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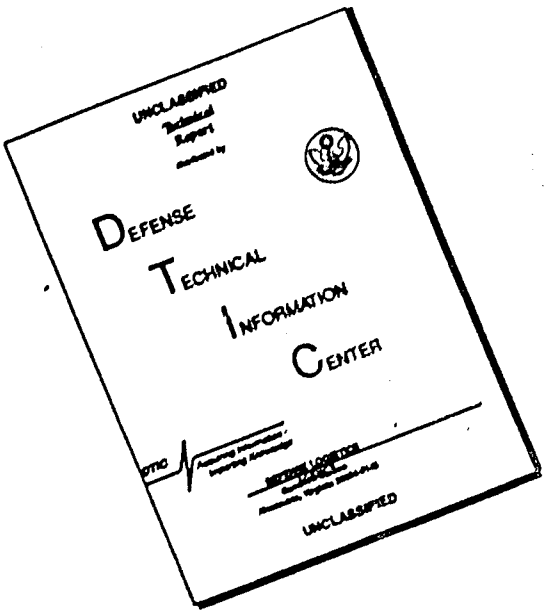

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DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310

IN REPLY REFER TO

AGDA (M) (21 Aug 69) FOR OT UT 692179 12 September 1969

SUBJECT: Operational Report - Lessons Learned, Headquarters, 212th Combat Support Aviation Battalion, Period Ending 30 April 1969 (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 UT, Operational Reports Branch, within 90 days of receipt of covering letter.

2. Information contained in this report is provided 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:

ROBERT E. LYNCH
Colonel, AGC
Acting The Adjutant General

1 Incl
as

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  US Army Mobility Equipment Research & Development Center
  212th Combat Support Aviation Battalion

DEPARTMENT OF THE ARMY
Headquarters 212th Combat Support Aviation Battalion
"Wings of Freedom"
APO 96337

AVBACF-BC 11 May 69

SUBJECT: Operational Report of the 212th Combat Support Aviation Battalion for the period ending 30 April 1969, RCS CSFOR-65(R1)(U)

SEE DISTRIBUTION:

1. (C) Section I: Operations: Significant Activities.

a. No unit mission changes occurred during this reporting period.

b. On 1 February 1969, Headquarters 212th Combat Support Aviation Battalion and all subordinate units implemented Standardized MTOEs IAW General Orders Number 771, Headquarters USARPAC, dated 22 November 1968. An organizational chart and station list is at Inclosure 1.

c. Personnel changes of command and principal staff positions within the battalion for the reporting period are at Inclosure 2.

d. The 212th CSAB and its subordinate units authorized and present for duty strengths as of 30 April 1969 are at Inclosure 3.

e. The type aircraft which are authorized and on hand for the battalion and its subordinate units are at Inclosure 4.

f. Results of operations conducted during this quarter by subordinate units in sorties flown, troops lifted, cargo transported, enemy killed by air, sampans and structures destroyed, aircraft lost or damaged are at Inclosure 5.

g. During this reporting period the 212th CSAB engaged in operations against the enemy on 89 consecutive days, flying a total of 39,233 sorties.

h. Events of Historical Significance:

(1) The following attacks on friendly installations took place during the reporting period:

(a) On 23 February 1969 at 0210 hours, the area occupied by units of this command at the Marble Mountain Air Facility received 21 rounds of 82mm mortar fire. The attack lasted approximately 15 minutes and resulted in: heavy damage to one UH-1H aircraft and one vehicle; moderate damage to four vehicles; light damage to three O-1G, one OV-1C, five UH-1H, three UH-1B aircraft and six vehicles. Casualties were two personnel WIA and returned to duty.

FOR OT UT
692179
Inclosure

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SUBJECT: Operational Report of the 212th CSAB for the period Ending 30 April 1969, RCS CSFOR-65(R1)

(b) On 20 March 1969 at 0210 hours, the area occupied by units of this command at the Marble Mountain Air Facility received six rounds of 82mm mortar fire. The attack lasted approximately 15 minutes and resulted in light damage to one UH-1H and one administrative building. Casualties were two personnel WIA and returned to duty.

(c) On 25 March 1969 at 0210 hours, Quang Ngãi received an unknown number of 82mm mortar rounds in the U. S. Army area occupied by elements of this command. The attack lasted until 0500 hours and resulted in heavy damage to one UH-1H and light damage to one UH-1H. No personnel injuries were incurred.

(2) The following significant flight operations occurred during the reporting period.

(a) On 8 February 1969, the 282d Assault Helicopter Company scrambled a light fire team to an area south Hoi An where they engaged enemy sampans and a suspected NVA supply dump. Battle damage results included 13 sampans destroyed and a supply dump blown up.

