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

IN REPLY REFER TO

AGAM-P (M) (31 Jul 68) FOR OT RD 682138

19 August 1968

SUBJECT: Operational Report - Lessons Learned, Headquarters, 210th  
Combat Aviation Battalion, Period Ending 30 April 1968 (U)

SEE DISTRIBUTION

1. Subject report is forwarded for review and evaluation in accordance with paragraph 5b, AR 525-15. Evaluations and corrective actions should be reported to ACSFOR OT RD, Operational Reports Branch, within 90 days of receipt of covering letter.
2. Information contained in this report is provided to insure that the Army realizes current benefits from lessons learned during recent operations.
3. To insure that the information provided through the Lessons Learned Program is readily available on a continuous basis, a cumulative Lessons Learned Index containing alphabetical listings of items appearing in the reports is compiled and distributed periodically. Recipients of the attached report are encouraged to recommend items from it for inclusion in the Index by completing and returning the self-addressed form provided at the end of this report.

BY ORDER OF THE SECRETARY OF THE ARMY:

*Kenneth G. Wickham*

KENNETH G. WICKHAM  
Major General, USA  
The Adjutant General

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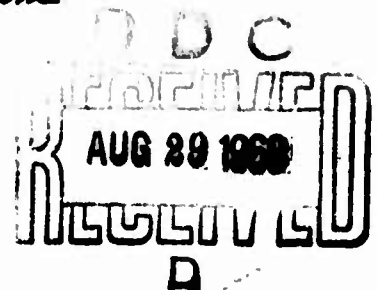
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DEPARTMENT OF THE ARMY  
HEADQUARTERS, 210TH COMBAT AVIATION BATTALION  
APO San Francisco 96530

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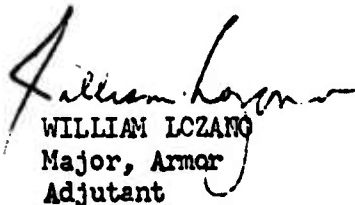
15 May 1968

SUBJECT: Operational Report of the 210th Combat Aviation Battalion for  
Period Ending 30 April 1968, RCS CSFOR-65 (RI) (U)

SEE DISTRIBUTION

1. (U) References: AR 525-15, AR 220-346, AR 380-5, AR 870-5, and USARV Regulation 525-15.
2. (U) Attached is the Operational Report - Lessons Learned covering activities of the 210th Combat Aviation Battalion during the period 1 February - 30 April 1968.

FOR THE COMMANDER:

  
WILLIAM LCZANO  
Major, Armor  
Adjutant

DISTRIBUTION:

- 1 copy to CO, 12th Combat Aviation Group
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## SECTION 1--SIGNIFICANT UNIT ACTIVITIES

### A. (U) Significant Events

1. On 1 March 1968 the 125th Air Traffic Control Company and the 16th Signal Company (Hyperbolic Navigation) were reassigned to the 58th Combat Aviation Battalion at Long Binh. All other units assigned to this battalion remain as stated in the last report. Accordingly the 210th Combat Aviation Battalion retains control of all fixed wing aircraft organic to II Field Force.

2. The 220th Assault Helicopter Company continues to provide gunship support for the Capital Military District. The armed helicopter platoon, however, is now based at Long Binh with the parent unit. Consequently a five minute reaction light fire team remains at Tan Son Nhut each evening while a thirty minute reaction light fire team deploys from Long Binh.

3. At 0120 hours 28 February, 1968, the 9th Infantry Division basecamp came under mortar attack. This proved to be a minor attack consisting of only two rounds. The Long Thanh North complex did not receive any rounds, however an immediate red alert condition was initiated.

### B. (U) Command.

1. MISSION: The 210th Combat Aviation Battalion provides Headquarters, USMACV; Headquarters, USARV; the U.S. Embassy and other government agencies with responsive aviation support. It provides Headquarters, USMACV and II FFV with immediate tactical aviation support.

#### 2. Organization:

See Inclosure 1.

#### 3. Personalities:

a. Commander: Colonel JOHN A. TODD, O6511, Infantry.

b. Staff: At the close of the reporting period the principal staff officers were:

(1) Executive Officer: Lieutenant Colonel NEAL W. SANDERS, O67978, Corps of Engineers vice Lieutenant Colonel JAMES B. LOVELL, JR., O6208428, Infantry, 20 April 1968.

(2) S-1: Major WILLIAM LOZANO O61107, Armor.

(3) S-2: Major BOBBY R. HARRIS, O622, Signal Corps.

(4) S-3: Major EDWARD R. CASTLE, JR., O71871, Infantry vice Lieutenant Colonel WILLIAM D. PHILLIPS, O62115, Signal Corps, 20 April 1968.

(5) S-4: Lieutenant Colonel Edward T. WALKER O6119058, Armor.

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## SIGNIFICANT EVENTS

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c. Unit Commanders: At the close of the reporting period the unit commanders of subordinate units were:

(1) Headquarters Detachment: Major JAMES E. DODRILL, 04006917, Infantry.

(2) 54th Utility Airplane Company: Major HERRILL T. PATERSON, 04005926, Infantry.

(3) 73rd Surveillance Airplane Company: Major JAMES L. RUNGEE, 087904, Artillery.

(4) 74th Reconnaissance Airplane Company: Major BEN L. BRYED-LOVE, 04031070, Infantry.

(5) 184th Reconnaissance Airplane Company: Major RALPH E. HAUMANN, 076459, Infantry.

(6) 120th Assault Helicopter Company: Lieutenant Colonel RICHARD F. BECK, 01925150, Infantry.

(7) 25th Corps Aviation Company: Major BOYD G. HESS, 0F104479, Infantry.

(8) Command Airplane Company: Lieutenant Colonel PELHAM G. HILTON, 0948733, Infantry.

### C. (U) Personnel and Administration.

#### 1. Maintenance of unit strength:

a. Battalion strength as of 30 April, 1968: (See Inclosure 2)

b. Summary of projected gains and losses for the next 90 days: (See Inclosure 3).

c. Civilain Strength as of 30 April, 1968: (See Inclosure 4)

2. Personnel reports: Personnel reports are submitted in accordance with 210th Combat Aviation Battalion Recurring Reports List.

3. Replacements: Replacements have been requisitioned in accordance with USARV Regulation 614-185 for officer personnel (5 months prior to DEROS for non-aviators and 11 months prior to DEROS for aviators); and USARV Regulation 614-202 for enlisted personnel (8 months prior to DEROS for senior enlisted personnel and six months prior to DEROS for grades E-1 through E-6 personnel). Replacements are requisitioned on the basis of authorized strength only.

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PERSONNEL AND ADMINISTRATION

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## 4. Personnel management.

a. Reclassification: Administrative MOS reclassification during the quarter totalled 350.

b. Assignments: Personnel assigned during the quarter were as follows:

<u>OFFICERS</u>	<u>WARRANT OFFICERS</u>	<u>ENLISTED</u>
53	26	246

c. Promotions: Promotions during the quarter were as follows:

<u>OFFICERS</u>						
<u>COL</u>	<u>LTC</u>	<u>MAJ</u>	<u>CPT</u>	<u>1LT</u>	<u>2LT</u>	<u>CWO</u>
1	2	5	14	7	0	28

<u>ENLISTED</u>					
<u>E-9</u>	<u>E-8</u>	<u>E-7</u>	<u>E-6</u>	<u>E-5</u>	<u>E-4</u>
0	0	1	4	239	213

d. Rotation to CONUS during the quarter was as follows:

<u>OFFICERS</u>	<u>WARRANT OFFICERS</u>	<u>ENLISTED</u>
48	21	363

e. Leaves during the quarter were as follows:

<u>OFFICERS</u>	<u>WARRANT OFFICERS</u>	<u>ENLISTED</u>
1	2	66

## 5. R & R for the quarter:

a. Requested: 378

b. Received: 397

## 6. Reenlistment program:

There were 14 reenlistments during the quarter.

## 7. Casualties during the quarter were as follows:

a. Return to duty:

<u>OFFICERS</u>	<u>WARRANT OFFICERS</u>	<u>ENLISTED</u>
7	3	22

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ADMINISTRATION

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## b. Evacuated from combat zone:

### OFFICERS

2

### WARRANT OFFICERS

1

### ENLISTED

5

## c. Killed in action:

### OFFICERS

1

### WARRANT OFFICERS

0

### ENLISTED

0

8. Prisoners of war. Prisoners of war are turned over to the G-2, 9th Infantry Division.

9. Civilian Personnel. Civilian personnel are hired from the resources of indigenous personnel. The local nationals are hired through two categories, permanent hire and direct daily hire.

a. In the past difficulties have arisen in the timely paying of permanent hire. Payrolls have been repeatedly late and not available to the Class A Agent for pickup on paydays. This problem has been rectified by the direct delivery of time sheets to the finance office responsible for making up the payroll. It was found that the use of the courier service at Long Binh took an average of six days from time released to them until received by the finance office.

b. Lack of justification for requirement caused the release of twenty indigenous local national personnel of units subordinate to this headquarters.

c. Permanent hires. Each unit is authorized to employ local nationals on a permanent basis. These people are employed in numerous positions to include kitchen police, carpenters, handymen, exterminators and administrative secretaries.

d. Daily hire local nationals are employed on a direct daily basis as required. They are used primarily for unskilled labor, such as filling and placing sandbags, improving defensive positions, etc.

