC were routed as outlined in para (1) above. This method delayed by three to five hours the mission being received by the 74th RAC. The three to five hours delay could be well used for operational planning, pilot briefing and area or map reconnaissance. Additionally, when the requesting and allocation of mission was through such a chain of command, the aircraft was scheduled on a time-block basis rather than for a specific mission.

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SUBJECT: Operational Reports - Lessons Learned, 210th Combat Aviation Battalion for the period 1 August - 31 October 1970 (RCS CSFGR-65) (R2) (U)

Requesting a mission on a time block basis reduces aircraft utilization as the aircraft is at the disposal of only one using unit. However, when missions are requested for a specific use, it is often feasible to combine more than one mission into one flight sortie.

(c) Recommendation: That units requesting aviation support request and coordinate directly with the supporting aviation unit. Each supported unit should be given a maximum number of aircraft hours they can request each day to avoid over-taxing the aviation unit's assets.

(d) Command Action: On 1 October 1970, the 74th RAC requested and was granted permission to coordinate directly with the 25th Infantry Division and 23d Artillery Group for daily mission requests.

(3) Aerial Observer Training:

(a) Observation: Aerial observers furnished by supported units for artillery registrations, visual reconnaissance and convoy cover are not always fully trained to perform their assigned tasks.

(b) Evaluation: As a result of lack of training, aerial observers have been unfamiliar with aerial navigation, aircraft capabilities and limitations, proper aircraft utilization and often have a tendency to become air sick. This results initially in non-productive flying time and poor mission performance.

(c) Recommendation: Units using aviation assets and providing aerial observers should establish a school for aerial observers to incorporate a ground school and flight orientation.

(d) Command Action: The 23d Artillery Group has attached 3 observers to the 74th RAC for training. These observers fly daily with the company and are receiving instructions both on the ground and in the air.

(4) Area Coverage Concept:

(a) Observation: On 15 October 1970 the 74th RAC mission load was increased by those previously flown by the 184th RAC without a compensating increase in aircraft assets or maintenance capability.

(b) Evaluation: The 184th RAC was inactivated 15 Oct 70 with eight of its twenty four O-1 aircraft transferred to the 74th RAC. This reduction of sixteen O-1 assets to the III Corps area was not compensated for by a reduction in mission commitments. The 74th RAC was directed to assume all of the missions of the 184th RAC with only an augmentation of one flight platoon of eight aircraft and no increase in organizational or organic direct support maintenance capability.

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SUBJECT: Operational Report - Lessons Learned, 210th Combat Aviation
Battalion, for the period 1 August - 31 October 1970 (RCS USFOR-65)
(R2) (U)

Prior to the inactivation the two O-1 companies were flying approximately 2000 hours each per month. Both companies were scheduled for missions on a dedicated basis. That is to say, each supported unit was allocated one or more aircraft for a predetermined number of flying hours. The supported unit could require the aircraft to be available all day. This was usually done by requiring the aircraft to be at a location away from home base until the allocated hours were flown or until released to return to home base. This type of mission support had been adequately provided by the two O-1 companies with a total of 56 aircraft. It soon became obvious that the 74th with a total of 40 aircraft could not accomplish the entire mission load of the two companies. The limiting factor was the organic maintenance capability to perform a maximum overall of 36 PMP inspections/month which, in turn, limits the unit to a monthly 3600 hour program.

(c) Recommendation: That a concept for employment be developed which would provide adequate III Corps O-1 support, yet keep the unit's flying hours within its maintenance capabilities.