(b) On 9 February 1969, the 282d AHC scrambled a light fire team to the An Hoa area in response to a request from two U. S. Air Force Forward Air Controllers, who had observed a large concentration of enemy soldiers. The "Alley Cats" engaged several targets with the results of 21 enemy killed by air, two structures destroyed, and three structures damaged.

(c) On 12 February 1969 at approximately 1230 hours, a pilot of the 21st Aviation Company (Utility Airplane) was performing a visual reconnaissance mission southwest of An Hoa when he was downed by ground fire, crashing in a river. The pilot was killed, however, the observer was rescued the following day after successfully evading the enemy for nearly 30 hours.

(d) On 23 February 1969 the 282d AHC firefly team was launched during an enemy mortar attack on the Marble Mountain Air Facility. Enemy targets were engaged immediately south of DaNang with unconfirmed results.

(e) On 1 March 1969, a 282d AHC UH-1H sustained 10 hits from enemy fire while taking off from an LZ south of DaNang. The aircraft commander was shot in the left hand which required hospitalization and the pilot was subsequently medically evacuated to the US for further treatment.

(f) On 21 March 1969, a 282d AHC gunship flying cover for an OH-6A, received a mayday call from Dolphin 36 near Hoi An. After locating the downed ship and coordinating with rescue aircraft, protective fire was placed around the downed crew. Since there were no other helicopters in the area, the gunship went into the area of

the downed ship and picked up part of the crew and passengers. Upon returning them to safety the gunship returned to the crash site to find that other aircraft had arrived and evacuated the remaining personnel.

(g) On 26 March 1969 at 1415 hours, Captain William C. Hooper was conducting an artillery mission northwest of Dong Ha in a 220th Utility Airplane Company Bird Dog. While flying at an altitude of 1000 feet, shrapnel from an eight inch delay projectile entered the windshield of his O-1, striking CPT Hooper in the right arm. Captain Hooper, with assistance from the observer, landed the aircraft safely and was evacuated out of country with minor flesh wounds and a broken arm.

(3) Significant administrative activities: Corps Aviation Company (Provisional), Hue Phu Bai, APO 96308, was deactivated, reorganized and designated the 62d Aviation Company (Corps), effective 4 March 1969, under the provisions of Section II, paragraph 1, General Orders Number 190, Headquarters USARPAC, dated 4 March 1969. No change in unit mission or location resulted.

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

a. Personnel: Survival, Escape, and Evasion Personnel (SEE)

(1) Observation: The criticality and density of life support equipment in OV-1 units warrants authorization of SEE trained personnel.

(2) Evaluation: OV-1 units of this command have experienced a need to continually train and retrain personnel on survival, escape and evasion. Units have consolidated all SEE equipment in one area under the supervision of a SEE NCO who is on flight status and who is a graduate of the sea and jungle survival schools. His responsibilities include the supply, maintenance and servicing of SEE equipment and the training of unit personnel on SEE procedures. These responsibilities are additional duties for this NCO. It has been noted that the job is time consuming and has evolved into a primary duty position.

Due to the heavy burden placed on the SEE NCO and the constant maintenance and servicing required on such equipment as oxygen masks, flight helmets, survival vests, special harnesses, escape and evasion equipment and related items, assistance is required to maintain the life support shop on a 24 hour a day basis. It has been found that flight personnel arriving in country from CONUS are inadequately trained to maintain this equipment.

Units are often required to seek Air Force and Navy assistance when servicing this equipment. This assistance is not always available when needed, and is limited at best.

(3) Recommendation: That a study be initiated to evaluate the need for SEE trained personnel in Surveillance Airplane Companies. The combat effectiveness of a Surveillance Airplane Company would be greatly increased with the services of a SEE trained NCO (E6), two SEE trained E5s and one E4. The SEE training program within the Surveillance Airplane Companies would be greatly enhanced if CONUS schools, such as USACGS/TC, would assume the responsibility for the initial training of pilots and technical operators in the basic survival techniques, and the maintenance of personal flight equipment, as related to aircraft equipped with ejection seats.

b. Operations:

(1) OV-1C Night Target Marking System.

(a) Observation: A night target marking system can be fabricated for the OV-1C aircraft.

