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AUTHORITY

AGO D/A ltr 29 Apr 1980 ; AGO D/A ltr 29 Apr 1980

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

IN REPLY REFER TO

AGAM-P (M) (6 Sep 67) FOR OT RD 670275

15 September 1967

AD 386512

SUBJECT: Operational Report - Lessons Learned, Headquarters 210th  
 Combat Aviation Battalion

TO: SEE DISTRIBUTION

1. Forwarded as inclosure is Operational Report - Lessons Learned, Headquarters, 210th Combat Aviation Battalion for quarterly period ending 30 April 1967. Information contained in this report should be reviewed and evaluated by USACDC in accordance with paragraph 6f, AR 1-19 and by USCONARC in accordance with paragraph 6c and d, AR 1-19. Evaluations and corrective actions should be reported to ACSFOR OT within 90 days of receipt of covering letter.

2. Information contained in this report is provided to the Commandants of the Service Schools to insure appropriate benefits in the future from lessons learned during current operations, and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

*Kenneth G. Wickham*

KENNETH G. WICKHAM  
 Major General, USA  
 The Adjutant General

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(Continued on page 2)

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JAN 22 1968

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Office of the Secretary of Defense, SE Asia Forces, ATTN: Dr. M. J. Bailey  
Commanding Officer, HQ, US Army Weapons Command  
Commanding Officer, HQ, 210th Combat Aviation Battalion

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210TH COMBAT AVIATION BATTALION  
"The Capital Battalion"  
APO San Francisco 96307

AVBA-CB-C

15 May 1967

SUBJECT: Operational Report-Lessons Learned (RCS CSFOR-67) (1 Feb thru 30 April 1967)

TO: See Distribution

## SECTION I

### SIGNIFICANT EVENTS

#### A. Command.

1 (U). 12th Apr 67, units assigned to Capital Aviation Battalion (Prov) were reassigned to the 210th Combat Aviation Battalion, IAW G.O. 1256, Hq, 1st Avn Bde.

2 (U). LTC Wilbur A. Sidney assumed command of the Battalion 13 Mar vice LTC Robert W. Wood.

3 (U). LTC Thomas B. Daly assumed command of the 120th Avn Co (AML) 15 Mar vice LTC Fred H. Farner.

4.(U). LTC Theodore S. Ferry assumed command of the 125th Air Traffic Co 5 Feb vice LTC Charles R. Mesnier.

5 (U). Organizational structure is depicted on inclosure 1.

B. (U) Personnel, Morale, and Discipline. There were no significant personnel activities or problems. The morale of the unit remains high and there are no disciplinary problems of significance. Three Battalion Field Days held during the quarter and establishment of an enlisted men's club have greatly contributed to the morale. There were 15 reenlistments in the unit. Awards presented to the personnel of the Battalion were: One Silver Star, 5 Soldiers Medals, one Legion of Merit, 55 Distinguished Flying Crosses, 44 Bronze Stars, 27 Army Commendation Medals, 11 of them with "V" device, 574 Air Medals, 12 of them with "V" device, and 14 Vietnamese Crosses of Gallantry.

ACSFOR - RD File  
670275

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C. (U) Intelligence and Counter-Intelligence. During the reporting period subordinate units were inspected to determine the security control measures being utilized for classified defense information. Results indicated units have aggressive security programs. A few minor discrepancies were noted. The most prevalent discrepancy was the failure to periodically screen documents and destroy those no longer required for operational needs. Subsequent inspection revealed this and other discrepancies had been corrected.

## D. Plans, Operation and Training.

### 1 (U). Plans:

a. Modified Tables of Organization and Equipment (MTOE) were submitted for units within the battalion.

b. New defense plan for the battalion was written and published 22 April 1967.

