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AUTHORITY

AGO D/A ltr 31 Mar 1976 ; AGO D/A ltr 31 Mar 1976

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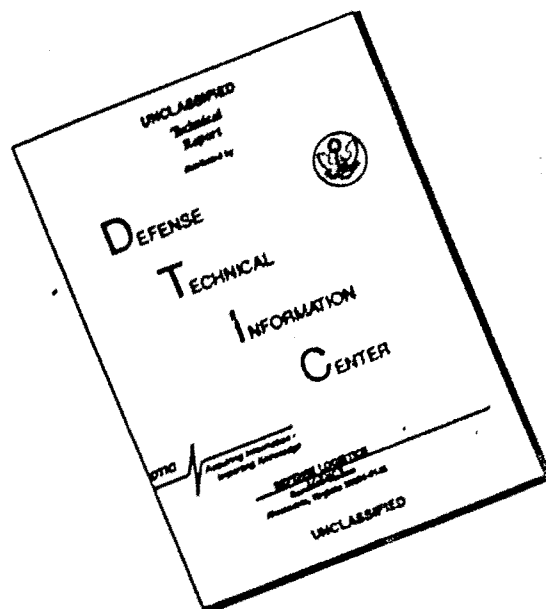
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**DEPARTMENT OF THE ARMY**  
**OFFICE OF THE ADJUTANT GENERAL**  
**WASHINGTON, D.C. 20310**

AGDA- A (M) (8 Jun 71) FOR OT UT 704157

30 June 1971

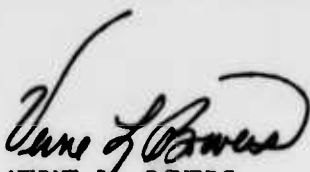
**SUBJECT: Operational Report - Lessons Learned, Headquarters, 212th  
Aviation Battalion, Period Ending 31 October 1970 (U)**

**AD 515964**

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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:

  
VERNE L. BOWERS  
Major General, USA  
The Adjutant General

1 Incl  
as

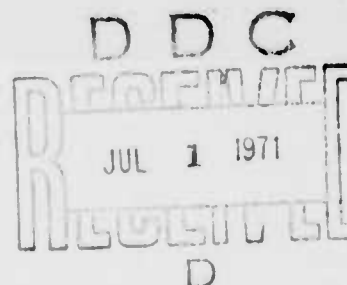
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**CONFIDENTIAL**

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

AVBACF-BC

13 November 1970

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

- 2 - CINCUSARPAC ATTN: GPOP-DT APO 96558
- 3 - CG, USARV ATTN: AVHGC-DST APO 96375
- 5 - CG, 1st Aviation Brigade ATTN: AVGC-O APO 96384

1. (C) Operations: Significant Activities.

a. The mission of the 131st Aviation Company (SA) was expanded to include one (1) additional SLAR mission. The location of this mission is classified **SECRET**. There were no mission changes in other units of the battalion.

b. "C" Troop, 3rd Squadron, 17th Cavalry, which had displaced from Di An, RVN, became operational on 3 August 1970. "C" Troop was attached to the 212th CAB on 31 July 1970, by 1st Aviation Brigade General Order No. 7294, dated 21 July 1970. The troop was further OPCON to the 1st Brigade, 5th Infantry Division (Mech) to support the L/S in its AO along the DMZ and western boundary of MRI.

c. The 196th Aviation Company (ASH) was attached to the 212th CAB on 11 July 1970, by 1st Aviation Brigade General Order No. 7742, dated 11 August 1970. The unit was relocated from An Son, RVN, to Ky Ha, RVN, on 10 August 1970, and became operational on 14 August 1970. The 196th was further OPCON to the Americal Division with its assets being utilized by both XXIV Corps and Americal Division. Mission requirements were processed to the unit through the 14th CAB, 16th Aviation Group, Americal Division. The capabilities of a medium lift helicopter company had been requested by XXIV Corps to support its summer campaign operations along the western boundary of MRI.

d. On 21 August 1970, the 369th Transportation Detachment and the 816th Signal Detachment were inactivated by USARPAC General Order No. 331, dated 28 July 1970. These detachments were integrated into C Troop, 3rd Squadron, 17th Cavalry as an organic part of the troop under MTOE 17-098T Hqs DA, dated 27 April 1970.

e. On 8 September 1970, the 282d Aviation Company (AH) received twenty (20) VNAF pilots for training under the Improvement and Modernization program. The pilots received unit orientation classes and began their Phase I (Standardization) training on 10 September 1970. Phase I training was completed on 18 September 1970. As of 31 October 1970, the VNAF pilots had flown a total of 1,223 flight hours.