(b) Evaluation: An OV-1 unit of this command has devised an effective system for marking targets at night with a ground burning flare that burns with a brilliant white light for approximately thirty minutes. The flare being used is the MK-6 marker log, FSN 1370-725-7049, mounted on a six position Navy practice bomb rack. The bomb rack has its own intervalometer to sequence the deployment of the six flares. The present OV-1C external stores release electrical circuitry is adequate to give precise release of the flares by the pilot. The problem of relocating the target on subsequent passes has been virtually eliminated with the AN/AAS-22, Infrared Detecting System. This system employes an inflight integrated computer which provides instantaneous six digit UTM coordinates, accurate to within 100 meters. Control of the computer is accomplished by the sensor operator simply placing a superimposed crosshair over the target on the video viewer and pressing one button. Vertical and horizontal deflection control of the crosshair is maintained through a slew control stick attached to variable resistors. The six digit coordinates from the computer can be placed into the doppler and the aircraft navigated back over the target for marking runs. When the target reappears on the video viewer a ground marker is released and will land approximately one hundred and fifty meters beyond the target. If the FAC cannot locate the target, a third and final pass is made in the opposite direction, thereby enabling the pilot to bracket the target.

(c) Recommendation: That a night target marking system be incorporated as an MWO for OV-1C aircraft and that the OV-1D be designed with a similar capability.

(d) Command Action: An EIR has been submitted recommending a MWO be incorporated into OV-1C aircraft of units which require a night target marking capability.

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(2) ZYR Retrofit Problems.

(a) Observation: The ZYR Retrofit Program for the KY-28 scrambler system was in progress long before this command was issued KY-28s.

(b) Evaluation: The lack of these scramblers prevented our repairmen from making a complete check of the modification before accepting the aircraft from retrofit teams. As a result, aircraft were accepted that had existing faults in the wiring not detectable at the time. It is now the unit avionics repairman's responsibility to check and correct any existing faults in wiring of a new system he knows little about. To further complicate matters there is now no single complete wiring diagram that includes these latest changes along with what still remains of the original aircraft wiring. To trace wires, leads and connections, the repairman must constantly flip back and forth through several different schematics in trouble shooting the simplest wiring problem. This is time consuming and very difficult.

(c) Recommendation: That one complete wiring diagram be prepared and published, showing exactly what wiring connections now exist to include configuration changes brought about by the ZYR retrofit program.

(3) Utilization of the AN/AAS/14A Infrared System

(a) Observation: A need exists for a means to increase the present maximum effective altitude of the AN/AAS/14A system.

(b) Evaluation: This unit has achieved outstanding results using the AN/AAS-14A system at altitudes of between 2500' and 4000' AGL by using an indium arsenide (InAs) detector, AN-4468, FSN 5850-999-4114, in channel A and an indium antimonide (InSb) detector, AN/4464, FSN 5850-930-0150, in channel B with the system operating in expanded B/A format. The InAs detector is best suited for identifying extremely hot targets in the 1000°F spectrum but offers little or no terrain mapping to aid in target location. The InSb detector provides adequate terrain mapping and targets in the lower temperature range from 200-500°F. The best imagery has been obtained by increasing the receiver post amplifier gains to four volts peak to peak and operating the channel A calibration indicator (C.I.)P.A. gain at three with the contrast at fourteen. Channel B(C.I.) gains are set in the normal manner. It is necessary to operate channel A(C.I.) level control at five or below to prevent channel A amplifier and detector noise from appearing on the imagery. For proper film exposure channel B(C.I.) level is set at ten or above. This unit has positively identified trucks, truck parks and troop concentrations from imagery obtained at 3000' AGL using the B/A format and the above mentioned procedures.

(c) Recommendation: That other Mohawk units consider

evaluating discussed techniques in the operation of the AN/ALS-14A system.

(d) Command Action: Units of this command have adopted the aforementioned techniques.

(4) Shrapnel hits during artillery adjustments.

(a) Observation: Aircraft have been receiving shrapnel from the adjustment of friendly artillery at a normally assumed safe altitude, 1000' AGL or higher. During this reporting period two (2) pilots have been hit by friendly shrapnel plus several aircraft. Some of these hits were received at 1500' AGL.

(b) Evaluation: Although some of the hits have been in the fuselage, horizontal, and vertical stabilizers, the majority have been in the leading edge of the wings and the foremost parts of the aircraft. It is a proven fact that spent shrapnel will reach altitudes up to 1500' over the target area. Also the majority of the hits were taken on the extended GT line. The fact that the pilots have been turning into the target too soon after receiving "Splash" accounts for the shrapnel being in the leading sections of the aircraft.

(c) Recommendation: That pilots fly artillery missions at the highest practical altitude that can be attained. Also that they fly parallel to the GT line until receiving "Splash". Upon receiving "Splash", that they hesitate for approximately thirty (30) seconds to allow for the spent shrapnel to return to the earth before turning into the target area for further observation.

(d) Command Action: The above recommended flight technique was made a matter of unit policy, and no incidents have since occurred.