## 10. Morale and personnel services.

### a. Religious services.

(1) General Protestant. The Sunday morning service at Long Thanh continues to be held at 1000 hours every Sunday. A fellowship hour is held after most of these services.

(2) Roman Catholic. Roman Catholic Mass has not been held at our compound, because the battalion has been unable to locate a Roman Catholic Chaplain who can provide this coverage. As the airfield expands and develops, the battalion must find an answer to this problem.

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PERSONNEL AND ADMINISTRATION

(3) Jewish. Around 20 April, the Jewish services at Bearcat were cancelled since their lay leader returned to CONUS.

(4) Memorial services. Chaplain (CPT) Wahl conducted a Memorial Mass for one of the pilots in the 73rd Surveillance Airplane Company at Vung Tau. There were no other memorial services during the period of this report.

(5) Easter and Passover. During this season, every attempt was made to keep the men informed as to the time, date and location of the various religious services. The battalion sent a disposition form to each unit in the battalion covering such items as the procedure Jewish personnel should follow in order to attend their service.

(6) Denominational services. The battalion Chaplain continues to hold a denominational service every Sunday at the FFV II Chapel located at Plantation.

### b. Character Guidance.

(1) Local coverage. The battalion Chaplain currently covers those units at Long Thanh as well as the 120th Aviation Company at Long Binh. Coverage of the 125th Air Traffic Control Company at Bien Hoa AFB continued through 31 March. At that time, the 125th ATC became a part of the 58th Combat Aviation Battalion.

(2) Area coverage. The battalion units at Vung Tau are covered by Chaplain (CPT) Burgess of the 222nd Aviation Battalion. The units at Phu Loi have not been conducting character guidance classes. One of the II FFV Chaplains covers the 25th Corps Aviation Company at Plantation.

### 11. Discipline, Law and Order.

a. Law Enforcement. The battalion has no law enforcement capabilities, but is supported by Post Provost Marshals at various locations of units assigned criminal investigation.

b. There has been one (1) criminal investigation in the past quarter. Investigation was conducted by CID.

c. Courts and Boards. There have been three Special Courts-Martials and one Summary Courts-Martial during this quarter.

d. Confinements. One enlisted man was confined during the past quarter.

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## 12. Headquarters management.

a. Message center and courier operations. The Battalion message center was relocated during the past quarter and is now operating with exceptional efficiency. A number of couriers are now supporting the message center. The ground courier maintains a strict schedule with morning and afternoon courier runs 7 days a week. All distribution picked up or delivered is inventoried and signed for. A U-6 checkout program has been established to qualify enough aviators in the U-6 to provide air courier service on a daily basis. The battalion air courier service will go into effect soon and at this time the battalion message center will no longer require air courier support from assigned units. The air courier support for the past quarter was provided by the 54th Utility Airplane Company for units in Vun Tau and by the 184th Reconnaissance Airplane Company for units located in Phu Loi.

b. Administrative support. Administrative support was provided for subordinate units sufficiently by the S-1 section and battalion personnel section. Many extra hours of work, addition of administrative personnel, reorganization of the offices and on the job training have contributed directly to the increased workload capacity of the battalion to subordinate units.

c. Reproduction activities. The battalion message center has one electrically operated reproduction machine. This machine supports reproduction activities for all battalion staff sections and some subordinate units. There have been no problems in the area of reproduction activities.

13. Command Information. The command information program of the 210th Combat Aviation Battalion is effective. Dissemination of command information material is accomplished largely through the message center facilities available. Material received from higher headquarters is broken down proportionately into unit distribution. Under the tactical situation here in Vietnam, it has been difficult to conduct regular classes on command information.

14. Public Information. The public information program is oriented to giving maximum coverage for the battalion and individual soldier. Photographic support has been exceptional, although only a few of the stories forwarded for publication in higher echelon newspapers were published. Home Town News Release Program has expanded greatly, partially due to orientation of newly assigned unit public information officers.

15. Awards and Decorations. A great number of recommendations for awards were submitted to higher headquarters for approval. A majority of recommendations submitted were approved. An effective filing and card system is now being utilized. There have been three formal awards and decorations ceremonies during the past quarter.

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ADMINISTRATION

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16. Marriage to Foreign National. One proposed marriage was processed through proper channels. Individual was counseled by commanding officer as prescribed by MACV Directive 608-1, dated 22 June 1966.

### 17. Reenlistment.

a. The retention of qualified and competent enlisted personnel is being accomplished throughout the battalion at a reasonably high rate. Each unit is constantly advised of new or revised programs. They are also furnished all available, up-to-date counseling material to enable them to carry out an effective program. We are retaining our RA personnel at an average rate of 58%. The retention of US and ER personnel within the unit is also high. Our retention of non-career personnel is about 60%. This is being accomplished by the extension of active service time.

b. Only one problem area exists which may hinder our retention program within the unit in the future. Under existing regulations, career personnel have utilized a "Statement of Intent to Reenlist" in order to submit for an extension of foreign service tour. However it has been noted that requests for extension of foreign service tour are being returned disapproved because an Oath of Extension was not initiated prior to submission of Request for Extension of foreign service tour. It is felt that if this action is continued the percent of career reenlistments within the command will be reduced greatly.

18. Postal Service. Organization of the mail room is exceptional. Locator cards are maintained on all personnel in the battalion, as well as a log book.

### D. (U) Intelligence and Security.

1. During the period covered by this report the S-2 section processed or validated 44 TOP SECRET, 150 SECRET, and 29 CONFIDENTIAL clearances.

2. In February the S-2 established a classified message center to process all classified documents at battalion level. This measure allows for all classified documents, incoming and outgoing, to be reviewed by an S-2 representative for administrative and security errors. Also, this measure has increased the security awareness of all concerned.

3. S-2 began publication of daily and weekly Battalion Intelligence Summaries (INTSUM). The daily INTSUM is submitted to Group S-2 for combining and further dissemination. The weekly INTSUM is distributed to subordinate units to provide the widely dispersed companies with a summary of the battalion's activity, enemy capabilities and intelligence forecasts.

4. Staff responsibility for escape, evasion and survival training was placed with the S-2. Quotas for out of country Escape and Evasion/Survival School were cancelled in February due to the tactical situation.

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OPERATIONS AND TRAINING

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**E. (C) Operations and Training.**

1. Internal defense continues to require constant attention to meet changes in the tactical situation. During this quarter many improvements have been implemented to strengthen our defensive posture and enhance the basic defense plan. Improvements made include the addition of sentry dog posts on 18 March. At present the 2nd Platoon, Team A, 212th Military Police Company, under battalion operational control, operates nine sentry dog posts each evening. These sentry dogs supplement the battalion guard force. Other improvements include coordination for direct artillery support from the Special Forces Camp. It is possible to receive artillery support from both the 9th Infantry Division and the Special Forces Camp. The addition of starlight scopes, seismic intrusion detectors, and guard towers serve to improve our defenses and coordination is being effected to secure floodlights for the perimeter.

2. During this quarter emphasis continued to be placed on weapons qualification and familiarization in accordance with existing directives. Additionally several classes have been given on the operation and cleaning of the .50 caliber machine gun and the M-60 machine gun, as these weapons are employed in the battalion's defense plan. Coordination is being effected with the 9th Infantry Division for the establishment of a battalion rifle range.

3. The battalion operations center/command bunker will be completed in the near future. Design specifications indicate that the bunker will withstand a direct hit of a 105 mm howitzer. This bunker will serve as the battalion operations center with radio and telephone communications to all units assigned as well as to higher headquarters. It will also serve as the command bunker for the Long Thanh North airfield complex with radio and telephone communication to Task Force Forsythe, 9th Infantry Division. Provisions in design specifications allow the entire battalion staff to continue prolonged operations in the command bunker for an indefinite period. This characteristic will enable the battalion to continue harmonious operations under direct enemy attack.

4. The 210th Combat Aviation Battalion instituted a battalion civic action program during this quarter and now sponsors the Minh Tam orphanage located near the Long Thanh North airfield complex. The orphanage supports 250 children, ages 1 month to 15 years, and expects rapid expansion in the near future. This battalion has donated several loads of lumber and other materials such as concrete and tin roofing which have been utilized in constructing a school and a dispensary. Personnel from the battalion aid the orphanage on Sundays in a land clearing program.