FOR OT UT  
 704157  
 Inclosure

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 DOD DIR 5200.10**

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13 November 1970

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

f. On 21 September 1970, the 196th Aviation Company (ASH) was alerted to move one platoon of CH-47A aircraft to Phu Bai, RVN, to support the 101st Airborne Division as a result of the grounding of the CH-47C aircraft. The platoon was OPCON to the 101st Airborne Division and began receiving missions on 25 October 1970. Mission requirements were received through the 159th Aviation Battalion, 101st Aviation Group.

g. On 23 September 1970, the final unit report on the Army Airborne Gradiometer was submitted to XXIV Corps. The last flight utilizing the system was conducted on 31 August 1970. Further testing of the system was discontinued due to structural failures in the aluminum boom supports. In addition, replacement booms did not meet design specifications in that all attachment points did not coincide with aircraft cabin floor attachment points. The final report from XXIV Corps was submitted to USARV on 19 October 1970.

h. On 9 October 1970, the 116th Aviation Company (AH) was assigned to the 212th Combat Aviation Battalion by 1st Aviation Brigade General Order No. 10329 dated 19 October 1970. Previously the 116th had been attached to the 212th CAB for a ninety (90) day duration. The 116th remains OPCON to the Americal Division and receives its mission requirements through the 14th Combat Aviation Battalion, Americal Division.

i. On 15 October 1970, twelve (12) aircraft of the 131st Aviation Company (SA) were evacuated to Udorn, Thailand to avoid the possibility of damage from Typhoon Joan. The 62d Aviation Company (Corps) evacuated two (2) U-21 aircraft to Ubon, Thailand. The remaining units secured their aircraft at their respective locations. There was negative damage to aircraft or structures as a result of the typhoon. Maximum recorded winds were thirty-five (35) knots.

j. On 25 October 1970, eleven (11) aircraft from the 131st Aviation Company (SA) and two (2) aircraft from the 62d Aviation Company (Corps), were evacuated to Thailand due to Typhoon Kate. The 21st Aviation Company (UA) evacuated twenty-four (24) O-1 aircraft to Pleiku, RVN. The remaining units secured their aircraft at their respective locations. There was negative damage to aircraft or structures as a result of the typhoon even though the winds were recorded in excess of sixty-five (65) knots.

k. On 25 October 1970, the 196th Aviation Company (ASH) was alerted for standdown on 1 November 1970, and for inactivation on 14 December 1970. XXIV Corps released the 196th Aviation Company (ASH) from OPCON status on 26 October 1970, in preparation for standdown.

l. On 27 October 1970, the 196th Aviation Company (ASH) was released from attachment to the 212th Combat Aviation Battalion by 1st Aviation Brigade General Order No. 10653 dated 29 October 1970.

(2)

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13 November 1970

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

m. On 29 October 1970, the 282d Aviation Company (AH) began participation in the flood relief program in the Quang Nam Province. As a result of Typhoon Kate and abnormal monsoon rains, extreme flooding occurred in the Quang Nam Province. During the periods 29 October 1970 thru 1 November 1970, the 282d Aviation Company (AH) flew 1256 sorties, 185.2 flight hours, transported 8,579 passengers and handled 42.6 tons of cargo. The entire operation was performed under extremely marginal weather conditions.

n. Organizational structure and unit locations are attached at Inclosure 1.

o. Changes of command and principal staff positions within the 212th Combat Aviation Battalion for the reporting period are attached at Inclosure 2.

p. The 212th Combat Aviation Battalion and subordinate units authorized and present for duty strength are attached at Inclosure 3.

q. Type aircraft, number authorized and on hand for the 212th Combat Aviation Battalion and subordinate units are attached at Inclosure 4.

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

s. During this reporting period the 212th Combat Aviation Battalion engaged in operations against the enemy on 92 consecutive days, flying a total of 33,790 hours and 70,860 sorties.

t. Events of Historical Significance:

(1) On 20 October 1970, the OV-1 element from the 131st Aviation Company (SA) located at Chu Lai, RVN, was relocated with the Company Headquarters at Phu Bai, RVN. The element was relocated from Chu Lai, RVN as a result of the movement of the 16th Aviation Group to the Chu Lai West Airfield. The lack of hangar facilities and revetments were factors contributing to the move. The element continues to support the Americal Division from the Phu Bai, RVN location.

(2) On 1 October 1970, three (3) OH-58A aircraft and five (5) personnel were attached to the 62d Aviation Company (Corps) from the XXIV Corps Artillery. The aircraft and personnel will support the XXIV Corps Artillery mission requirements.