### 2 (U). Operations:

a. The assets of the Battalion and the Capital Flights scheduled by the Battalion provided air travel for 35,693 passengers during this quarter, 812 of whom were VIP's (BG or higher). The 50 fixed and rotary wing aircraft assigned were flown on an average of 106% of the flying hour program. Despite this fact, 2,020 priority air passengers whose flights had been accepted, suffered cancellation forced by higher priority requests. To alleviate this situation, changes to subordinate unit TOE's were submitted during latter part of last reporting period. The request for the changes has since then been disapproved.

b. The 125th Air Traffic Company continues to provide air traffic flight following service and control tower and radar ground control approach support throughout the Republic of Vietnam. In addition to 22 fixed air traffic control locations, mobile teams supported 9 field operations during this quarter. 12th Aviation Group was supported with six control tower teams during operation "Junction City". All sites began controlling traffic 220800 February 1967. The last control team closed in at its home base on 181500 March 1967. During these operations the total traffic count was 49,164. Each of the six teams received letters of appreciation from the 12th Combat Aviation Group. The total air traffic count for the quarter was 784,674. Of this total, 4,186 were GCA approaches and departures.

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## 3 (U). Training:

a. Units are conducting aviator instrument proficiency training in anticipation of the instrument weather conditions expected to prevail during the next few months.

b. The 125th Air Traffic Company continues the training of ground control approach radar operators at Vung Tau, Republic of Vietnam. This school was established to train incoming operators on equipment and procedures prevalent in the Vietnam area of operations.

c. During the period four aviators from the Battalion attended the PACAF Jungle Survival School, Clark AFB, Philippines. This program is established to train aviators in the Evasion and Escape procedures and survival techniques in a jungle environment.

## E. Logistics.

1 (U). In anticipation of organizational change from a provisional to a numbered Combat Aviation Battalion a study of utilization of building space was initiated. The study was completed and on the basis of it, space allocations made to accommodate the additional personnel and equipment.

2 (U). Most of the equipment of the 210th Combat Aviation Battalion arrived and was inventoried and issued or stored. Generally the equipment on hand represents 85% of full authorization. All of the shortages of equipment are on requisition. Notable supply actions during the period included obtaining four UH-1 helicopters, one for USARV Flt Det, one for 125th AT Company, and two for the 120th Avn Co (AML). One U-8D was acquired for the 125th AT Company to replace aircraft grounded for extended maintenance. Aircraft maintenance during the period continued to provide nearly 80% availability for all types of aircraft. Maintenance for vehicles and other types of equipment improved greatly during the reporting period, primarily due to improvement of PLL's for the equipment. Several conferences were held to determine construction requirements in the areas selected for the relocation of the Battalion. Work is now in progress in these areas. The relocation of the Saigon Heliport is still under study at MACV.

3 (U). At the beginning of the report period, a review of all property records of the Capital Aviation Bn (Prov) property account was made. Discrepancies and irregularities found led to a request for a board of officers to review and resolve the problems.



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F. (U) Information. A Battalion Weekly Newsletter was initiated during the reporting period.

G. (U) Signal. A six man retrofit team from CONUS, Lexington Army Depot, is visiting the Battalion for the purpose of installing ARC-51 radios to replace ARC-55's, and wiring of all communication shelters for secure voice capabilities.

H. (U) Surgeon. During the quarter the 129th Medical Detachment treated 1,607 patients and completed 79 physical examinations and 2,491 immunizations. The health of the members of the Battalion is generally very good.

## SECTION II, PART I

### LESSONS LEARNED

A. Personnel - None.

B. Operations.

1 (U). Item: Shifting of UH-1D Helicopter on PSP Pads.

Discussion: Due to the configuration of the UH-1D and the characteristics of PSP, the UH-1D parked on PSP while at flight idle with the collective pitch all the way down will rotate on the pad as a result of strong winds generated by another helicopter hovering in the vicinity, or a change in RPM. An uncontrolled movement of the aircraft can cause damage, especially when parked in a revetted area.

Observation: Pilots should be made aware of the UH-1D's tendency to rotate on PSP. Pilots must keep their feet on the pedals at all times when the aircraft is running on PSP. Aircraft hovering near-by should maintain sufficient distance to prevent movement of parked UH-1D's.

2 (U). Item: Responsibility for Extraction of Attached Support Units.

Discussion: On a recent operation, an air traffic control tower team was left at an unsecured airfield when the ground forces suddenly departed. This unit is not capable of defending itself.