(5) Speech Security TSEC/KY-28

(a) Observation: The circuit breaker switch on the TSEC/KY-28 control head is easily broken.

(b) Evaluation: The inadvertant banging of the circuit breaker switch with seat belts or with feet when entering the cockpit is causing the switch to break. Rough engagement of the switch is also causing breakage.

(c) Recommendation: The installation of some type of protector over or around the circuit switch.

(d) Command Action: An EIR has been submitted.

(6) AN/ARN-52, TACAN

(a) Observation: The AN/ARN-52, TACAN has a high

rate of malfunction due to premature failure of the low voltage supply and RF modules in the RT 384. The primary reason for this premature failure is overheating.

(b) Evaluation: There are several reasons for the overheating. The low voltage and RF modules overheat because the blower motor does not blow air through its TACAN to cool these parts. This is due to the spacers between the blower motor and the mounting base. These spacers cause air to escape rather than to be directed through the TACAN for cooling. Another reason is excessive operation of the TACAN on the ground prior to take-off and after landing. To eliminate overheating, the TACAN should be turned on just prior to take-off and shut down immediately after landing. The spacers between the mounting base and blower motor should be removed and the blower motor mounted flush with the base forcing more air through the TACAN.

(c) Recommendation: All OV-1 units presently utilizing the TACAN should be informed of this procedure.

c. Training:

(1) OV-1: Ejection and Survival Training

(a) Observation: Periodic survival and ejection seat training must be conducted for OV-1 Mohawk crews.

(b) Evaluation: On 1 March 1969, an OV-1 from this command was shot down by 37mm antiaircraft fire. While coping with the emergency condition, the pilot gave the order to eject four seperate times, but the observer failed to obey the pilot's orders. The pilot stayed with the aircraft trying to get the observer to eject. As trees came up in front of the cockpit, the observer finally fired the seat. The pilot followed as the aircraft went into an uncontrollable right roll and through 60 degrees of bank. The pilot got only partial deployment of his chute and landed on his posterior with no ocillations of the chute. Luckily he landed in thick brush and survived the ejection. Contact was made between the pilot, observer and an orbiting aircraft with the emergency survival radio. Within half an hour, Air Force rescue helicopters were overhead and proceeding with the extraction. During the extraction operation, the observer grasped the cable above the canopy ponctrater and smashed his fingers in the wench when he was hoisted aboard the helicopter.

(c) Recommendations: 1. That additional quotas to Jungle Survival School be made available to permit all OV-1 crewmembers to receive SEE training upon assignment to an operational unit.

2. That more emphasis be placed on ejection seat training for airborne sensor operators and aerial observers.

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3. That a helicopter equipped with a canopy penetrator and other extraction devices be made available to all aviation units periodically for familiarization of aircraft crews with rescue techniques.

(d) Command Action: Liaison has been established with the 37th Aero Space Squadron (Jolly Green) in DaNang and plans are being made to conduct periodic extraction training exercises.

(2) Aerial Observers.

(a) Observation: Inadequacy of aerial observer training.

(b) Evaluation: Often the observers supplied by supported Army units are completely unqualified in that they have never been in an aircraft before, cannot read a map, or have never adjusted artillery. Too much valuable time is devoted to training these observers before they become even marginally effective. This is a problem unique to the Army, for the Marines have aerial observer schools and as a result their observers are fully qualified when they arrive in RVN.

(c) Recommendation: That the U. S. Army initiate a course of instruction at Fort Rucker for the purpose of training non-rated officers in the techniques of aerial observation.

(d) Command Action: The above recommendation was discussed with the Commandant of the U. S. Army Aviation School during a briefing conducted by this command.

d. Intelligence: None.

e. Logistics:

(1) Gyro-Signal Distress Kit, FSN 1370-078-6350 (LY48)

(a) Observation: The Gyro-Signal Distress Kit FSN 1370-078-6350 (LY48) is a much more powerful flare than the presently used Penguin Signal Kit, FSN 1370-821-6172 (LY35).

(b) Evaluation: The Gyro-Signal flare is gyro stabilized and this gives it a penetrating capability which makes it possible for a survivor to signal an aircraft through a jungle canopy.

(c) Recommendation: That Gyro-Signal Distress Kit, FSN 1370-078-635, be issued to all Army aviation units presently deployed in RVN, on a one per crewmember basis.

(2) Acoustical Coupler, FSN 5821-878-8894 and the Emergency Wire Antenna, FSN 5821-789-3860 YE (See Inclosure 6).

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SUBJECT: Operational Report of the 212th CSAB for the period Ending 30 April 1969, RCS CSFOR-65(R1)

(a) Observation: It has been learned from crewmembers in a survival situation, immediately following an ejection, that the above survival radio components greatly enhance the capabilities of the ACR RT-10 survival radio, and increases the chances for immediate rescue.