(3) On 15 September 1970, an O-1 aircraft from the 21st Aviation Company (UA) crashed for unknown reasons during a visual reconnaissance mission in Quang Ngai Province killing the pilot and observer.

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

(3)

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13 November 1970

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

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

**a. Personnel:**

**(1) Critical MOS shortages.**

(a) Observation: The increased demand for surveillance missions and the command emphasis given to the successful completion of those missions necessitate that the 131st Aviation Company (SA) personnel strength be maintained at TOE level. Areas that are presently and/or forecasted to have personnel shortages are: hydraulics repairman, 68H20; aircraft electrician, 68F20; crew chief, 67H20; apprentice repairman, 67A10; airframe repairman, 68G20; airframe repair supervisor, 68G10; airborne radar maintenance supervisor, 26M10; airborne sensor specialist 17L20 and 17L10, supervisor.

(b) Evaluation: TOE fill of school trained and experienced personnel would enable the 131st Aviation Company (SA) to adequately support the mission requirements of MACV, 7th Air Force, and XXIV Corps. A shortage of personnel will exist in these areas unless emphasis is placed on replacing critical MOS personnel.

(c) Recommendations: That the 131st Aviation Company (SA) be given priority on replacement personnel due to its mission requirements and that 1st Aviation Brigade closely monitor the distribution of available personnel.

(d) Command Action: 1st Aviation Brigade will be constantly advised of the personnel status of the 131st Aviation Company (SA).

**b. Intelligence: None**

**c. Operations:**

**(1) Aircraft For Maintenance Support Requirements.**

(a) Observations: The signal platoon of the 131st Aviation Company (SA) has experienced difficulty, at times, in evacuating its Mohawk-peculiar avionics equipment to general support facilities at Vung Tau and Nha Trang. These facilities are located 450 and 250 nautical miles respectively, from the 131st.

(b) Evaluation: Due to the volume of support required and the long distance involved, it is not practical for the 131st to evacuate these parts utilizing organic aircraft.

(c) Recommendations: It is recommended that 1st Aviation Brigade or XXIV Corps provide a U-21, on request, to make a weekly courier run to these support facilities.

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13 November 1970

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

(d) Command Action: Request for U-21 aircraft support will be forwarded to 1st Aviation Brigade and XXIV Corps.

(2) Reduction of radio traffic.

(a) Observation: In daily combat assault operations it is often necessary to prepare multiple landing zones with artillery prior to the insertion of a series of flights. The radio traffic in the command and control ship sometimes becomes so congested that it is almost impossible to distinguish between calls from Command UHF, FM, VHF, or intercom.

(b) Evaluation: This congested traffic becomes most critical during the final count-down of the artillery preparation when the FO is notifying the Air Mission Commander of each minute remaining until end of fires. All of this information has to be passed along to flight leaders in order to effect an assault landing immediately after the final round of the preparation.

(c) Recommendation: That an artillery preparation data board be mounted behind the left cockpit door at station number 70. The board would be easily accessible to the FO and in full view by the AMC. The FO can post all data on the data board, thereby reducing intercom transmissions by 50%.

(d) Command Action: Units have been advised of this procedure for reducing intercom transmissions.

(3) Addition of Aerial Observer Platoon to Aviation Company (UA).

(a) Observation: The capabilities of O-1 Companies have been limited by the degree of effectiveness of the aerial observers. The average AO has received no formal aerial observer training and serves on flying status for a period of six (6) months. Before the AO can become effective in visual reconnaissance, aerial artillery adjustment and map reading, one quarter of his flight assignment has expired. During the AO's training period, the aviator must perform the job of both pilot and observer, thereby diverting his attention from flying duties. In addition, the AO does not have sufficient time to become proficient in directing naval gun fire, helicopter gun ships, or high-performance fixed-wing attack aircraft.

(b) Evaluation: During 1966-68, the 3rd Marine Division assigned an Aerial Observer Platoon to the 220th Aviation Company (UA). These AO's were extensively school trained before Vietnam deployment and were combat ready on their first mission. Their schooling enabled them to perform all AO requirements; aerial navigation, artillery adjustment, naval gun fire, helicopter and fixed-wing forward air control, and visual reconnaissance.

(c) Recommendation: That Army Aviation reconnaissance companies be assigned a school trained Aerial Observer Platoon. Such an addition would greatly enhance the Army's combat capabilities and proficiency.

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

(d) Command Action: Proposed addition to the TOE will be submitted for consideration through channels.

d. Organization: None

e. Training: None

f. Logistics:

(1) Stockage of mirror/plate assy, FSN 6740-870-3850.