5. Highlights of the quarter included a safety lecture by Brigadier General Spruance, USAF (IG), in February. On 8 March Brigadier General Roseboro, ADC 9th Infantry Division, toured our perimeter inspecting our defenses. A detailed briefing was presented to him by the S-3 outlining our capabilities and limitations. The 9th Infantry Division remains responsible for our defense. On 18 April the new 12th Combat Aviation Group Commander, Colonel Robert O. Lambert, visited the battalion at Long Thanh North and was briefed in detail by the executive officer.

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LOGISTICS

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6. Statistical Summary and Aircraft Status Reports follow for your perusal. (See Inclosure 5 and Inclosure 6)

F. (U) Logistics.

1. Supply

a. Class I supplies concerned with rations have undergone some significant changes with regard to requirements, requisitioning, procurement and storage of "C" Rations. With the advent of the Tet offensive in the latter part of January and early February the requirement to maintain a basic load of "C" Rations materialized. In the event that the normal supply procedures for drawing "A" Rations were precluded due to hostilities, it would be necessary to procure, secure and store, under sanitary conditions, enough "C" Rations until normal supply practices could resume. This action was immediately accomplished.

b. Class II and IV supplies, especially in the area of individual clothing underwent a few significant changes in regard to requisitioning, and storage, and issuing procedures. Because of the critical shortages of jungle fatigues and combat boots in various sizes, it became necessary to devote more time to the procurement of these items. In addition, to promote the practice of supply economy the issue point for TA-50 gear was consolidated at HHD Supply. The HHD Supply exercises complete control over the issue and turn-in of TA-50 and clothing. In addition, the supply annex will monitor all individual requests for required equipment and clothing by size. This practice will preclude requisitioning based upon assumptions.

c. Class V supplies concerning ammunition have reached the on hand amounts programmed as the basic load during the past quarter. Storage and safeguarding ammunition presented a unique problem because of the presence of Vietnamese laborers throughout the post. It was finally resolved to store a certain percentage of the basic load in conex containers. This will serve two purposes: (1) Keep the ammunition in a relatively dry area and (2) Provide ample security from pilferage.

d. Allocation of Major, Regulated and Critical Items.

(1) The control of certain critical items of supply such as aviation sun-glasses, ballistic helmets, flight gloves and sandbags underwent certain changes in priorities during the past quarter. All items of equipment peculiar to the Army aviator are issued on an individual basis in conjunction with set priorities and mission requirements. Ballistic helmets and flight gloves are requisitioned by size, after a comprehensive survey indicates the exact requirements needed. Requisitions are programmed in an attempt to store critical items of equipment in order to make them available to all incoming personnel, as well as maintaining a certain minimum level to provide replacements for lost, damaged, or worn-out equipment.

(2) The procurement of sandbags to provide fighting bunkers proved to be a significant problem in the last quarter. In order to insure that certain projects be completed on time, the responsibility for disposition and utilization of sandbags (after procurement through S-4 channels) was placed under the direction of the Base Development Officer.

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LOGISTICS 16

### (3) Fire Fighting Protection

In conjunction with the fire department a detailed fire inspection was conducted during the past quarter. The fire inspector made recommendations, based upon the existing facilities, as to what safety measures should be taken to prevent fires. On the basis of these recommendations adequate amounts of fire extinguishers were procured and strategically placed throughout the area.

e. Collection and disposition of excess, surplus, salvage and captured enemy weapons.

(1) During the past quarter a program was initiated to disseminate all excess equipment and supplies down to the individual companies within the battalion. In addition each level of command within the battalion coordinates with the battalion S-4 for the turn-in of excess equipment. In this way the S-4 is appraised of shortages and excesses within the battalion and is able to arrange for lateral transfers between individual units to eliminate this condition.

(2) Each level of command presently maintains plans for disposition of captured enemy weapons. These plans are IAW USARV regulations, and coincide with battalion's plans for disposition.

### 2. Property responsibilities.

a. During the past quarter a detailed physical inventory was conducted with the change of Property Book Officers. It was learned that in order to adequately control and account for property it would be necessary to consolidate the hand receipts by individual section. This would preclude the voluminous amount of accounting involved, and facilitate control at the property book level. In addition, a comprehensive suspense file was incorporated to enable the property book section to stay abreast of personnel changes among hand receipt holders, and also to effectively maintain the timely updating of hand receipts.

b. Reports of Survey presented a significant problem during the past quarter. In order to preclude incompleteness, inaccurate reporting, and to facilitate the expeditious processing of Reports of Survey a new system of briefing Survey Officers was incorporated. Each Survey Officer, appointed on order, is required to contact the S-4 section, and required to familiarize himself with AR 735-11 before he conducts the survey. This practice has greatly reduced incomplete and inaccurate Reports, and presents the surveying officer with a clearer insight into what a Report of Survey entails along with knowledge of the proper format and procedure to utilize.

### 3. (U) Maintenance and Repair.

a. Monthly Flying Time, Status and Inventory of Army Aircraft Report, DA Form 1352: During the month of February, a team from USARV Aviation Office delivered orientation lectures to various units of the battalion, concerning forthcoming changes in the 1352 report which were to be effective with the February report. Sufficient copies were not available of the

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draft regulation to permit complete distribution to all units. During March, distribution was made of the revised of the revised USAFV Regulation 710-12 dated 31 March, and the March 1352 report was prepared in accordance therewith. There were essentially three significant changes incorporated in the new regulation: (1) Aircraft availability standards; (2) factors concerning computation of availability; (3) functional and assignment codes.

b. The USAFV availability and Downtime Standards reduced requirements for UH-1B's, UH-1D's, and UH-1H's, U-1A's, and O-1's. Requirements were increased for OV-1's, and initial requirement was announced for U-21's. Computation of availability is now based upon a more realistic criteria in that aircraft downtime incurred as a result of shipment to overseas destination is not chargeable against the gaining unit. Assignment and Functional codes now permit a more selective definition of all aircraft. This aids also the computation of availability.

c. U-21A Fuel Boost Pumps. During the period 1 February to 28 April 1968, the Command Airplane Company U-21A fleet logged over 5,400 flying hours. In this same period 43 fuel boost pumps (FSN: 2915-936-8555) were demanded for replacement on aircraft (excluding ASL requirements). This gives an operating experience of one boost pump replacement every 125+ flying hours. The fleet has averaged over 60 flying hours per day for the three month period, and at the present rate-of-replacement, requires a boost pump every 2+ days. Boost pumps have been in extremely short supply since introduction of the U-21A in the theater in the fall of 1967. The Command Airplane Company has not yet had one pump issued against its ASL of 19. To date the average time from requisition to fill EDP's, is 50 days, which would indicate the theater stockage list is not being supported by COMUS Logistical Base.

d. During the reporting period, a bi-weekly flight was established to Cam Ranh Bay for the purpose of delivering oil samples to the Army Oil Spectrometric Analysis Laboratory. This system of delivery, as opposed to use of APO mail delivery, has reduced to an average of five days the time between sample-taking and receipt of analysis results. The previous average time was 11 days with many exceeding 15. In the case of O-1, U-1A, and OV-1 aircraft, as many as 50 flying hours (2 to 4 sampling periods) were accumulated while awaiting analysis results.

e. POL Product Support. On 13 February 1968, a command letter, subject: "Bulk POL Support at Long Thanh North" (on file, battalion S-4 section) was forwarded to the 12th Combat Aviation Group, outlining problems encountered with POL support at Long Thanh North airfield. On 24 February 1968, the letter was indorsed from 12th Group to the 1st Logistical Command requesting action to provide dependable bulk deliveries. As of the end of this reporting period, no information has been received by this battalion as to any action having been taken.

f. On 23 February 1968, this battalion requested the 12th Combat Aviation Group to coordinate with the 34th General Support Group the refueling support of the 120th Aviation Company gunships operating for CMD from H-3 at Tan Son Nhut. (Ref: Ltr, 120th Aviation Company, subj: Refueling at H-3," dated 5 February 1968. Copy on file at S-4 section, this headquarters). As of the end of this reporting period, no reply has been received.

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SIGNAL

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### G. (U) Signal.

#### 1. Communications installations and operations.

a. FM Radio: The 210th Combat Aviation Battalion operates in or monitors the following FM Radio nets.

(1) FM secure net operations with II Field Forces Vietnam on a 24 hour per day basis. The AN/VRC-46 and the KY-8 utilized in this net remain operational as long as the equipment receives adequate cooling by air conditioner. If air conditioning is lost the equipment fails in three to four hours due to heat buildup. This is evidenced more in the KY-8 than in the AN/VRC-46.