(b) Evaluation: The Emergency Wire Antenna provides a means for continuing the operation of the ACR RT-10 survival radio even after the primary antenna has been broken off. The acoustical coupler makes it possible for the user to deposit the radio in a pocket of his flight clothing enabling both hands to remain free and still maintain radio contact without the risk of squelch exposure.

(c) Recommendation: That the Emergency Wire Antenna and the acoustical coupler be issued to all Army aviation units presently utilizing the ACR RT-10 survival radio.

(3) Shroud Cutter, FSN 1670-779-1253

(a) Observation: The requirement for a shroud cutter to be integrated with the OV-1 harness.

(b) Evaluation: It has been found that if one hand or arm is immobilized due to an injury during an ejection, it is impossible to obtain the survival knife presently located in the standard survival vest, and cut the shroud lines in an emergency situation. By mounting the shroud cutter on a riser line, it is quickly obtained by either hand, and used as required. The shroud cutter is laced around the riser and does not alter or damage the riser in any way. (See Inclosure 7).

(c) Recommendation: That this shroud cutter be authorized for issue to all OV-1 units for installation on each MKJ5B Martin Baker Ejection Seat parachute harness.

(4) Tree Lowering Device, FSN 1670-835-6788.

(a) Observation: Combat experiences have shown a need for a tree lowering device integrated with the OV-1 harness.

(b) Evaluation: One OV-1 unit in this battalion has experienced six ejections, of which four personnel landed in the trees. This indicates a definite and urgent need for the tree lowering device, FSN 1670-835-6788 or FSN 1670-835-6790, which can easily be integrated with the OV-1 parachute harness. This device is currently in use by the Air Force on all types of personnel parachutes. (See Inclosure 8). In a great majority of ejections, this device had to be used prior to the most elementary steps in escape and evasion attempts after experiencing a tree landing.

(c) Recommendation: That a study be initiated to evaluate the need for the tree lowering device, FSN 1670-835-6788 or FSN 1670-835-6790, in conjunction with the OV-1 parachute harness.

(5) Water Flask

(a) Observation: Debriefing statements of personnel who have ejected into the jungle, reveal an immediate need for a drink of water when on the ground.

(b) Evaluation: OV-1 personnel of this battalion, as well as the Air Force and Navy have purchased locally or from CONUS a plastic, contoured, pint flask, which makes it possible for the pilot or crewmember to carry an immediate accessible water supply which fits into the leg pocket of his flight clothing.

(c) Recommendation: That all Army aviation crewmembers be issued a plastic, contoured, pint flask on a one per crewmember basis.

f. Organization: None.

g. Medical: The need for stocking an atropine antidote.

(a) Observation: An individual was brought to the 519th Medical Detachment for treatment of accidental injection of two (2) mg of atropine. He experienced only mild side effects, as expected, but as a check was made of the drugs for a possible antidote, it was discovered that there was no pilocarpine or physostigmine on hand. Neither did the MSA Hospital or the 95th EVAC Hospital.

(b) Evaluation: In view of the wide availability of atropine syrettes and the potential for accidental injection or frank misuse of the drug, it behooves all medical treatment facilities to have pilocarpine and/or physostigmine on hand in injectable form.

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(b) Recommendation: Army-wide implementation of the policy that all medical treatment facilities will have on hand a specific pharmacologic antagonist to atropine(such as pilocarpine or physostigmine), as an adjunct to the antipyretics and anticonvulsants presently on hand.

Jack L. Mullen

JACK L. MULLEN
LTC, FA
Commanding

8 Incl
1. Organizational chart
2. Personnel Changes
3. Auth/Present for Duty Strength
4. Aircraft status
5. Quarterly statistics
6. Photo, Accustical Coupler
7. Photo, Location of shroud cutter (2)
8. Photo, Tree Lowering Device (7 photos)

Incls 2, 3 and 4 wd Hq, DA

Photos B, E, and F to Incl 8 wd Hq, DA

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AVBAGC-O (11 May 69) 1st Ind
SUBJECT: Operational Report of the 212th Combat Support Aviation Battalion for the period ending 30 April 1969, RCS CSFOR-65 (RI) (U)

DA, HEADQUARTERS, 1ST AVIATION BRIGADE, APO 96384 28 MAY 1969

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

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

1. This headquarters has reviewed this report, considers it to be adequate and concurs with the contents.

2. The following additional comments are considered pertinent:

a. Paragraph 2a, page 3: Concur with recommendation. A message has been sent to 212th CSAB, directing them to initiate the study recommended.