(a) Observation: The mirror/plate assembly, FSN 6740-870-3850 in the RO-166UP, which is a component of the SLAR system in the OV-1B aircraft, is a critical item requiring frequent replacement. However, it is listed in the SB-11-1 as an RRU item.

(b) Evaluation: Because it is an RRU item, replacement of the mirror requires that it be sent back to COMUS for re-surfacing which requires approximately six (6) to twelve (12) months for turn around. Meanwhile, the RO-166UP, a \$26,000.00 item, is unusable as a result of the shortage of a \$91.00 part.

(c) Recommendation: That the mirror/plate assembly be made an RRS (Repair and Return to Stock) item. If this were done, the user could turn in the defective mirror and requisition a new one from stock at AITE.

(d) Command Action: The signal supply section of the 131st Aviation Company (SA) has been given special authorization to stock five of these mirrors to temporarily alleviate the problem.

(2) Availability of T-53-L-7 Engines.

(a) Observation: Seven (7) RDD cancellations on T-53-L-7 engines, FSN 2840-102-3966, have occurred during the period 11 Sep 70 to 29 Oct 70.

(b) Evaluation: Upon inquiry to the 142d Transportation Company (DS) APO 96349, it was found that cancellations were due to a lack of sufficient funds to provide the RDD engines.

(c) Recommendations: That the RDD program be re-initiated so that aircraft are not required to be carried in EDP status to receive engines which had a forecast TBO date.

(d) Command Action: The supporting unit has been made aware of the problems encountered as a result of delays in receiving engines.

g. Communications: None

h. Material: None

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13 November 1970

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

## 1. Other:

## (1) Employment of Assault Support Helicopter Company.

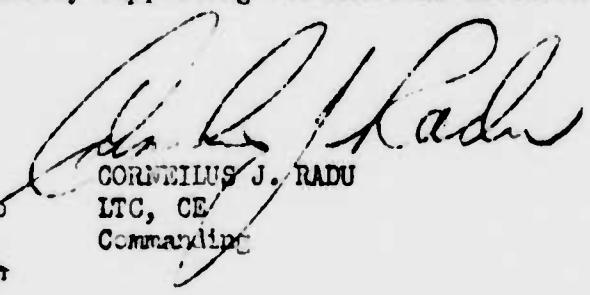
(a) Observation: The grounding of the CH-47C aircraft greatly reduced the medium helicopter support capabilities of the 101st Aviation Group, 101st Airborne Division. To assist in alleviating the shortage of aircraft, the 196th ASHC was alerted by XXIV Corps to relocate one platoon of CH-47A aircraft and support personnel to Phu Bai, RVN, for an indefinite period of time. The duration of stay was dependent upon the time required to modify the CH-47C aircraft. The 196th ASHC was to continue its support of the Americal Division and XXIV Corps from its Company Headquarters location at Ky Ha, RVN. The total commitments of aircraft from the two combined locations was not to exceed six (6) aircraft per day and six (6) hours per aircraft.

(b) Evaluation: The organization of an Assault Support Helicopter Company does not permit the unit to operate at two independent locations. The personnel, equipment, and DS maintenance capability prohibits the unit from being organized into separate operating platoons. Requirements for supporting from several locations should be fulfilled by positioning of the aircraft and crew at the specific locations i.e. fragmenting flyable assets rather than fragmenting the unit. Integrity of the company, to include maintenance support, should be retained at a single location. Aircraft requiring maintenance beyond the capability of the flight crew should be returned to the single maintenance facility of the company and a replacement aircraft provided. Although this procedure requires some "dead time" it does allow the unit to effectively support mission requirements from two locations.

(c) Recommendation: That whenever an Assault Support Helicopter Company is required to operate from two locations consideration be given to providing the required support on a mission tasking basis.

(d) Command Action: The 196th ASHC located at Ky Ha, RVN, provided effective aviation support to the 101st Airborne Division from Phu Bai, RVN, on a mission tasking basis while efficiently supporting the Americal Division and XXIV Corps from Ky Ha, RVN.