(2) Battalion FM command net with outlying units at Phu Loi, Vung Tau and Long Binh. This net is a 24 hour per day operation and the equipment remains operational as long as adequate air conditioning is provided to cool the equipment.

(3) Operates on a 24 hour per day basis in the 9th Infantry Division (Task Force Forsythe) internal and external security net. The AN/VRC-46 in this net remains operational as long as adequate cooling to equipment is provided.

(4) The 210th Combat Aviation Internal security net is a 24 hour per day operational net. The AN/VRC-46 requires cooling to remain operational on a 24 hour per day basis.

(5) The 210th Combat Aviation Battalion monitors and enters the 12th Combat Aviation Group command net as required and in addition monitors the 9th Infantry Division artillery net and enters as required.

(6) Two AN/PRC-25 radios are utilized in the battalion internal security net during the hours of darkness.

(7) The Long Thanh North airfield GCA operates in the Bearcat artillery net during the hours of darkness.

(8) Long Thanh Tower operates on two assigned FM frequencies.

#### b. AM Radio

(1) MF. One (1) MF-SSB net is operated six days per week, two hours per day in the 12th Combat Aviation Group Command-Logistics net. The AN/GRC-106 radio is operated in this net.

(2) VHF/UHF. This radio equipment is utilized in the control tower and GCA for communications with aircraft.

c. RATT: At the present time no RATT net is operated by this battalion.

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SIGNAL

d. Land Line TT: One land line, secure, half duplex teletype circuit is in operation twenty four hours per day between the 210th Combat Aviation Battalion and the 12th Combat Aviation Group. This equipment is located in the crypto room of the battalion command bunker. The KW-7 used in this net requires air conditioning to keep it operational.

e. Telephone: Normal dial telephones are utilized in the battalion area off of Bearcat switchboard. An SB-86 is operated in the Battalion area to provide communications to all perimeter guard posts, key personnel offices, offices and bunkers. This switchboard is manned on a 24 hour per day basis. Three (3) sole user telephone circuits are also utilized at the Long Thanh North airfield.

(1) A sole user circuit from the Battalion Command bunker to II FFV, TOC.

(2) A sole user circuit from the Battalion Command bunker to 9th Infantry Division TOC.

(3) A sole user circuit from Long Thanh Airfield GCA to Saigon RAPCON. A request for additional sole user circuit from Long Thanh Airfield operations to Saigon ACC has been forwarded through channels. Additional point to point circuits are installed from Long Thanh Airfield tower to GCA, Crash Rescue, Dispensary, Operations and the CO's office.

**2. Signal Records and Reports.**

This battalion publishes no SOI or SSI. These are published by higher headquarters and distributed through the battalion to subordinate units. Reports required by higher headquarters are as follows.

a. A quarterly possession report for crypto material to supporting DISTRA.

b. A monthly Avionics status report from subordinate avionics detachments to 1st Aviation Brigade.

c. Monthly status report on AN/VSC-2 radio equipment to 12th Combat Aviation Group.

d. Communications Personnel status report is updated as required to 12th Combat Aviation Group.

e. Numerous one-time reports are submitted as required.

**3. Avionics.**

a. Personnel: This battalion has three avionics detachments assigned to subordinate units. A list of personnel and their DEROS is maintained at Battalion and Group and is updated as personnel changes occur.

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SIGNAL 20

b. Facilities: There are no avionics facilities organic to the battalion headquarters. Each avionics detachment maintains facilities at the installations of the units they support.

c. Each detachment has organic test equipment. Repair parts and float stock is maintained based on the number of aircraft supported.

#### 4. Signal Supply and Maintenance

##### a. Personnel.

Signal supply personnel are not authorized in the communications sections of the battalion headquarters or subordinate units. The Battalion TO & E authorizes one (1) radio mechanic; however only a vacuum tube tester and a multimeter are authorized as test equipment.

##### b. Facilities:

The Direct Support unit for the area is utilized for repair and maintenance of all communications equipment.

c. Repair Parts: Repair parts are stocked by the Direct Support unit supply for repair of equipment they support.

#### 5. Communications Security:

a. All insecure means of communications are marked with placards cautioning individuals not to discuss classified information when using these means of communication.

b. Personnel are briefed periodically on proper conseq procedures.

#### 6. Crypto:

a. The crypto facility is constructed of concrete blocks for security of equipment.

b. The entrance to the facility is constructed so as to obstruct the view of persons not authorized to enter the facility.

c. An authorized access list is posted outside the entrance to the facility.

d. Operator personnel have access to firearms within the facility to prevent a forced entry.

#### H. (U) Aviation Medicine.

1. Treatment, Aid Station Operations: During the period 1 February 1968 to 30 April 1968, a total of 1760 patients were seen. There were 98 sick days, 775 laboratory tests were given and 1535 prescriptions were filled.

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**AVIATION MEDICINE**

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2. Preventive Medicine and Immunizations: 750 immunizations were given. There is a continuing command emphasis on maintenance and dating of shot records. A total of 40 local nationals have been screened for employment.

3. Flight Physicals - Qualifications: There were 45 flight physicals given.

4. Medical Evacuation: Two medical evacuations were made during this period. One patient had acute appendicitis, the other an attack of acute nephrolithiasis.

5. Medical Training: Medical classes and on the job training are held regularly.

6. Medical Supplies and Equipment: There are sufficient medical supplies and equipment on hand.

7. Sanitation: Sanitation has been kept at a reasonable level.

8. Public Health:

a. Twenty local nationals were treated on Med Cap and 50 local nationals were treated at the dispensary.

b. An orphanage of 200 youngsters is being supported by this battalion and medical care is available for them from this dispensary.

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## SECTION II, PART I

### LESSONS LEARNED

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#### A. Personnel.

1. (U) Observation: Replacements arriving at this unit with incomplete financial records.

Evaluation: Replacements have been reporting to this unit from battalion with financial records incomplete; and with instructions to return the following day. Normally this would not be a problem, but due to the physical distance separating this unit from headquarters, the problem becomes acute. As a result, this unit has to provide transportation, e.g. truck or helicopter, to return the individuals to finance.

Recommendation: Through a recommendation that replacements be held in the battalion area an additional day, individuals were able to complete personnel transactions prior to reporting to this unit. The policy has proven very effective for the replacement and this unit.

#### B. Operations.

1. (U) Observation: Problems of delegation of VIP priorities.

Discussion: Due to the nature of the 25th Aviation Company's mission, i.e., VIP troop lift, priorities have been established by the SGS for the various staff agencies and units assigned to II Field Forces Vietnam. A practice thereby resulted whereby staff agencies would request aircraft in the name of the staff chiefs, and then allow lower ranking personnel to utilize the aircraft. A by-product of this practice was that other senior staff chiefs were bumped from flights which were utilized by junior officers from within staff agencies.

Recommendation: Schedulers were directed to query requestors as to actual presence of codes on-board. If the code was not to physically occupy the ship, the mission was cancelled in favor of the next ranking code. Where violations became known, they were reported through channels to the SGS. This policy efficiently reestablished compliance with assigned priorities.

2. (U) Observation: Problems of R & R flights.

Evaluation: A requirement was placed upon this unit by the G-1, II FFV, to transport in-country R & R personnel to Vung Tau. Arrangements were made with Tri-Service ATCO at Bien Hoa Air Force Base whereby R & R personnel are transported to the Bien Hoa West Ramp, then continue onward via U.S. Air Force C-123's.

Recommendation: The procedure above resulted in a reduction of flight time from one (1) hour to ten minutes per R & R mission.

3. (U) Observation: Mission support of II FFV staff agencies.

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Evaluation: Due to the nature of the 25th's mission, UH-1H aircraft are assigned in direct support of code 6 officers and above. This procedure has resulted in agencies commanded by such codes requesting missions of that agency. This practice results in one agency utilizing two unit aircraft from already limited resources. A policy was then developed by which such agencies were given direct operational control of the VIP-type aircraft assigned the agency. The agency therefore assumed the responsibility for the scheduling of all missions originating within their sections, utilizing the VIP's itinerary as the controlling factor.

Recommendation: The direct control procedure has resulted in greater operational flexibility for the controlling agency and reduced operational requirements placed upon unit aircraft resources.

4. (U) Observation: Adoption of clear acetate Pilot Chart for plotting.

Evaluation: Accurate plotting of targets was very difficult due to the fact that imagery terrain features would have to be traced on a clear piece of acetate with grease pencil before a target was plotted. The acetate was then transferred to the pilot's chart and plotting was then calculated. One technical observer spent his free hours tracing a pilot chart on a clear piece of acetate. This led to the adoption of photographing the pilot's chart on the acetate and developing the negative. This is cut into overlays of the mission areas and backed with combat acetate. Placing these over the imagery and lining up the terrain features allows for more accurate plotting.

Recommendation: After being used by various technical observers, it was found that inflight accuracy percentage was raised considerably.