b. Paragraph 2b (6), page 6: Concur. Complete operator and organizational maintenance procedures have been published and are being distributed.

c. Paragraph 2g (5), page 10. The issue of a plastic, contoured water flask is not considered necessary in that Survival Kit, Individual Hot Climate, OV-1 aircraft contains ten (10), ten (10) ounce cans of water. The survival kit is available through normal supply channels. Authorization for issue is CTA 50-901 dated January 1969, line number U72569.

d. Paragraph 2g, page 10. Pilocarpine, physostigmine, neostigmine, and/or methacholine will add to a patient's treatment but these drugs do not affect the central effects of atropine; the central effects of atropine represent the source of danger due to overdose of the drug, atropine. The cornerstones of treatment in atropine poisoning are the short acting sedatives; other treatment is symptomatic. The short acting barbiturates necessary for the essential treatment in atropine poisoning are available as components of the medical supply kits organic to our aviation medicine sections and detachments. If any flight surgeon wishes to "frost the cake", neostigmine and methacholine can be ordered and stocked from the medical supply system. It should be incidentally noted that the ampules of atropine available to the troops are of the 2 milligram size. A fatal dose of atropine is estimated to be in excess of 100 milligrams (fifty needle

AVBAGC-O (11 May 69) 1st Ind 28 MAY 1969
SUBJECT: Operational Report of the 212th Combat Support Aviation Battalion for the period ending 30 April 1969, RCS CSFOR-65 (RI) (U)

sticks worth of dosage) and there have been recoveries of individuals receiving 1000 milligrams of atropine.

FOR THE COMMANDER:

DAVID R. ANDERSON
Capt, AGC
Asst. AG

AVHGC-DST (11 May 1969) 2d Ind
SUBJECT: Operational Report of the 212th Combat Support Aviation Battalion for the period ending 30 April 1969, RCS CSFOR-65 (R1)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375 23 JUN 1969

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 1969 from Headquarters, 212th Combat Support Aviation Battalion.

2. Comments follow:

a. Reference item concerning ZYR Retrofit Problems, section II, page 5, paragraph 2b(2); concur. US Army Aviation Systems Command is updating the necessary publications with corrected schematics.

b. Reference item concerning Utilization of the AN/AAS/14A Infrared System, section II, page 5, paragraph b(3); concur. Unit will be requested to forward sample test results to USARV, ATTN: AVHAV-LOG for further evaluation.

c. Reference item concerning Gyro-Signal Distress Kit, FSN 1370-078-6350 (LY48), section II, page 8, paragraph e(1); concur. USARV Reg 700-13 prescribes procedures for requesting items that are assigned a FSN, but are not included in the Army Inventory. Unit will be advised.

d. Reference item concerning Shroud Cutter, FSN 1570-799-1253, section II, page 9, paragraph c(3); concur. USARV Reg 700-13 prescribes procedures for requesting items that are assigned a FSN, but are not included in the Army Inventory. Unit will be advised.

e. Reference item concerning Tree Lowering Device, FSN 1670-835-6788, section II, page 9, paragraph c(4); concur. USARV Reg 700-13 prescribes procedures for requesting items that are assigned a FSN, but are not included in the Army Inventory. Unit will be advised.

FOR THE COMMANDER:

C. D. Wilson

C. D. WILSON
1LT, AGC
Assistant Adjutant General

Cy furn:
212th CSAB
1st Avn Bde

GPOP-DT (11 May 69) 3d Ind (U)
SUBJECT: Operational Report of HQ, 212th Combat Support Aviation Battalion for Period Ending 30 April 1969, RCS CSFOR-65 (R1) (U)

HQ, US Army, Pacific, APO San Francisco 96558 29 JUL 69

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

1. This headquarters has evaluated subject report and forwarding indorsements and concurs in the report as indorsed.

2. Reference paragraph 2e (1-5) basic and paragraph 2c, d, e of 2d Indorsement. Advising unit on procedures for requesting items not included in US Army inventory is a satisfactory interim solution. Detailed study of requirement for suggested survival equipment should be made and appropriate items be authorized and issued.