6 Inclosures  
 1 - Organizational Chart Structure  
 2 - ~~Personnel Changes~~  
 3 - ~~Auth/Present for Duty Strength~~  
 4 - Aircraft Status  
 5 - Quarterly Statistics  
 6 - Summary of Significant Enemy Engagements  
 Incls 2 & 3 w/d HQ DA

  
 CORNELIUS J. RADU  
 LTC, CE/  
 Commanding

(7)

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AVBAGC-O (13 Nov 70) 1st Ind  
SUBJECT: Operational Report - Lessons Learned, 212th Aviation Battalion (Combat),  
Period Ending 31 October 1970, RCS CSFOR-65 (R2) (U)

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

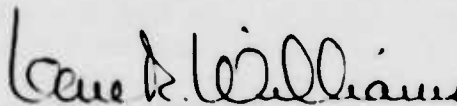
TO: Commanding General, United States Army Vietnam, ATTN: AVHGC-DST, APO 96375  
Commander-in-Chief, United States Army Pacific, ATTN: GPCF-OT, APO 96558  
Assistant Chief of Staff for Force Development, Department of the Army,  
Washington D. C. 20310

This Headquarters has reviewed subject report and submits the following additional comments:

1 (c) Reference paragraph 2a(1), page 4, Critical RCS Shortages; Nonconcur. Records at this Headquarters indicate no significant shortages exist in ROSC's listed for the 131st SAC that would justify an assignment priority.

2 (c) Reference paragraph 2f(1), page 6, Stockage of mirror/plate assy; Concur. The FIA code of the subject items (G2270) lists it as a non-repairable. However, AMTC has been instructed by NICP to carry it as an RRU item. Return of the item to users has been extremely slow, and at times nonexistent. Currently the 131st has two open work orders on this item which are 183 days old as of 10 Dec 70.

FOR THE COMMANDER:



GENE R. WILLIAMS  
CPT, AGC  
Asst AG

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AVHDO-DO (13 Nov 70) 2nd Ind  
SUBJECT: Operational Report - Lessons Learned of the 212th Combat  
Aviation Battalion for the Period Ending 31 October 1970,  
RCS CSFOR-65 (R2)(U)

Headquarters, United States Army Vietnam, APO San Francisco 96375 23 MAR 1971

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 October 1970 from Headquarters, 212th Combat Aviation Battalion and comments of indorsing headquarters.

2. (C) Comments follow:

a. Reference item concerning "Critical MOS shortages," page 4, paragraph 2a(1) and 1st Indorsement, paragraph 1. Concur with the comment contained in the 1st Indorsement, paragraph 1. No action by USARPAC or DA is recommended.

b. Reference item concerning "Aircraft for Maintenance Support Requirements," page 4, paragraph 2c(1). A conference was held 27 December 1970 with the supported and supporting units attending. Information was presented that the general support facilities at Nha Trang has been relocated to Tuy Hoa. This move reduces the severity of the problem but does not eliminate it. Additionally the attendees agreed that use of a U-21 aircraft once a week to evacuate avionics equipment was the best solution to the problem. Unit has been so advised.

c. Reference item concerning "Stockage of mirror/plate assy, FSN 6740-870-3850," page 6, paragraph 2f(1) and 1st Indorsement, paragraph 2. The five float mirrors authorized the 131st Aviation Company will permit faster service than a requisition. Should these five prove not to be sufficient more can be made available from stockage. Action is being taken in an attempt to speed up turn around time for Repair and Return to Stock (RRS) items. The US Army Electronics Command (Philadelphia Office) Supply Information Letter (SIL) 9-69 states 15 days are needed in depot to resurface these mirrors. Unit has been so advised.

d. Reference item concerning "Availability of T-53-L-7 Engines," page 6, paragraph 2f(2). The RDD program to satisfy forecast TBO dates for AMMI L-7 engines is standard procedure. However, when stocks become low, issues are made against EDP requirements only. During the specified period, stocks were drawn-down by issues. With low balances, RDD requisitions were cancelled to assure sufficient stocks on hand to satisfy

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AVHDO-DO (13 Nov 70) 2nd Ind  
SUBJECT: Operational Report - Lessons Learned of the 212th Combat  
Aviation Battalion for the Period Ending 31 October 1970,  
RCS CSFOR-65 (R2)(U)

EDP requirements. In addition to the standard practice of honoring RDD requisitions for TBO dates when sufficient stocks are available, an attempt is being made to maintain at least one L-7 engine in prepositioned stock at those DSU's supporting OV-1 units. The comment in paragraph 2f(2)(b) that RDD cancellations were due to lack of funds is erroneous because L-7 engines are not stock funded items.