Observation: The ground unit commander responsible for airfield or pick-up zone security should be responsible for evacuation of support units when the security force is withdrawn.

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3 (U). Item: Prior Planning for Air Traffic Control Support.

Discussion: On a recent operation the 125th Air Traffic Company was given three days notice to deploy six control teams. With the currently available assets this presented a major problem. The equipment had to be moved from five different locations utilizing Air Force transportation.

Observation: Successful accomplishment of air traffic control missions requiring movement of control equipment and personnel can be better assured if the 125th Air Traffic Company receives timely notice. Since practically all military operations in the Republic of Vietnam include extensive air operations which require air traffic control support, the planning procedure for operations should include provision for alerting the support unit for the mission.

4 (U). Item: Call Signs, Frequencies, and Locations of Navy Ships.

Discussion: The 120th Aviation Co (AML) has many flights to Navy ships docked off the coast. About 90% of the time frequencies, call signs, and exact locations of the ships are not received by this unit. This causes delays and results in excessive use of helicopter flying time while searching for the ships and/or while waiting for the ship to give the helicopter a landing clearance by light signal.

Observation: Call signs, frequencies, and location of ships must be made available to the crews to assure proper utilization of aircraft and efficient operation.

5 (U). Item: Inability to satisfactorily handle current workload with presently authorized TOE.

Discussion: 98th Transportation Detachment has an authorized strength of 1 officer, 1 warrant officer and 70 enlisted men under its current TOE, and its mission is to provide direct support maintenance to one helicopter company, usually authorized 24 UH-1 aircraft. At present this unit supports not only the 120th Avn Co (AML), but 11 additional aircraft from the 1st Aviation Brigade and USARV Flight Detachment. The number of additional aircraft is scheduled to be soon increased to a total of 15.

Observation: In view of the large number of very important military and civilian personnel carried by the aircraft supported by 98th Trans Det, every effort should be made to reduce the possibility of maintenance error occurring.

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- C. Training and Organization - None.
- D. Intelligence - None.
- E. Logistics - None.
- F. Other - None.

## SECTION II, PART II

### RECOMMENDATIONS

- A. N/A
- B. Operations.

1 (U). Recommend that the item be published in aviation safety publications. The pilots of this unit have been made aware of the hazard.

2 (U). Recommend that ground commanders be made aware of their responsibility to evacuate support units along with his own troops. This unit will require commanders of all detachments dependent on other units for extraction to effect direct coordination with the units responsible for their security.

3 (U). Recommend that air traffic control representatives be included for the planning of all major military operations.

4 (U). Recommend that the agency requesting missions flown to Navy ships be made responsible for providing exact locations of the ships, call signs, and frequencies.

5 (U). Recommend that 98th Transportation Detachment be relieved from supporting aircraft from units other than 120th Avn Co (AFL) or be augmented with additional personnel and equipment.

- C. Training and Organization - N/A.
- D. Intelligence - N/A.

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E. Logistics - N/A.

F. Other - N/A.

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CS

WILBUR A. SIDNEY  
LTC, Infantry  
Commanding

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AVBA-C (15 May 67) 1st Ind  
SUBJECT: Operational Report-Lessons Learned Period Ending 30 April 1967,  
(AOS-CSFOR 67)

HEADQUARTERS, 1ST AVIATION BRIGADE, APO 96307

THRU: Commanding General, United States Army Vietnam, ATTN: AVHGC-DH,  
APO 96307  
Commander in Chief, United States Army Pacific, ATTN: GPOF-FH,  
APO 96558

TO: Assistant Chief of Staff Force Development, Department of the Army  
(AOSFOR DA), Washington D. C. 20310

1. (U) This headquarters has reviewed subject report of the 210th Combat Aviation Battalion and considers it to be adequate and concurs with the contents.

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

a. Reference. Section I, paragraph D2 a, page 2. The 120th AHC is authorized to UN-D and 9 armed UN-B/C aircraft. A recommendation has been forwarded to USAFV to reconfigure the company with 25 UN-1D. This would increase the lift capability of the company but would require USAFV to task II RTV to provide the armed helicopter support for C&D.

b. Reference Section I, paragraph E3, page 3. The board of officers have concluded their findings and the report has been submitted to USAFV for final decision on method to correct the discrepancies and irregularities noted.

c. Reference Section II, Part II, Paragraph D.