FOR THE COMMANDER IN CHIEF:

C. L. SHORT
CPT, AGC
Asst AG

Cy furn:
CG USARV

ORGANIZATIONAL STRUCTURE

212th Combat Support Aviation Battalion
APO 96337 (Marble Mountain Air Facility, Da Nang)

- 21st Aviation Company (UA)
  APO 96374 (Chu Lai)
  - 1st Platoon
    APO 96337 (Da Nang)
  - 2d Platoon
    APO 96374 (Chu Lai)
  - 3d Platoon
    APO 96374 (Chu Lai)
- 131st Aviation Company (SA)
  APO 96308 (Phu Bai)
- 220th Aviation Company (UA)
  APO 96308 (Phu Bai)
  - 134th Medical Detachment
    APO 96308 (Phu Bai)
- 245th Aviation Company (SA)
  APO 96337 (MMAF, Da Nang)
- 282d Aviation Company (Aslt Hel)
  APO 96337 (MMAF, Da Nang)
- 62d Aviation Company (Corps)
  APO 96308 (Phu Bai)
- HHC, 212th CSAB
  APO 96337 (MMAF, Da Nang)
  - 519th Medical Detachment
    APO 96337 (MMAF, Da Nang)

212th CSA[illegible] OPERATIONAL STATISTICS
QTR ENDING 30 Apr 69

Incl 5

Subordinate Unit	Sorties Flown	Troops Lifted	Cargo Lifted (tons)	Enemy KBA	Structures Dam	Structures Dest	Sampans Dam	Sampans Dest	Aircraft Confirmed Loss	Aircraft Damaged
HHC, 212th CSAB	0	0	0	0	0	0	0	0	0	2
21st UAC	4,495	0	0	95	309	334	18	24	3	5
131st SAC	1,974	0	0	0	0	0	0	0	2	4
220th UAC	4,730	0	0	161	1	67	0	18	0	8
245th SAC	839	0	0	0	0	0	0	0	0	3
282d AHC	17,647	34,211	264	698	259	281	32	93	2	34
62d Avn Co (Corps)	9,54[illegible]	20,3[illegible]	197	0	0	0	0	0	0	2
212th CSAB (TOTALS)	39,233	54,600	461	[illegible]5[illegible]	569	682	50	135	7	58

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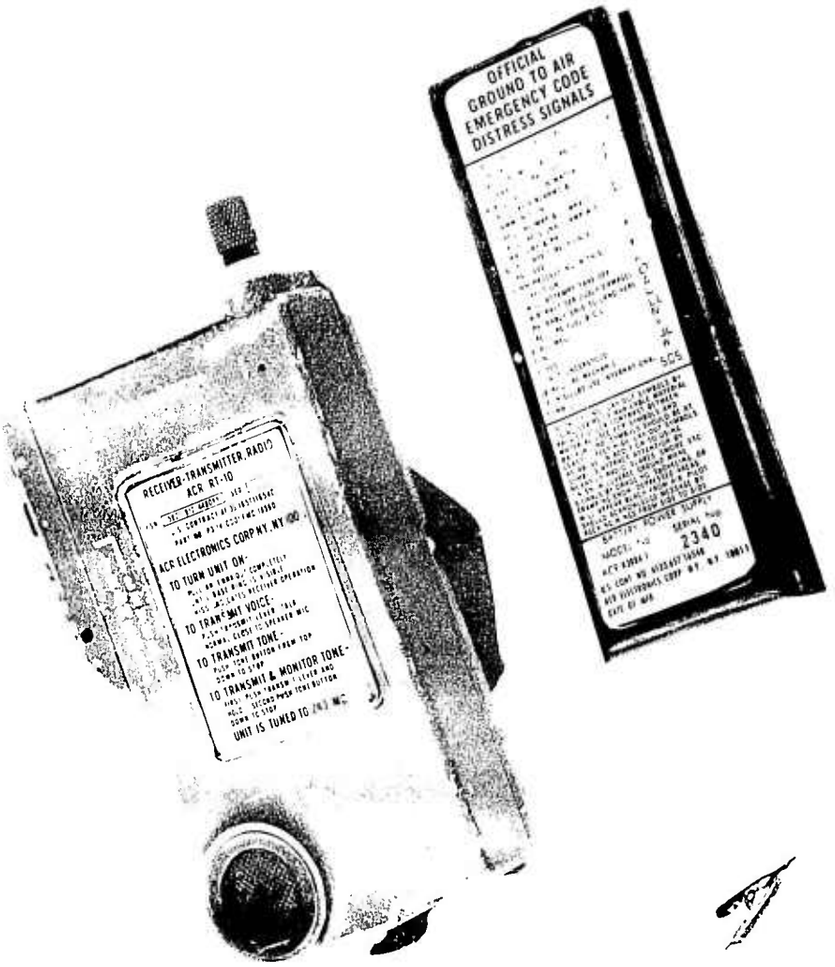
	AIRCRAFT LOST	AIRCRAFT DAMAGED*
HHC, 212th CSAB	0	1 UH-1 1 U-6A
21st UAC	3 O-1	5
131st SAC	2 OV-1	3 OV-1 1 U-6A
220th UAC	0	8
245th SAC	0	3
282d AHC	2 UH-1H	9 [illegible]-1[illegible] 25 UH-1H
62d Avn Co (Corps)	0	1 U-21 1 O[illegible]-

