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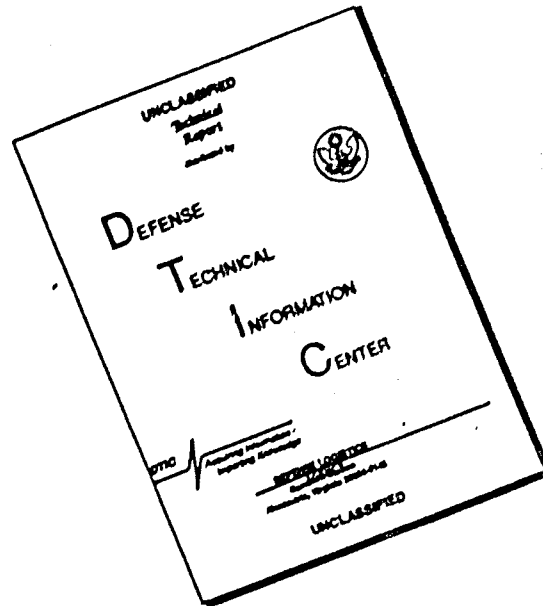
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DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310

AGDA-A (M) (17 Mar 71) FOR OT UT 703096

24 March 1971

SUBJECT: Operational Report - Lessons Learned, Headquarters, 52d Aviation Battalion (Combat), Period Ending 31 July 1970 (U)

SEE DISTRIBUTION

1. The attached report is forwarded for review and evaluation in accordance with para 4b, AR 525-15.
2. The information contained in this report is provided to insure that lessons learned during current operations are used to the benefit of future operations and may be adapted for use in developing training material.
3. Information of actions initiated as a result of your evaluation should be forwarded to the Assistant Chief of Staff for Force Development, ATTN: FOR OT UT within 90 days of receipt of this letter.

BY ORDER OF THE SECRETARY OF THE ARMY:

Kenneth G. Wickham
KENNETH G. WICKHAM
Major General, USA
The Adjutant General

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DEPARTMENT OF THE ARMY
HEADQUARTERS, 52ND AVIATION BATTALION (COMBAT)
APO San Francisco 96494
"FLYING DRAGONS"

AVEACB-CC

13 August 1970

SUBJECT: Operation Report - Lessons Learned, Headquarters, 52nd
Aviation Battalion (Combat), Period Ending 31 July 1970
RCS CSFOR-65 (R2) (U)

SEE DISTRIBUTION

1. Section 1 - Operations: Significant Activities.

a. (C) General. This report for the period 1 May 1970 through 31 July 1970 is submitted in compliance with AR 525-15, USARPAC Reg 525-15 and USARPV Supplement 1 to AR 525-15.

(1) Headquarters, 52nd Aviation Battalion (Combat), LTC Ronald H. Merritt, Commanding, remains at Camp Holloway, Pleiku, RVN. Inclosure 1 reflects the station list of all assigned and attached units with location and APO, as of 31 July 1970.

(2) During the quarter there has been no significant change of mission. The battalion continues to provide aviation support to the U.S. Fourth Infantry Division; 5th Special Forces Group, Airborne; II ARVN Corps; MACV; and other forces in the Central Highlands of Vietnam. (See Inclosure 2) All operational and administrative functions and activities of Camp Holloway, Holloway Army Airfield, and Kontum Army Airfield are controlled by the 52nd Aviation Battalion (Combat).

b. (C) Personnel.

(1) Awards and Decorations. The following awards were approved and presented during this reporting period.

	<u>MAY</u>	<u>JUNE</u>	<u>JULY</u>	<u>TOTAL</u>
Silver Star	0	3	3	6
Distinguished Flying Cross	3	24	55	82
Bronze Star "V"	3	1	2	6
Bronze Star	25	16	58	99
Army Commendation Medal "V"	11	19	3	33
Army Commendation Medal	94	35	221	350
Air Medal "V"	30	16	110	156
Air Medal	175	132	782	1089
Purple Heart	0	14	22	36
	<u>341</u>	<u>260</u>	<u>1256</u>	<u>1857</u>

FOR OT UT
703096
Inclosure

1

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SUBJECT: Operational Report - Lessons Learned, Headquarters, 52nd Aviation Battalion (Combat), Period Ending 31 July 1970, RCS CSFQB-65 (a2) (U)

(2) Command and Staff Changes. The following command or Battalion staff changes took place on the dates indicated:

<u>POSITION</u>	<u>NAME, RANK, SSAN</u> (Outgoing) (Incoming)	<u>DATE</u>
BN CO	Utzman, Charles D., LTC, [REDACTED] Marriott, Ronald H., LTC, [REDACTED]	1 Jul 70
BN XO	Langston, James M., MAJ, [REDACTED] Deryck, John L., MAJ, [REDACTED]	29 May 70
S-3	Gooden, Alphonso, MAJ, [REDACTED] Gains, Allen T., MAJ, [REDACTED]	1 Jul 70
Adj S-1	Cooper, Patrick G., CPT, [REDACTED] Maxey, Berle E., CPT, [REDACTED]	5 Jun 70
Adj S-1	Maxey, Berle E., CPT, [REDACTED] Misurek, Gerald S., CPT, [REDACTED]	28 Jul 70
Avn Srty Off	Misurek, Gerald S., CPT, [REDACTED] Bismaki, Zbigniew E., CPT, [REDACTED]	28 Jul 70
Sig Off	Hughes, Barry T., CPT, [REDACTED] Bernard, Carl W., 1LT, [REDACTED]	29 Jul 70
Chaplin	Rendahl, Rodger E., MAJ, [REDACTED] Vacant	21 Jul 70
CO, HHC	Slade, Charles K. Jr., CPT, [REDACTED] Brown, Charles D., CPT, [REDACTED]	11 Jul 70
CO, 179th Avn Co	Blocker, George A., MAJ, [REDACTED] Jachetz, Charles D., MAJ, [REDACTED]	25 Jul 70
CO, 361st Avn Co	Deryck, John L., MAJ, [REDACTED] Henry, Terrence M., MAJ, [REDACTED]	8 Jul 70
CO, 94th Med Det	Chaso, Melvyn A., CPT, [REDACTED] Moeller, Steven A., CPT, [REDACTED]	10 Jul 70
CO, 193d Med Det	Armbruster, Jerome L., CPT, [REDACTED] Gunderson, Paul L., CPT, [REDACTED]	10 Jul 70
CO, 154th Med Det	Moeller, Steven A., CPT, [REDACTED] Chase, Melvyn A., CPT, [REDACTED]	10 Jul 70
CO, 755th Med Det	Thomas, Arthur H., CPT, [REDACTED] Vacant	16 Jul 70