(d) Command Action: An "area coverage" concept was developed to provide adequate aircraft support throughout the III Corps area within the number of flying hours supportable by the units maintenance capability. This area concept incorporates the use of sectors and subsectors. Each platoon is strategically located so that maximum "on station" flight time can be used, thus shortening the "to and from" time. Each platoons area of operation (entitled a sector) is divided into sub-sectors. Each sub-sector is flown and observed every day for a total of three hours each. The time of day is varied and the pilots strive to become as familiar with their areas as possible. All other mission requests are coordinated through the company operations officer who determines which platoon can accomplish the mission while operating in that sector and sub-sector. The missions are then passed to the platoon leaders who coordinate and schedule the mission within their sector. This means that a pilot may perform several tasks or functions while flying his scheduled three hours in his sub-sector. This method of operation gives maximum area coverage for intelligence purposes plus aircraft utilization, while still controlling the flying hours within the units maintenance capability.

d. Organization: None

e. Training: None

f. Logistics: None

7 Incl
as
Incls 1, 4 & 6 wd HQ DA

Harbin A. Constance
HARBIN A. CONSTANCE
LTC, FA
Commanding

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AVBACA-SC (14 Nov 70) 1st Ind
SUBJECT: Operational Report-Lessons Learned, 210th Aviation Battalion
(Combat) for Period Ending 31 October 1970 RCS CSFOR-65 (R2) (U)

DA, HEADQUARTERS, 12TH AVIATION GROUP (COMBAT), APO 96266 25 Nov 70

THRU: Commanding General, II Field Force Vietnam, ATTN: AVFBC-R&E, APO 96266

Commanding General, 1st Aviation Brigade, ATTN: AVBA-C, APO 96384

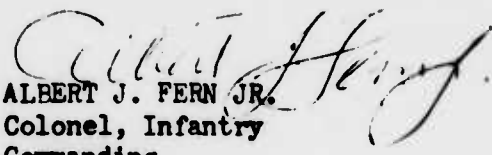
Commanding General, US Army Vietnam, ATTN: AVHGC(DST), APO 96375

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

1. (U) This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 Oct 70 from Headquarters, 210th Aviation Battalion (Combat).

2. (C) Paragraphs 2g (Communications), 2h (Material) and 2i (Other) were omitted by the preparing headquarters. No lessons learned were noted in these areas.


ALBERT J. FERN JR.
Colonel, Infantry
Commanding

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AVFBC-RE (14 Nov 70) 2d Ind

SUBJECT: Operational Report - Lessons Learned of 210th Combat Aviation
Battalion for the period 1 August - 31 October 1970 (LCS
CSFOR-65) (R2)(U)

DA, II, II Field Force Vietnam, APO 96266

THRU: Commanding General, 1st Aviation Brigade, AFM: AVBA-C, APO 96384

Commanding General, US Army Vietnam, AFM: AVHDC-DC, APO 96375

Commander-in-Chief, US Army Pacific, AFM: CMAP-DF, APO 96338

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 31 October 1970 from Headquarters,
210th Combat Aviation Battalion and contents of the indorsing headquarters.

2. (C) Comment: Reference item concerning "Drug Abuse", page 7,
paragraph 2a(1). CG, II AFORCEV does not exercise GCM jurisdiction
over the 210th Aviation Battalion and this headquarters does not process
administrative elimination actions arising from that organization.
However, the procedural safeguards of AR 635-212 are designed to insure
that an individual's rights are fully protected when he is being
considered for administrative separation. A discharge under less than
honorable conditions may carry with it life-long adverse effects. The
current provisions of AR 635-212 are believed both necessary and
appropriate to insure administrative due process in all cases, including
those involving drug abuse. DA has recently published AR 600-32, Drug
Abuse Prevention and Control, which provides additional, needed guidance
in this area.

FOR THE COMMANDER



W. B. SMITH

100

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AVHAGC-0 (14 Nov 70) 3d Ind
SUBJECT: Operational Report - Lesson Learned, 210th Aviation Battalion
(Combat) Period Ending 31 October 1970, RCS CSFCR-65 (R2) (U)

DA, HEADQUARTERS, 1ST AVIATION BRIGADE, APO 96384 15 DEC 1970

TO: Commanding General, United States Army Vietnam, ATTN: AVHAGC-DST
APO 96375

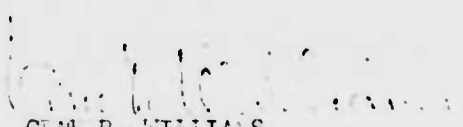
Commander-in-Chief, United States Army Pacific, ATTN: GPCF-CT
APO 96558

1(U)This Headquarters has reviewed subject report and concurs with the contents as indorsed.