(1) This problem is not new to operation on HSP. Numerous communications have expounded on the hazards of helicopter operation on such surfaces. Caution will be reiterated in 1st Aviation Brigade Safety Bulletin.

(2) & (3) Adequate and timely prior planning of tactical operations must include coordination with all units in support. These problems have been included in the O&L of this headquarters and every effort is being expended to preclude recurrence of incidents of this nature.

(4) The Signal Officer of the 210th Avn has been advised that the USAFV COM provides an initial call up frequency for all Navy facilities, including ships at sea. Operators of this frequency will advise aircraft on procedures and frequencies in use for any particular facility desired.

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SUBJECT: Operational Report-Lessons Learned Period Ending 30 April 1967,  
(RCS-CSFOR)

(5) This headquarters does not concur in the problem cited in Section II, Part I, paragraph 5, page 5 or the recommendation offered in Section II, Part II, Paragraph B5. TOE 55-500R, Paragraph 04 describes the capabilities of the Cargo Helicopter Field Maintenance Team, KD. This team is structured to provide field maintenance support for approximately 21 cargo and 2 utility helicopters, based upon 2300 flying hours per month. The maintenance man hour per flying hour ratio is appreciably greater on cargo helicopters than on utility helicopters. Roughly a comparison of 8.6 MF/SH for cargo VS 5.8 MF/SH for utility type. This would indicate any KD team should be able to support approximately 25% more utility type helicopters. The average monthly flying hours accrued on all aircraft supported by the 98th during this ORLL reporting period was only 1099 hrs. The KD Team was structured to support a 2300 hr monthly flying hour program on cargo helicopters. The average monthly flying hours of a comparable unit, selected at random from the Brigade, over the same reporting period was 2576 flying hours. Based upon these facts, no requirement exists to augment this organization with additional personnel or equipment.

FOR THE COMMANDER:

1 /cc  
nc



J. L. GLEETHAM  
Captain, AGC  
Asst Adjutant General

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m.k.

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AVHGC-DST (15 May 67) 2d Ind  
SUBJECT: Operational Report-Lessons Learned for the Period Ending  
30 April 1967 (RCS CSFOR-65) (U)

HEADQUARTERS, UNITED STATES ARMY VIETNAM, APO San Francisco 96375 22 JUL 1967

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

1. (U) This headquarters has reviewed the Operational Report-Lessons Learned for the period ending 30 April 1967 from Headquarters, 210th Combat Aviation Battalion as indorsed.

2. (C) Pertinent comments follow:

a. Reference item concerning hazards associated with use of PSP pads, paragraph b1, page 4; paragraph b1, page 6 and paragraph 2c(1), 1st Indorsement: Concur. The hazards associated with the use of PSP pads will be included in the next weekly and monthly USARV safety publications which are distributed to all USARV units having aircraft.

b. Reference item concerning inability to handle current workload, paragraph B5 page 5; paragraph B5, page 6 and paragraph 2c(5), 1st Indorsement: Nonconcur. The workload comparison made in paragraph 2c(5) of the 1st Indorsement is valid; consequently, there appears to be no requirement for relief from the present support mission or for augmentation of the existing structure.

FOR THE COMMANDER:

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nc

  
**E. L. KENNEDY**  
Cpt. AGC  
Asst Adjutant General

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GPOP-DT(15 May 67)

3d Ind (U)

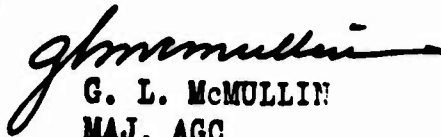
SUBJECT: Operational Report for the Quarterly Period Ending 30 April 1967 ..  
from HQ, 210th Cbt Avn Bn (RCS CSFOR-65) (U)

HQ, US ARMY, PACIFIC, APO San Francisco 96558 23 AUG 1967

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

This headquarters concurs with subject report as indorsed.