5. (U) Observation: Adsorber assembly, (Cryogenic Refrigerator HD-723/AAS-14A) During operation we have discovered that imagery fadeout (intermittent loss of video signal) is caused by moisture and foreign particles travelling from the cryogenic refrigerator HD-723/AAS-14A, to the preamplifiers AM-4464/AAS-14A.

Evaluation: One means to alleviate this situation is to change the adsorber assembly, located on the cryogenic refrigerator, every 300 hours as advised by "Airesearch", manufacturer of the cryogenic refrigerator.

Recommendation: If no adsorber assemblies are available, other measures must be taken. We have found that if the cooling system is evacuated, utilizing the cooling system test set, MK 1006/AAS-14A, under heat (heat lamps strategically located, one at each amplifier and one on each side of the adsorber assembly) most of the moisture and foreign particles will be removed.

6. (U) Observation: Use of outdated film. (Film, Tri X, type 8403, ASA 200, SP 927).

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Evaluation: On occasions it has been necessary to use film that has exceeded the manufacturer's expiration date. During this reporting period, the above mentioned film was used satisfactorily even though it had exceeded the expiration date by six months. To compensate for age, ASA settings were reduced by 50% (100 ASA). Further adjustment for a yellow filter was necessary. The final setting, utilizing a yellow filter, was 50 ASA.

Recommendation: Outdated film can be used to obtain satisfactory results by adjusting ASA settings. It should be noted that the life of said film was not prolonged through the use of refrigeration.

7. (U) Observation: Necessity for Vietnamese Observers while in support of Vietnamese units.

Evaluation: On a moonless night a 74th pilot was called by the 5th ARVN TOC to proceed ASAP to an outpost approximately 25 KM from our base location. Standard Operating Procedures called for an ARVN artillery observer to go with American pilots on all night "contact" missions. On this particular night, possibly due to haste, the pilot decided to leave without the ARVN observer as the ARVN was already 10 minutes late. The pilot apparently thought that American artillery was available for support - thus his decision to leave the observer behind. Arriving at the location of the small outpost, the pilot was informed by TOC that no US artillery was available, or US UTT. The pilot had to return to the airfield and pick up the ARVN observer so that ARVN artillery could be employed for this small outpost. As a result, 45 precious minutes were wasted, allowing the VC to break contact and to leave the area.

Recommendation: Any American pilot flying in direct support of ARVN units should consider the following possibilities: (1) Will there be an American advisor on the ground at the location of contact with whom I will have radio contact? What if he becomes wounded? (2) Is there even a slight chance ARVN artillery will be required? (3) Always carry an ARVN observer if there is a possibility ARVN artillery will be employed, to save time and the inconvenience of having to return to get an observer.

8. (U) Observation: O-1D Operations in Changing Density Altitude.

Evaluation: An O-1 operating from a 2000' laterite strip, from which he had been operating all day, encountered difficulty taking off on runway 06. He just became airborne at the end of the strip. Weather was clear at 1500 hours, D.A. 3200' and wind calm. The pilot was experienced in country with 1000 hours of Combat time and had flown from the strip frequently. The pilot had not been into the strip since 1200 hours, and had no difficulty then or in landing at 1500 hours. The combination of a high D.A. and no wind, with the knowledge that he had had no previous difficulty there, induced complacency. The pilot did not take into account that the D.A. had risen in the mid-afternoon period.

Recommendation: Aviators must be continually aware of changing meteorological conditions and their drastic effects on over-gross weight aircraft. In the three hour period the D.A. rose 2000' and the 6-8 knot wind died, changing conditions radically. Pilots must remain aware of their flying environment and consider all possible factors.

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### 9. (U) Observation: Ground Forces not properly using A.O.

Evaluation: On an Armored Cavalry reconnaissance in force of an area 10 K north of Duc Hoa, the column was hit by VC rockets and automatic weapons. The area is extensively dry rice paddies with many small hamlets and single houses bordered by palm trees. Weather was CAVU and an A.O. was airborne over the single column at 2000' in an O-1. When the column was hit, the A.O. spotted two sources of fire and immediately called the ground commander to notify him and then started a fire mission on the area closest to the friendly elements, which was 800-1000 meters southwest of the area. When the rounds impacted, the ground commander, who was screened from the target by a tree line, said the rounds were too close to friendlies and not on target. The A.O. and the pilot both observed fire for effect when the ground commander insisted the fire be shifted to the further target which he could see clearly. The target was then saturated and neutralized. Later when assault was attempted, the unit received intense fire from the first target area. The area was then brought under fire and an air strike was called.

Recommendation: The ground commander did not fully realize the potential or utilize the services of the A.O. at his disposal. Consequently time was wasted as he tried to adjust artillery from the ground without clear view of the area. Had the ground commander allowed the A.O. to engage the targets he observed, the ensuing fire might have been greatly lessened or eliminated and the operation hastened.

### 10. (U) Observation: In-flight re-oiling of the U-1A.

Evaluation: The high rate of oil consumption on some of the R-1340 engines in the U-1A aircraft seriously limit their operational capability. To permit use of high consumption engines on more missions or on long ferry flights to operational areas a means to replenish the oil while in flight would be required.

Recommendation: The oil filler fairing, filler cap, and dipstick were removed and stored. A fuel filler cap of the same size was drilled out to accommodate a larger diameter hydraulic double male coupling. The coupling was attached, through the cap, with two O-rings and a jam nut that was cut down to allow the cap to be screwed onto the filler neck. A steel mesh hydraulic line, approximately four and one-half feet long, with a female swivel ell coupling on one end and straight female coupling on the other, was run diagonally from the cap up the left side of the fuselage, and through the forward passenger window. The line was clamped (about midway) to a stem which extends from the left side of the fuselage. The plexiglass window was replaced by sheet metal cover with a hole cut near the lower front corner to accommodate the line. Inside, the line was clamped to an L-brace that was riveted to the window plate near the rear of the hole. This left approximately six inches of line unsupported. A male plug, screwed into the female fitting, kept oil fumes from entering the aircraft when oil was not being added. Oil was added, when needed, by means of a 12 gpm hand pump attached to a five-gallon jerry can. The locking lug was filled from the pump's discharge line tip to allow the tips entry into the filler line. A means of checking the oil quantity was provided by construction of a metal tube with a T-handle on one end and an eighteen inch plastic oil sample tube on the other. The length

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equalled that of the dipstick, cap fitting and the line (with couplings). The plastic tube was etched with markings at the same intervals as on the original dipstick. However, the full mark was established with the engine running at 1800 rpm's, just after the oil tank had been filled with the engine at rest, then the remainder of the scale was added by placing the original dipstick full mark parallel to the mark found inside the plastic tube portion of the new stick. (The level indicated on the outside had to be discounted because of splashing caused by oil returning to the tank from the scavenge pump). When not in use, the indicator was removed from the filler line and allowed to drain during the one hour intervals between reoiling.

11. (U) Observation: Chafed engine mount assemblies.

Evaluation: During the month of February a one time inspection revealed that the "baskets" on five operating aircraft were chafed beyond tolerance and all other aircraft in the unit showed some evidence of chafing.

Recommendation: All inner cowling panels were trimmed where necessary to provide additional clearance between cowling and "basket". Asbestos anti-chafe tape was riveted to these areas of the cowling that could not be trimmed. Additionally a program of more frequent "basket" inspection by the assigned crew chiefs and maintenance personnel was instituted.

12. (U) Observation: Landing U-1A aircraft with locked rudder control.

Evaluation: During a normal resupply mission in the U-1A (Otter), intense small arms fire was received upon climb out from the strip. One round entered the horizontal stabilizer and the rudder. This action pinned the rudder in a neutral position and necessitated landing the aircraft without rudder controls in a right crosswind of 10 knots at 35 degrees.

Recommendation: After repeated attempts to free the rudder controls from within the aircraft, the pilots decided to return to their home station and attempt the crosswind landing. Three approaches were made to feel out the winds and determine a means of not touching down in a crab. The fourth approach was power off holding the aircraft just above a stall. On roundout the pilot added enough power to pull the aircraft to the left in line with the runway thus counteracting the crosswind effects. The co-pilot then raised the flaps, reducing lift and letting the aircraft drop to the runway from about two feet. Directional control on roll-out was maintained by use of the brake.

13. (U) Observation: Readiness of survival equipment.

Evaluation: Prior to any company mission requiring sustained operation over water, i.e., a flight to Bangkok along the Bamboo route, the aircrews receive a briefing on emergency procedures, ditching and survival equipment. It was discovered that the life raft components in the over water survival kit (seat pack), were completely disassembled. When the kit was opened for demonstration the raft was in one box, the CO2 cylinder in another and the activation connector not attached to either.

Recommendation: A special emphasis was placed on inspection of all survival and E & E equipment by the E & E Officer to insure it will be operational when needed.