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

Paragraph 2a, page 7, addresses the need for a more expeditious means for administrative processing of known drug abusers. This Headquarters is aware of this existing problem. Several methods are being attempted to reduce the time frame for discharges UF AF 635-212. The 12th Aviation Group (Combat) now has discharge authority in cases of unsuitability discharges. The only effective means of reducing paperwork time is for units to place a high priority on the handling of this paperwork.

FOR THE COMMANDER:


GENE R. WILLIAMS
CPT, AGC
Asst AG

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AVHDO-DO (14 Nov 70) lth Ind
SUBJECT: Operational Report - Lessons Learned, 210th Combat Aviation
Battalion for the period 1 August - 31 October 1970 (RCS CSFOR-65)
(R2) (U)

Headquarters, United States Army Vietnam, APO San Francisco 96375 13 FEB 1971

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

This Headquarters has reviewed the Operational Report-Lessons Learned
for the quarterly period ending 31 October 1970 from Headquarters, 210th
Combat Aviation Battalion and concurs with comments of indorsing headquarters.

FOR THE COMMANDER:



Clark W. Stevens Jr.
Captain AGC
Assistant Adjutant General

Cy furn:
1st Avn Bde
210th Avn Bn


GPOP-DT (14 Nov 70) 5th Ind (U)
SUBJECT: Operational Report of HQ, 210th Combat Aviation Battalion for
Period Ending 31 October 1970, RCS CSFOR-65 (R2)

HQ, US Army, Pacific, APO San Francisco 96558 3 MAR 1971

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. OZARK
CPT. AGC
Asst AG

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AIRCRAFT STATUS AS OF 31 OCTOBER 1970

FIXED WING

| SUBORDINATE UNIT | O-1 | | U-6A | | U-21 | | U-1A | |
|---------------------|-----------|-----------|----------|----------|----------|----------|----------|----------|
| | Auth | O/H | Auth | O/H | Auth | O/H | Auth | O/H |
| HHC | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 |
| 25TH CAC | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| 51TH UAC | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 16 |
| <u>74TH RAC</u> | <u>40</u> | <u>40</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> |
| 210TH AVN BN | 40 | 40 | 2 | 2 | 1 | 1 | 16 | 16 |

ROTARY WING

| SUBORDINATE UNIT | OH-58A | | UH-1H | |
|---------------------|----------|----------|-----------|-----------|
| | Auth | O/H | Auth | O/H |
| HHC | 0 | 1 | 1 | 1 |
| <u>25TH CAC</u> | <u>6</u> | <u>5</u> | <u>11</u> | <u>13</u> |
| 210TH AVN BN | 6 | 6 | 12 | 14 |

| | Auth | O/H |
|--------------------|-----------|-----------|
| FIXED WING | 59 | 59 |
| <u>ROTARY WING</u> | <u>18</u> | <u>20</u> |
| TOTAL | 77 | 79 |

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OPERATIONAL RESULTS FOR PERIOD
1 August 1970 thru 31 October 1970

| <u>UNIT</u> | <u>SORTIES FLOWN</u> | <u>TROOPS HAULED</u> | <u>CARGO</u> | | | <u>STRUCTURES DESTROYED</u> | <u>AIRCRAFT LOST</u> | <u>AIRCRAFT DAMAGED</u> |
|-------------|--------------------------|--------------------------|--------------------------|----------------------|------------------------------|---------------------------------|--------------------------|-----------------------------|
| | | | <u>LIFTED (TONS)</u> | <u>ENEMY KIA</u> | <u>SAMPANS DESTROYED</u> | | | |
| IHC | 68 | 27 | 0 | 0 | 0 | 0 | 0 | 0 |
| 25th | 8165 | 10,221 | 0 | 0 | 0 | 0 | 1 | 0 |
| 54th | 5197 | 10,643 | 484 | 0 | 0 | 0 | 0 | 0 |
| 74th | 8382 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 21,812 | 20,891 | 484 | 0 | 0 | 0 | 1 | 3 |