FOR THE COMMANDER IN CHIEF:



G. L. McMULLIN  
MAJ, AGC  
Asst AG

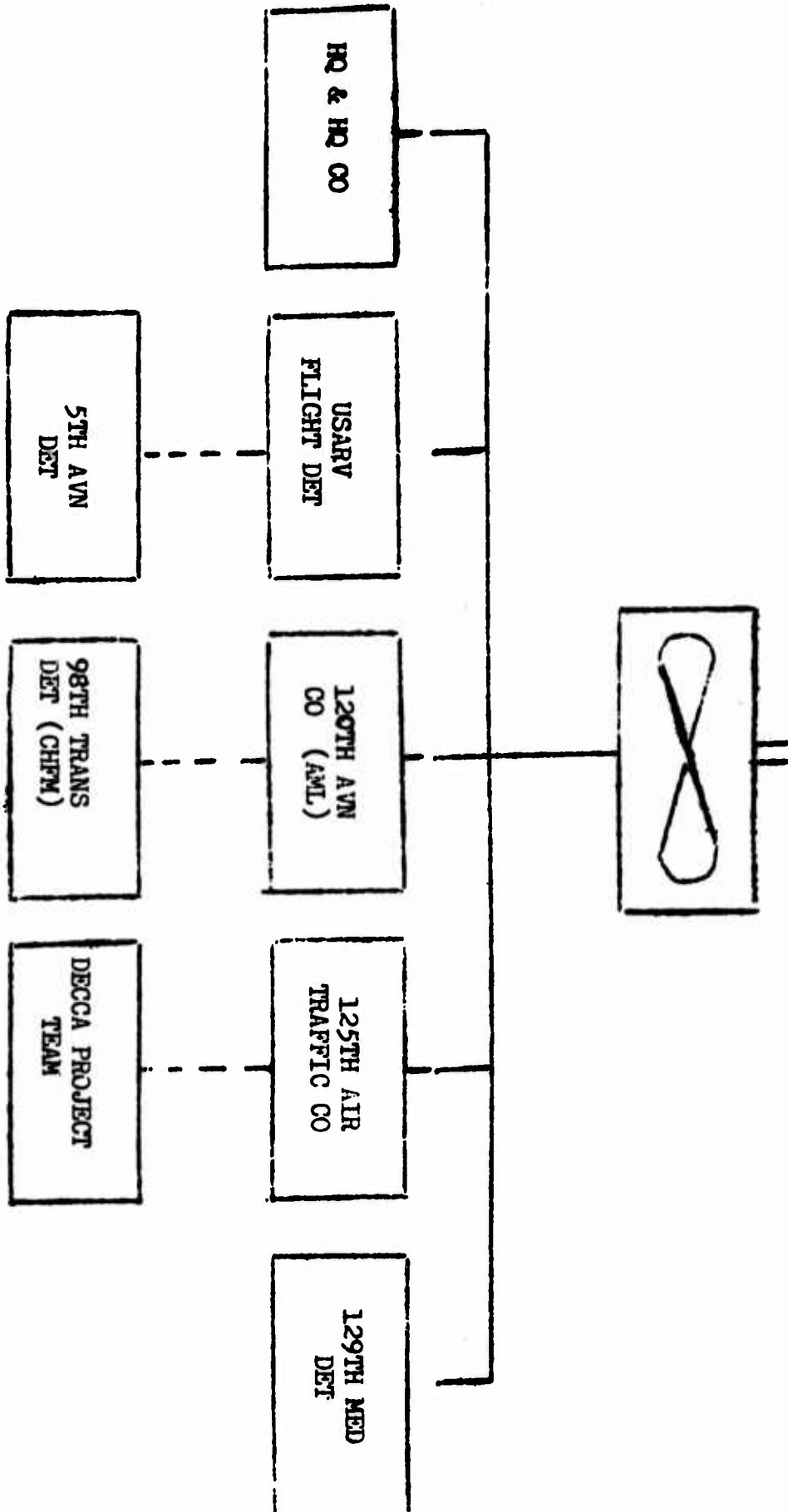
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210TH COMBAT AVIATION BATTALION



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