FOR THE COMMANDER:



Clark W. Stevens Jr.  
Captain AGC  
Assistant Adjutant General

Cy furn:  
1st Avn Bde  
212th CAB

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

HQ, US Army, Pacific, APO San Francisco 96558 9 APR 1971

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

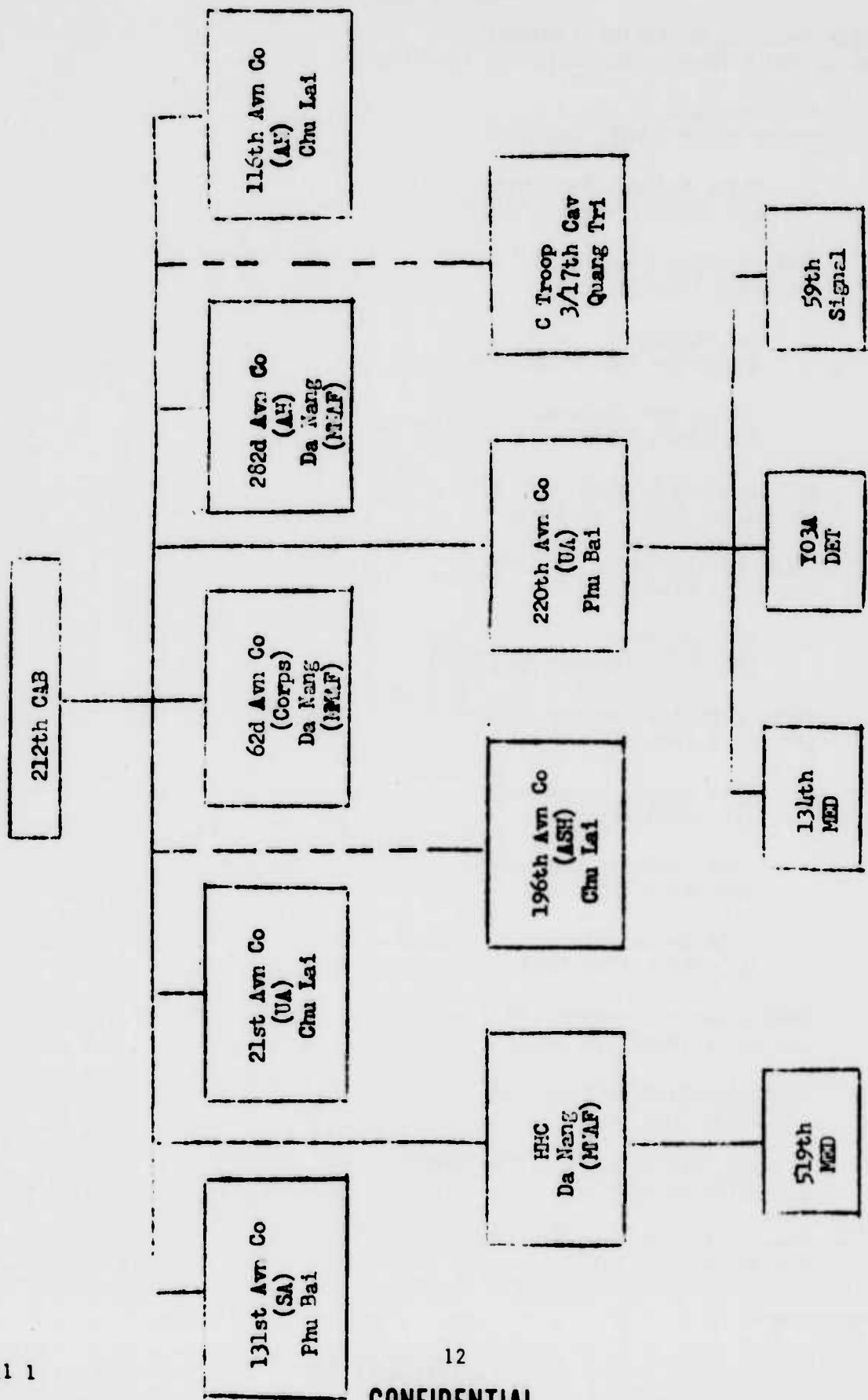
This headquarters concurs in subject report as indorsed.

FOR THE COMMANDER IN CHIEF:

*W. D. Cline*  
W. D. CLINE  
1LT, AGO  
Asst AG

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ORGANIZATIONAL STRUCTURE OF THE 212th COMBAT AVIATION BATTALION



Incl 1

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15

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)

2d 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, 3rd Squadron, 17th Cavalry  
APO 96477 (Quang Tri)

196th Aviation Company (ASH)  
APO 96374 (Chu Lai)

~~Inc 1-A~~

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AIRCRAFT AUTHORIZED AND ON HAND

UNIT	OH-58 Auth. O/H	UH-1C Auth. O/H	AH-1G Auth. O/H	DH-1H Auth. O/H	O-1 Auth. O/H	OV-1 Auth. O/H	U-6A Auth. O/H	U-21 Auth. O/H	YO3A Auth. O/H	CH-47 Auth. O/H
HHC 212th CAB	3			2			1			
21st Avn Co (UA)					24	24				
62d Avn Co (Corps)	4			10				2		
116th Avn Co (AH)		8	8	22						
131st Avn Co (SA)						20	19			
220th Avn Co (UA)					32	31			3	3
282d Avn Co (AH)		8	8	22						
196th Avn Co (ASH)	2									16
C Trp 3/17th Cav	10		9	8	8					
212th CAB (TOTAL)	19	16	16	64	56	20	19	2	3	16