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14. (U) Observation: The shoulder harness inertia lock lever can in different aircraft lock in either the rear or forward position. 28

Evaluation: The lever is not consistent in same type aircraft. One must look down to be assured that the harness is locked or lean forward in his seat. When the lever is in the unlocked position, the lever itself, in some cases, blocks the "un" on the unlocked decal. This makes it look like it says "locked" and at times of rapid action can lead to a false assumption and a dangerous situation; being unlocked when thought to be locked.

Recommendation: Standardize all levers to be locked in rear position and unlocked in forward position.

15. (U) Observation: An Army Lieutenant Colonel was recently flying in an Air Force O-1 as an observer when Viet Cong were spotted and rocket runs were initiated. The man was along for the ride, had no flak jacket on and was killed from a single bullet during a rocket run.

Evaluation: Aircraft are receiving much more ground fire of late and are taking more hits every week. There is no need to endanger any more lives than necessary especially during contact missions. Usually VR's and other missions of the are not so dangerous. The operational cover missions are the dangerous ones, where enemy contact is imminent.

Recommendation: Only qualified and assigned observers should be allowed to ride on operational missions. They should not fly unless they have the proper equipment.

### C. Training.

(U) Observation: Orientation and training of newly assigned aviators.

Evaluation: The transition course in the U-1A (Otter) aircraft at Fort Ord, California, is not producing adequately trained aviators in this particular aircraft. It has been evident that the course is not long enough or is not stressing important subject areas such as crosswind operations, instrument training, and flight operations with maximum gross.

Recommendation: The company has established an extensive training program for all newly assigned aviator personnel. This program consists of a minimum of 24 hours instruction broken down as follows: (1) Initial orientation - 3 hours; (2) Left seat with I.P. - 10 hours; (3) Right seat with an AC - 10 hours; (4) Check ride - 1 hour. The majority of the time is accomplished while on combat support missions under close supervision of qualified instructor pilots and aircraft commanders. By this method the new aviators become familiar with navigation and with radio procedures peculiar to Vietnam. They also gain the experience of operating from varied strips and airfields under varied winds, weather and loading conditions. Commensurate with this requirement has been an extensive instructor pilot training program to provide I.P.'s qualified in all operations including those unique to this company. The I.P. training consists of approximately 25 hours following TC 1-34 with special emphasis on method of instruction.

### D. Intelligence. None.

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E. Logistics.

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1. (U) Observation: Carburetor types in the O-1 Birdog.

Evaluation: AMIC is currently issuing two basic types of Carburetors for the O-1 aircraft; FSN 2915-706-1139 Part#391629-8 carburetor and FSN 2915-903-4658 Part#2524299-1 carburetor are being supplied to subordinate units. The -1 carburetor has larger acceleration jets which are not subject to being plugged up by laterite or other impurities as easily as the -8. The acceleration lag comes between 1700-2000 rpm and is quite prominent when operating in and out of laterite improved airfields.

Recommendation: It is recommended that only the dash 1 carburetor be used to preclude a lag in acceleration between 1700-2000 rpm. This usage is recommended particularly in the III Corps area because of the prevalence of laterite and other dusts and impurities which are injurious to aircraft engines.

2. (U) Observation: Dispersion Oil in O-1 Engines.

Evaluation: This unit has made a practice of using a dispersing type oil in its O-1 engines. This type holds dirt and grit in suspension. In contrast, detergent oils cleanse the cylinders and other parts of the engine forcing these impurities into the oil system. Two actions occur:  
(1) Gaps remain in the cylinders which cause excessive oil consumption;  
(2) Dirt and grit are forced into the oil system to cause further engine damage. Detergent oil is found at almost all outlying airfields in this units operational area; refueling areas also tend to be unnecessarily dirty.

Recommendation: Airfield service sections at all airfields should clean up refueling areas and stock dispersing oil for O-1 usage. This unit is attempting to procure quart size cans of dispersing oil to be carried aboard each aircraft so that each may supply its own needs.

3. (U) Observation: Class II and IV supplies.

Evaluation: Although the above classes of supplies are physically in evidence in depot storage yards, an unnecessary amount of time is consumed in the processing of paper work; thereby causing some normal and priority requisitions from this unit to exceed a 120 day due-out period. Advice from supporting units is generally to cancel and re-requisition, thereby compounding the situation. This unit has found it practical to hand carry re-quests forward direct to depot and inventory control; search out and find the types of supplies desired and hand carry the requested items to issuers thereby preventing requisitions from being passed out of country due to incorrectly zeroed out stock balances.

Recommendation: It appears that supporting units stock balances are incorrectly posted at times, and that by aiding in the physical location of certain types of supplies, more effective results are obtained through the requisitioning procedures.

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### 4. (U) Observation: Outstanding EDP's.

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Evaluation: On several occasions sections have been obtaining EDP parts through private channels and were not informing Signal Supply. This caused Signal Supply to continue carrying the item as EDP even though it was no longer an EDP item.

Recommendation: To prevent further discrepancies on EDP items, a list of all outstanding EDP's is submitted to Signal Supply. This list is submitted on a weekly basis and contains EDP, O2 priorities only.

### F. Organization.

#### (U) Observation: Efficiency of the field maintenance crew.

Evaluation: A more efficient maintenance system was devised by breaking the field maintenance crew down into four Periodic Inspection teams and one unscheduled maintenance team. Each team has a team chief with approximately five men assigned to him. When an aircraft comes into Periodic Inspection, it is assigned to a PE Team. The team stays with the aircraft until it is completed.

Recommendation: There is a great morale factor involved in this organization because of competition between the teams for "PE Team of the Month". Prior to this concept, any time an aircraft came in for unscheduled maintenance, men performing Periodic Inspections had to be taken away from their duties to repair the aircraft, thereby interrupting the harmony of the PE crew. With an unscheduled maintenance crew, this is not required; therefore a much smoother and efficient flow of maintenance is performed continuously.

### G. Other.

#### 1. (U) Observation: Use of Revetments in Motor Pool.

Evaluation: Recent rocket and mortar attacks have resulted in extensive vehicular damage. Much of the damage has been limited to minor items such as tires and tubes.

Recommendation: Due to the scarcity of these items it became necessary to build revetments in order to limit vehicular damage.

#### 2. (U) Observation: First Aid Boxes and Dig-out Equipment in Bunkers.

Evaluation: Every troop bunker of this command has been supplied with a complete first aid box. This includes all bandages and standard first aid equipment. Each underground bunker is also stocked with picks, shovels, and axes in order that the occupants may dig themselves out if a cave-in should occur.

Recommendation: The above mentioned items should be the minimum required items of equipment for each personnel bunker so that necessary movement during an attack will be limited.

#### 3. (U) Observation: Use of Cement-Block Bricks in Buildings.

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Evaluation: Recent rocket and mortar attacks have given evidence to the fact that standard types of brick retard shrapnel no better than wood or other light substances. This unit, through its daily hire personnel, makes a type of brick from a combination of cement and dirt which has proven quite effective in retarding shrapnel and in many cases actually stopping this shrapnel before damage can be done.

Recommendation: All personnel quarters and gathering areas should be constructed of this new brick type so that personal injury and property damage may be held to a minimum.

4. (U) Observation: Construction of Underground Bunkers.

Evaluation: Due to the demands of the local tactical situation, it has been necessary to construct underground bunkers for the protection of unit personnel. After sustaining three personnel injuries in the unit, it was determined that the existing above-ground bunkers did not constitute adequate protection from enemy mortars and rockets. Giant excavations were made to accommodate salvaged conexes and vehicle van bodies. These were further reinforced and covered with huge timbers, sandbags, and a concrete roof, where possible.

Recommendation: It is our contention that underground bunkers will substantially decrease personnel injuries, as well as allowing more comfort and better treatment facilities for injured personnel while an attack is in progress.

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Section 3, Headquarters, Department of the Army Survey Information:

None.