*Includes locally repairable battle damage



EMERGENCY ANTENNA

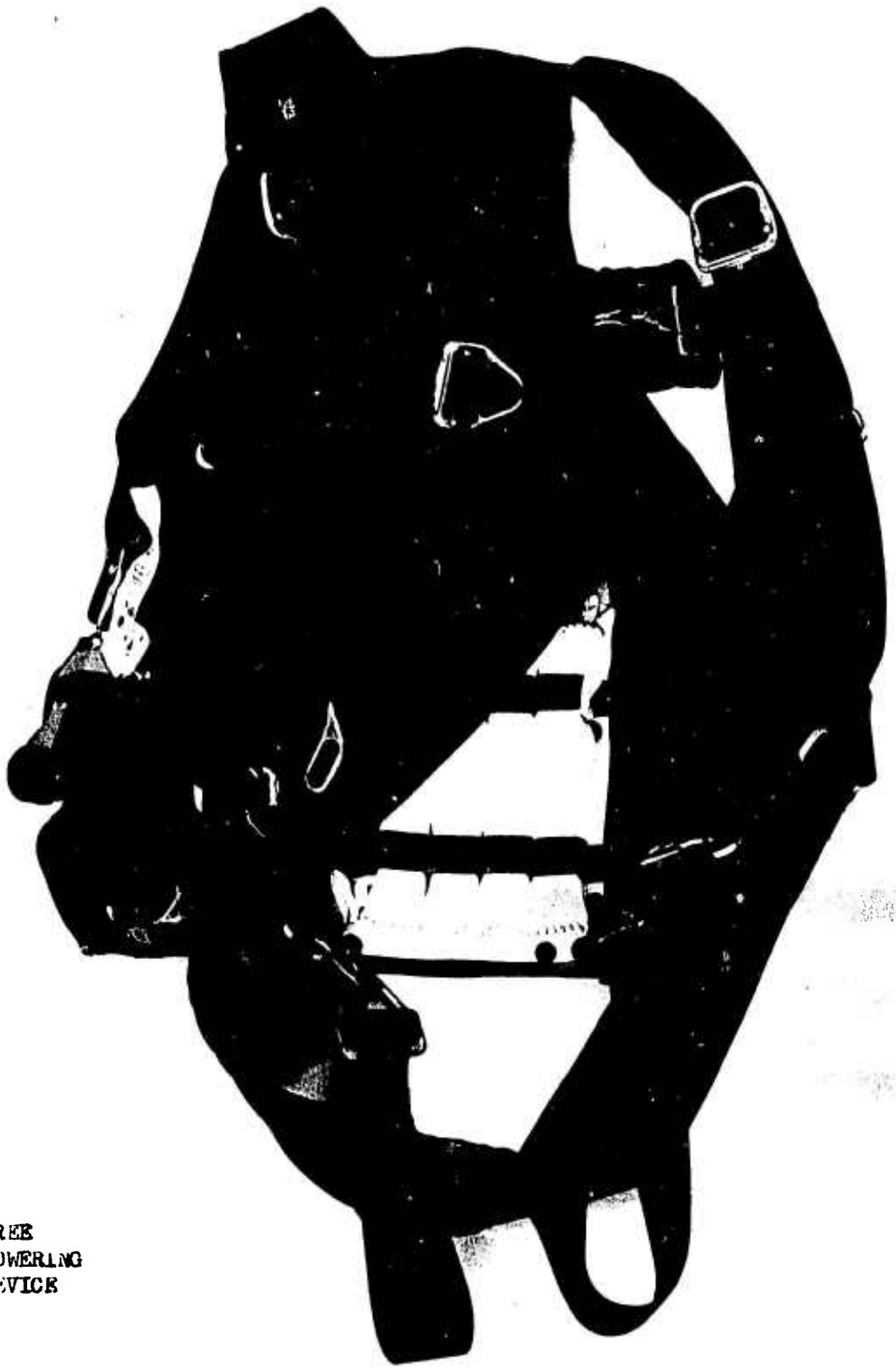
ACOUSTICAL
COUPLER

Incl 6

SHROUD CUTTER

Incl 7 (not) .. to Incl 7) / 7

Incl 7 (Photo B to Incl 7)



TREE
LOWERING
DEVICE

Incl 8 (Photo A to Incl 8)

Incl 8 (Photo C to Incl 8)

TREE
LOWERING
DEVICE

Encl 8 (Photo 7 to Encl 6)

Incl 8 (Photo [illegible] Incl 8)

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