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212th CAB OPERATIONAL STATISTICS  
 QTR Ending 31 October 1970

Subordinate Unit	Hours Flown	Sorties Flown	Troops Lifted	Cargo Lifted (Tons)	Enemy KBA	Structures Dam Dest	Sampans Dam Dest	Vehicles Dam Dest	Aircraft Dam Loss
HHC 212th CAB	595	1217	2203	6					
21st Avn Co (UA)	5511	1985			39	36	4	3	1
62d Avn Co (Corps)	2351	6651	12,303	28				2	
116th Avn Co (AH)	6137	18,674	23,350	197	56	77	5	27	3
131st Avn Co (SA)	4126	1473						2	
220th Avn Co (UA)	4096	2267			466	34	4	1	5
232d Avn Co (AH)	4693	17,571	50,597	223	136	45	3	12	1
196th Avn Co (ASH)	1985	16,502	10,872	7456					11
C Trp 3/17th Jav	4296	4520	4858		108	36	2	21	5
212th CAB (TOTALS)	33,790	70,860	104,188*	7910	805	228	12	29	83

\*Incl 7472 VN Civ Extracted on 30-31 Oct  
 See Significant Events

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## SUMMARY OF SIGNIFICANT ENEMY ENGAGEMENTS

1. On 5 Aug 70, an aircraft from the 220th Aviation Company (UA) received heavy automatic weapons fire from three (3) 51 caliber positions at coordinates YC 9542. The enemy was taken under fire by Cobras from the 2/17 Cavalry resulting in three (3) 51 caliber positions destroyed, five interlocking tunnels destroyed, two (2) confirmed KBA and six (6) probable KBA.
2. On 6 Aug 70, two UH-1D aircraft from the 116th Aviation Company (AH) received intense AK-47 fire at coordinates ZB 021953 while performing defoliation spray missions for the Americal Division. One aircraft sustained four (4) hits.
3. On 8 Aug 70, east of LZ Dottie, a pilot from the 21st Aviation Company (UA) observed eleven (11) VC in the open. An artillery fire mission was conducted on the target resulting in eight (8) KBA and one (1) secondary explosion.
4. On 9 Aug 70, a scout ship from "C" Troop 3/17th Cavalry received small arms fire at coordinates YD 093309. The enemy was engaged by organic weapons, artillery and TAC Air. The Aero Rifle Platoon was inserted and reported three (3) KBA plus various items of equipment, food and ammunition found. One small child was evacuated by the Aero Rifle Platoon.
5. On 12 Aug 70, south of FSB Nancy, an aircraft from the 220th Aviation Company (UA) received fire at coordinates YD 4642 while working closely with Cobras and an ARVN armored unit which had engaged an NVA Battalion. Final results were five (5) Chieu Hoi, twenty-two (22) POWs and three hundred thirty-two (332) KIA.
6. On 12 Aug 70, a pilot from the 220th Aviation Company (UA) spotted 15 NVA at coordinates YD 215135. The enemy was engaged by Cobra gunships and TAC Air resulting in eleven (11) NVA KBA and one (1) large bunker destroyed.
7. On 13 Aug 70, a scout ship from "C" Troop 3/17th Cavalry received fire from vicinity coordinates YD 3954. Gunships engaged the enemy resulting in six (6) secondary explosions, thirty (30) hootches destroyed, and twenty-eight (28) KBA confirmed by ground unit.
8. On 15 August 70, a light fire team from "C" Troop 3/17th Cavalry sighted seven (7) enemy personnel in vicinity YD 062669. The team engaged with organic gunships resulting in five (5) KBA. Later in the same area two (2) additional enemy personnel were engaged resulting in one (1) KBA and one (1) POW.
9. On 21 Aug 1970, a pilot from "C" Troop 3/17th Cavalry sighted eleven (11) enemy at coordinates XD 855420. The enemy was engaged by a light fire team and ARPS were inserted. Results were ten (10) KBA, one (1) POW, one (1) Ak-47, Chicom grenades and various miscellaneous items captured.
10. On 22 Aug 1970, an OH-58 from "C" Troop 3/17th Cavalry was shot down at coordinates XD 937590 killing the gunner and observer. The aircraft burned after impact and was totally destroyed.