6 Incl

1. The 210th Cbt Avn Bn
2. Military Strength Status
3. Summary of Gains and Losses  
for Next 90 Day Period
4. Civilian Strength Status
5. Operational Statistics
6. Aircraft Status

*Leo C. Bryan*  
LEO C. BRYAN  
LTC, CE  
Commanding

DISTRIBUTION:

- 1 copy to CO, 12th Combat Aviation Group
- 2 copies thru CO, 12th Combat Aviation Group
- 2 copies to CG, 1st Aviation Brigade
- 3 copies to DCG, USARV
- 2 copies to CG, USARPAC



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AVGC-SC (15 May 68) 1st Ind

SUBJECT: Operational Report of Headquarters, 210th Combat Aviation  
Battalion for Period Ending 30 April 1968 RCS CSFOR - 65 (RI)

DA, HEADQUARTERS, 12TH COMBAT AVIATION GROUP, APO 96266 24 May 1968

TO: Commanding General, II FFORCEV, APO 96266

1. In compliance with AR 525-15 and USARV Regulation 525-15, one copy of subject report is forwarded.

2. Subject report was reviewed by this headquarters and the following comments are made:

a. Reference page one, para A1: This statement is incorrect. All tactical fixed wing assets in the 12th Cbt Avn Gp are assigned to the 210th Combat Aviation Battalion. Operational Control of these aircraft is retained at MACV, USARV and II F Force V.

b. Reference page 13, para e: The 64th QM Bn has agreed to provide bulk POL delivery to Long Than North. Direct coordination is now in progress between 210th CAB and 64th QM Bn. Construction Directive #46 223 02 has been issued for POL storage facilities at Long Than North. Estimated completion date is unknown at this time.

c. Reference page 13, para f: Direct coordination was made with the 120th AHC. Establishment of miniport refueling facilities at Sanford Helipoint enabled release of an additional 1200 gal tanker for use at Tan Son Nhut.

d. Reference page 24, para 3: The inaccuracies of the stock record account at the 506th Field Depot has received command attention for some time. Project Counter I and II assisted in locating a large volume of supplies and equipment. The subsequent movement of the 506th Field Depot to Long Binh Post will assist in locating and recording the remaining items.

The constant submission of high priority requisitions from unit level does not allow for a search of depot assets prior to passing action of the requisition.

Until all stock locations are attained, it is mutually beneficial for using units to point out stock locations when the stock records reflect a zero balance.

e. The following paragraphs in section 2 are either insignificant, poorly stated, or incomplete: A1, B1, B2, B3, B4, B5, B6, B7, B8, B9, B10, B11, B12, B13, B15, C, E3, E4, F, G1, and G4.

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AVGC-SC (15 May 68) 1st Ind 24 May 68

SUBJECT: Operational Report of Headquarters, 210th Combat Aviation  
Battalion for Period Ending 30 April 1968 RCS CSFOR - 65 (RI)

3. Special command emphasis is being placed upon proper preparation of ORLL's to prevent reoccurrence and with a view toward improving the overall quality of the report.

*James E. Lybrand*

JAMES E. LYBRAND  
Major, Infantry  
Asst Adjutant

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AVFBC-RE-H (15 May 68) 2nd Ind  
SUBJECT: Operational Report of the 210th Combat Aviation Battalion for  
Period Ending 30 April 1968, RCS CSFOR-65 (RI) (U)

DA, HQ II FFORCEV, APO San Francisco 96266 11 June 1968

TO: Commanding Officer, 12th Combat Aviation Group, APO 96266

1. Subject report is returned.
2. Request specific comments concerning each item discussed in para 2e 1st Indorsement.

FOR THE COMMANDER:

*OB Fory*

O. B. FORY  
1LT, AGC /  
Asst AG

28

de 157

AVGC-SC (15 May 68) 3d Ind

SUBJECT: Operational Report of the 210th Combat Aviation Battalion for  
Period Ending 30 Apr 1968, RCS SCFOR-65 (RI) (U)

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DA, HEADQUARTERS, 12TH COMBAT AVIATION GROUP, APO 96266 15 June 1968

TO: DA, HQ II FFORCEV, APO San Francisco 96266

In compliance with 2d indorsement, the following comments are made:

1. Reference page 18, para A1, B1, B2, and B3. These are isolated problems and are not considered lessons learned.
2. Reference page 20, Item 7: This is an isolated problem and is not considered a lesson learned.
3. Reference page 20, Item 8: This observation has no new impact and is not considered a lesson learned.
4. Reference page 21, Item 9: This is an isolated problem and is not considered a lesson learned.
5. Reference page 22, Item 11: Type aircraft is not stated, therefore no valid comment can be made.
6. Reference page 22, Item 13: This observation has no new impact and is not considered a lesson learned.
7. Reference page 23, Item 15: This is an isolated incident which should be resolved through other channels and is not considered a lesson learned.
8. Reference page 24, Item 3: See paragraph 2d, 1st Indorsement.
9. Reference page 25, Item 4: This problem is local and is not considered a lesson learned.
10. Reference page 25, Item G1: This item presents nothing new and is not considered a lesson learned.
11. Reference page 26, Item 4: This item presents nothing new and is not considered a lesson learned.

FOR THE COMMANDER:

*James E. Lybrand*  
JAMES E. LYBRAND  
Major, Infantry  
Asst Adjutant

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AVFBC-RE-H (15 May 68) 4th Ind  
SUBJECT: Operational Report of the 210th Combat Aviation Battalion for  
Period Ending 30 April 1968, RCS CSFOR-65 (RI) (U)

DA, HQ II FFORCEV, APO San Francisco 96266 24 JUN 1968

THRU: Commanding General, 1st Aviation Brigade, ATTN: AVBA-C, APO 96307  
Commanding General, US Army Vietnam, ATTN: AVHGC(DST), APO 96375  
Commander, US Army Pacific, ATTN: GPOP-OT, APO 96558

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

1. Subject report is forwarded.
2. This headquarters has reviewed the attached Operational Report - Lessons Learned of the 210th Combat Aviation Battalion and concurs with the report, subject to the comments contained in the first and third indorsements, and in para 3 below.
3. Reference para A 17b, Section I (p 9): It is not clearly defined whether the unit is referring to extensions of six months or more, or of less than six months. If an individual extends his foreign service tour for six months or more and requests a 30-day special leave, yet does not have sufficient time prior to ETS to complete the tour extension, he is required by paragraph 4b, USARV Regulation 630-2 to reenlist or to execute a voluntary extension of term of service. There is nothing in the regulation to cover personnel who extend their overseas tours for 90 days or more, but less than six months, and are entitled to an additional R&R, but logically the same requirement would exist. There would be no requirement for an individual to reenlist or extend his enlistment prior to extending his overseas tour for less than 90 days as he would derive no tangible benefit from this type of extension.

FOR THE COMMANDER:

*Warren J. English*  
WARREN J. ENGLISH  
CPT, AGC  
Asst AG

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AVBA-G (15 May 68) 5th Ind

SUBJECT: Operational Report of the 210th Combat Aviation Battalion for  
Period Ending 30 April 1968, RCS CSFOR-65 (R1) (U)

DA, HEADQUARTERS, 1ST AVIATION BRIGADE, APO 96384 JUN 29 1968

THRU: Commanding General, US Army Vietnam, ATTN: AVHGC-DST, APO 96375  
Commander in Chief, US Army Pacific, ATTN: GPOP-OT, APO 96558

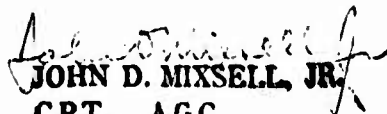
TO: Assistant Chief of Staff for Force Development, Department of the  
Army, Washington, D. C. 20310

1. (U) This headquarters has reviewed this report, considers it to be  
adequate, and concurs with the contents as indorsed.

2. (C) The following additional comment is considered pertinent:

Sect I, Para G 1c, page 14. 1st Aviation Brigade records reflect that  
the 210th Combat Aviation Battalion has 2 AN/VCS-2 radio teletype sets at  
Long Thanh. They have RATT capability if they desire to put it into opera-  
tion.

FOR THE COMMANDER:

  
JOHN D. MIXSELL, JR.  
CPT, AGC  
Assistant Adjutant General

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AVHGC-DST (15 May 68) 6th Ind (U) CPT Arnold/dls/LBN 4485  
SUBJECT: Operational Report of the 210th Combat Aviation Battalion for  
Period Ending 30 April 1968, RCS CSFOR-65 (RI) (U)

HEADQUARTERS, US ARMY VIETNAM, APO San Francisco 96375 2 JUL 1968

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

1. This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 30 April 1968 from Headquarters, 210th Combat Aviation Battalion.
2. Concur with report as submitted.

FOR THE COMMANDER:

*C. S. Nakatsukasa*  
C. S. NAKATSUKASA  
Captain, AGC  
Assistant Adjutant General

Cy furn:  
HQ 1st Avn Bde  
HQ 210th Cbt Avn Bn

GPOP-DT (15 May 68) 7th Ind (U)

SUBJECT: Operational Report of HQ, 210th Cbt Avn Bn for Period Ending  
30 April 1968, RCS CSFOR-65 (R1)

HQ, US Army, Pacific, APO San Francisco 96558

15 JUL 1968

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

This headquarters has evaluated subject report and forwarding indorse-  
ments and concurs in the report as indorsed.