| <u>UNIT</u> | <u>AIRCRAFT LOSS</u> | <u>AIRCRAFT DAMAGED</u> |
|-------------|----------------------|-------------------------|
| 25th | OH-58 1 | 0 |
| 74th | 0 | O-1G 3 |

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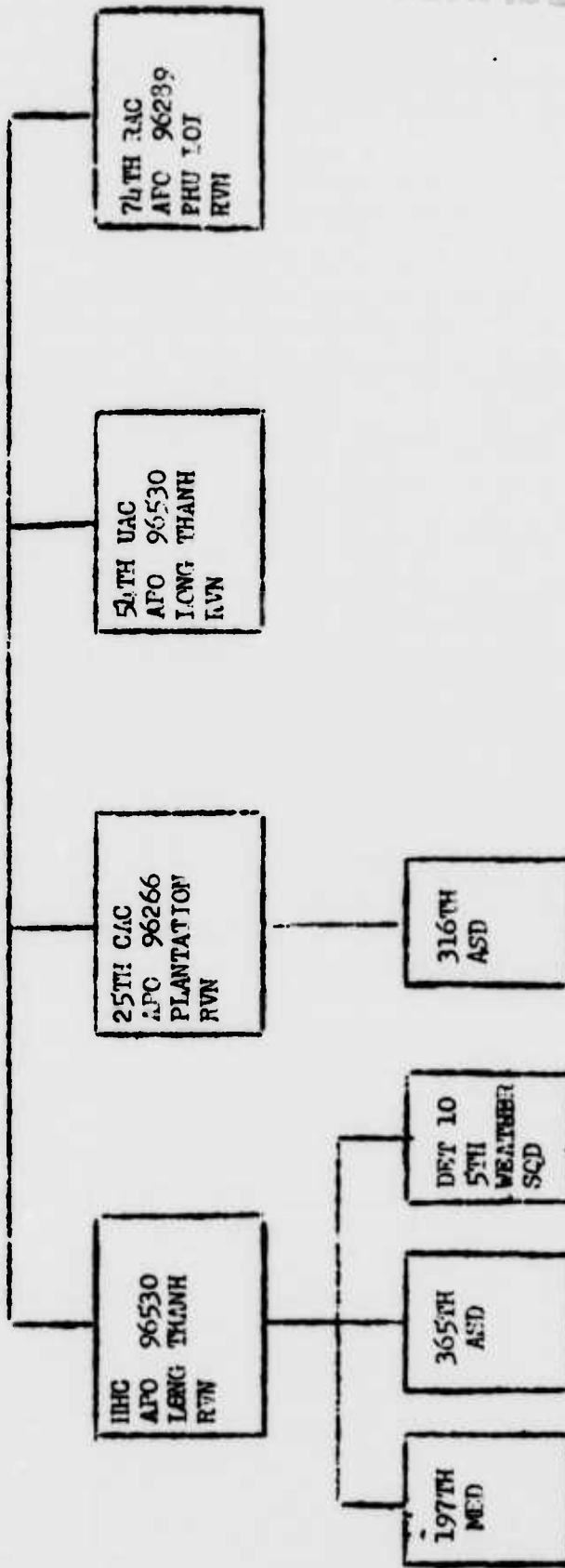
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AIRCRAFT AVAILABILITY
(1 Aug 70 thru 31 Oct 70)

| | |
|--------|-----|
| O-1G | 92% |
| U-6A | 84% |
| U-1A | 89% |
| U-21A | 83% |
| OH-58A | 90% |
| UH-1H | 89% |

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