~~Incl 6~~

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11. On 23 Aug 1970, a UH-1H from the 116th Aviation Company (AH) supporting the 1/1 Cavalry, sustained ten (10) hits at coordinates BT 160220. The aircraft commander was wounded and initiated a successful forced landing. The aircraft and crew were recovered.
12. On 26 Aug 1970, the pilot of a YO-3A aircraft, during a night VR, spotted a fifteen (15) foot sampan at coordinates YD 789113. A helicopter gunship was employed against the sampan resulting in one (1) sampan destroyed.
13. On 30 Aug 1970, a pilot from the 220th Aviation Company (UA), while flying a VR mission for the 108th Artillery Group, located a rocket launcher that was shelling FSB Fuller. In the process of adjusting artillery on the target, 15-20 NVA were flushed into the open. The target area was engaged by TAC Air utilizing strafing and napalm. Results were six (6) KBA, one (1) rocket launcher and position destroyed and ten (10) secondary explosions.
14. On 1 Sep 1970, a light fire team from the 116th Aviation Company (AH) killed ten (10) NVA and destroyed a large bunker complex while supporting an assault west of Tam Ky.
15. On 9 Sep 1970, the 282d Aviation Company (AH) conducted an "Eagle Flight" in support of an operation in Dien Ban District. A total of thirty-two (32) troops and one scout dog were inserted at coordinates BT 054619. The mission resulted in twenty-four (24) KBA.
16. On 9 Sep 1970, a UH-1H from the 116th Aviation Company (AH) received 8-10 rounds of automatic weapons fire at coordinates BS 546904. The aircraft caught fire and began burning during flight. The aircraft was landed and crew escaped uninjured before the aircraft exploded.
17. On 14 Sep 1970, a light fire team from "C" Troop 3/17th Cavalry engaged seven (7) enemy at XD 918628 resulting in seven (7) KBA.
18. On 15 Sep 1970, an OH-58 from "C" Troop, 3/17th Cavalry was shot down at coordinates XD 948543 by 51 Caliber fire resulting in two (2) fatalities and one (1) wounded. Another OH-58, reconnoitering nearby at coordinates XD 957558, was also downed by 51 caliber fire resulting in three (3) wounded crewmembers. One aircraft was recovered and one destroyed in place.
19. On 23 Sep 1970, during a night VR mission, a pilot flying a YO-3A aircraft spotted three (3) enemy crossing a river at coordinates YD 804079. Artillery fire was requested from FSB Arsenal resulting in three (3) probable KIA.
20. On 26 Sep 1970, a fire team from "C" Troop 3/17th Cavalry engaged enemy personnel at coordinates YD 113482 resulting in six (6) KBA. A sweep by ground elements the following day confirmed two (2) additional KBA and resulted in the capture of six (6) AK-47 rifles, one (1) 60mm mortar, one (1) Chicom multi-channel radio, eight (8) packs, two (2) civilian radios, and approximately fifty thousand plasters.

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21. On 8 Oct 1970, a fire team from "C" Troop 3/17th Cavalry located a large base camp at coordinates XD 7535 and XD 7536 consisting of an estimated battalion size element. An OH-58 was shot down while reconnoitering the area. An AH-1G trying to rescue the crew, was also shot down. Both aircraft were destroyed in place due to proximity of NVA troops, lack of security, poor weather and darkness. An insertion of one (1) platoon from the 1st Bn, 11 Inf Bde resulted in three (3) KIA and twenty-six (26) confirmed KBA. TAC Air and C-130 "Stingers" were employed with unknown results.

22. On 18 Oct 1970, a UH-1H aircraft from the 282d Aviation Company (AH) received fragmentation damage from mortar fire during a medical evacuation mission. The aircraft was being loaded with patients at Thung Duc CIDG Camp when it came under fire by enemy mortars.

23. On 18 Oct 1970, a light fire team from the 282d Aviation Company (AH), supporting CIDG forces at ZC 1551, received numerous fifty (50) and thirty (30) caliber hits resulting in major damage to the aircraft and one (1) gunner wounded.

24. On 18 Oct 1970, a light fire team from "C" Troop 3/17th Cavalry engaged five (5) NVA at coordinates XD 901401 resulting in five (5) KBA. An insertion of ARPS resulted in one (1) AK-47, two (2) AK-50's, four (4) Chicom grenades and three (3) packs being captured.

25. On 20 Oct 1970, a light fire team from the 282d Aviation Company (AH), supporting CIDG forces at coordinates ZC 1557, engaged the enemy resulting in thirty-seven (37) KBA.

26. On 22 Oct 1970, a light fire team from the 282d Aviation Company (AH) engaged the enemy at coordinates ZC 1551 resulting in twenty (20) KBA.

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