FOR THE COMMANDER IN CHIEF:

*C. I. Shortt*

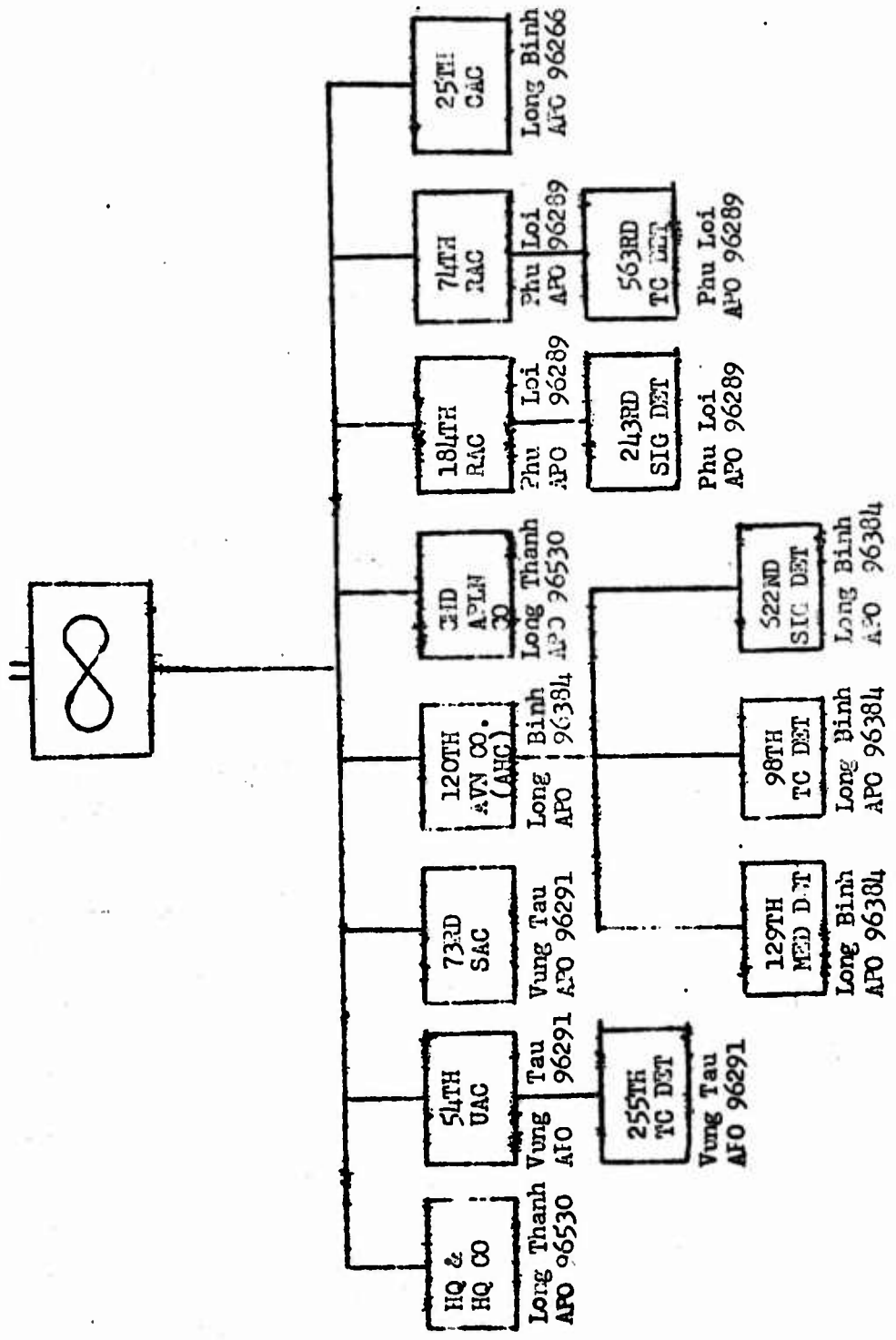
C.I. SHORTT  
CPT, AGC  
Asst AG



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210TH COMBAT AVIATION BATTALION



Incl 1

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## MILITARY STRENGTH STATUS

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<u>SUBORDINATE</u> <u>UNIT</u>	<u>OFFICER</u>		<u>WO</u>		<u>EM</u>		<u>TOTAL</u>	
	Auth	O/H	Auth	O/H	Auth	O/H	Auth	O/H
HHD, 210th CAB	21	24	2	3	86	157	109	184
USARV Flt Det	29	44	1	6	64	127	94	177
25th Avn Co	8	9	18	15	89	104	115	128
54th Avn Co	10	15	28	18	120	122	158	155
73d Avn Co	37	23	3	5	252	255	292	283
74th Avn Co	41	36	1	2	82	74	124	112
98th Trans Det	1	1	1	0	70	57	72	58
120th Avn Co	14	18	41	35	140	154	195	207
129th Med Det	1	1	0	0	8	8	9	9
184th Recon Acof32	27		1	1	95	79	128	107
243d Sig Det	1	1	0	0	9	7	10	8
255th Trans Det	1	1	1	1	50	39	52	41
563d Trans Det	0	0	0	0	24	14	24	17
622nd Sig Det	0	0	1	1	8	10	9	11
210th CAB	196	200	98	87	1097	1210	1391	1497

Incl 2

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## SUMMARY OF GAINS AND LOSSES FOR NEXT 90 DAYS

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### LOSSES

	30 DAYS	60 DAYS	90 DAYS
OFFICERS	14	26	28
WARRANT	7	10	12
ENLISTED MEN	64	162	108

### GAINS

	30 DAYS	60 DAYS	90 DAYS
OFFICERS	Unknown	Unknown	Unknown
WARRANT	Unknown	Unknown	Unknown
ENLISTED	Unknown	Unknown	Unknown

Incl 3

### CIVILIAN STRENGTH STATUS

Subordinate Unit	DAC		VN		3d Natl	
	Auth	O/H	Auth	O/H	Auth	O/H
HEAD, 210th	0	0	11	7	0	0
CAC	0	0	5	9	0	0
120th	0	0	0	13	0	0
98th	0	0	0	2	0	0
184th	0	0	5	10	0	0
54th	0	0	7	13	0	0
73rd	0	0	9	14	0	0
25th	0	0	0	1	0	0
74th	0	0	0	7	0	0

Incl 4

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**210TH CGIBT AVIATION BATTALION OPERATIONAL STATISTICS**  
**QUARTER ENDING 30 April 1968**

Subordinate Unit	Sorties Flown	Troops Lifted	Cargo Lifted (Tons)	Enemy KIA	Structures Dam	Structures Dest	Sampans Dam	Sampans Dest	Aircraft Loss	Aircraft Damage
CAC-1	6189	13967	163							
120th AHC	14763	23763	101	354	848	1014	33	146	UK-1D 1	UH-1B(A) - 15 UH-1D - 3
54th UAC	3863	10127	461							U-1 - 7
74th RAC	9505	1215		42	14	33	2	7		O-1 - 16
184th RAC	5975	417		33		46		16		O-1 - 10
25th CAC	7614	13958	40							UH-1D - 2
73rd SAC	1953								OV-1 - 1	OV-1 - 11
210th CAB	49862	63447	765	429	862	1093	35	169	2	64

Incl 5

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Incl 6

210TH COMBAT AVIATION BATTALION AIRCRAFT STATUS  
30 April 1968

Subordinate Unit	UH-1B Auth	UH-1B O/H	UH-1D/H Auth	UH-1D/H O/H	OV-1 Auth	OV-1 O/H	O-1 Auth	O-1 O/H	U-6 Auth	U-6 O/H	U-1 Auth	U-1 O/H	U-21 Auth	U-21 O/H	U-8 Auth	U-8 O/H	OH-23 Auth	OH-23 O/H
CAC-1			9	0					0	1			19	28	8	0		
125th CAC			10	10									1	1				
54th JAC											18	18						
73d SAC					18	17			1	1								
74th RAC							32	31	1	1								
181st RAC							24	26	0	1								
220th AHC	8	8	33	29														
38 EMD										2							2	0
210th CAB	8	8	52	39	18	17	56	57	2	6	18	18	20	29	8	0	2	0

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## DOCUMENT CONTROL DATA - R &amp; D

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13. ABSTRACT			

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The following items are recommended for inclusion in the Lessons Learned Index:

ITEM 1

\* SUBJECT TITLE \_\_\_\_\_

\*\* FOR OT RD # \_\_\_\_\_

\*\*\*PAGE # \_\_\_\_\_

ITEM 2

SUBJECT TITLE \_\_\_\_\_

FOR OT RD # \_\_\_\_\_

PAGE # \_\_\_\_\_

ITEM 3

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ITEM 4

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ITEM 5

SUBJECT TITLE \_\_\_\_\_

FOR OT RD # \_\_\_\_\_

PAGE # \_\_\_\_\_

\* Subject Title: A short (one sentence or phrase) description of the item of interest.

\*\* FOR OT RD # : Appears in the Reply Reference line of the Letter of Transmittal. This number must be accurately stated.

\*\*\*Page # : That page on which the item of interest is located.

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