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SUBJECT: Operational Report - Lessons Learned, Headquarters, 52nd Aviation Battalion (Combat), Period Ending 31 July 1970, RGS CSFOR-65 (R2) (U)

(3) Personnel turnover for the reporting period was as follows:

MONTH	OFFICERS			EM		
	GAINS	LOSSES	CHANGE	GAINS	LOSSES	CHANGE
MAY	96	45	+51	100	177	-17
JUN	55	71	-16	123	192	-69
JUL	40	32	+8	162	158	+4

(4) The battalion total strength is 1751 as of 31 Jul 70. The battalion is short 1 commissioned officer, 30 warrant officers, and 128 enlisted men. Strengths by unit are shown in Inclosure 3.

(5) Information Office Activities:

- (a) Printed Releases 50
- (b) Pictorial Releases 15
- (c) Hometown Printed Releases 212
- (d) Hometown Pictorial Releases 95

c. (C) Intelligence. The S-2 section continues to publish a daily intelligence summary of significant activities in the Pleiku-Kontum area and western Binh Dinh Province. Intelligence information is gathered from the Headquarters, Military Region II; 5th Special Forces; other supported units; liaison visits to other S-2 offices; and debriefings submitted by aviators and air mission commanders.

(1) Enemy Activity: During this reporting period the 52nd Aviation Battalion (Combat) assets were subjected to six enemy initiated attacks by fire. Three such attacks were in the month of May when Camp Holloway, on three different occasions, received a total of eight 122mm rockets. Enemy initiated activity decreased slightly the following month. Camp Holloway only received one attack during the month of June when two 122mm rockets were expended against the camp. Kontum Army Airfield during the same reporting period accounted for one stand-off attack when two 122mm rockets fell inside their perimeter. The month of July was the quietest month reported. Camp Holloway received six 82mm mortars during one stand-off attack.

(2) Movement: The major NVA units have moved out of the Dak Lak-Dak To region and are believed to be located in and around base area 609. An element of the 66th NVA Regt was reported in the southern section of base area 702. The K394 Artillery Battalion moved from the Darlac Province Area to an unlocated area west of the Duc Co Special Forces Camp. Also the K-20 Sapper Battalion, that was located to the east of base area 609, was identified in the Duc Co area. In late June, the K631 Composite Battalion that normally works in the LZ Oasis. TACR, moved out of country for approximately three weeks before returning to an area southwest of LZ Oasis.

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AWBACB-CC (13 Aug, 70)

SUBJECT: Operational Report - Lessons Learned, Headquarters, 52nd Aviation Battalion (Combat), Period Ending 31 July 1970, RGS USAF-35 (R2) (U)

(3) New Units: There have been agent reports that a new unit for the Military Region II area is located around the Dak To area. The proposed unit is the 1st NVA Regt. This unit normally works in the Military Region I area. Presently, there are no known sources that can confirm the exact location of this new unit.

(4) Situation: NVA units have pulled back to the Tri-Border area. The local force units are doing most of the harassing at the present time. The primary targets are RF/PF units, OP's, and poorly defended villages. The enemy is generally avoiding contact to conserve his strength and resources.

(5) Ground-to-Air Fire: During this reporting period the 52nd Aviation Battalion (Combat) had ninety-three aircraft receive ground-to-air fire. From the total number of aircraft hits, thirty-five aircraft were hit with automatic weapons fire, .30 caliber or smaller; forty-seven aircraft were hit with small arms fire; and eleven aircraft were hit by .50 caliber or larger ground-to-air fire.

(6) Capabilities: . . .

(a) Kontum Province: In Kontum Province the enemy forces can conduct stand-off attacks or combination stand-off/sapper attacks against US/allied installations anywhere in the province. The enemy can employ mortars up to 120mm, 75mm recoilless rifle, and rockets up to 140mm throughout the area, and 82mm/100mm/160mm artillery against these installations near the Cambodian Border. He can conduct ground attacks of up to reinforced battalion strength with supporting artillery, primarily in the area of Dak To/Ben Het and Dak Seng. The enemy can also interdict QL 14N and route 512. Friendly air activity may be restricted with fire from small arms, automatic weapons, and 12.7mm and 37mm anti-aircraft weapons.

(b) Pleiku Province: The K631 composite battalion is capable of launching 122mm rocket attacks on installations around Pleiku and Camp Enari and conducting multi-battalion operations. The 408th Sapper Battalion is capable of conducting multi-company sapper attacks on Pleiku, US and ARVN installations, and attacks by fire on villages and friendly units in the area. The H-15 LF Bn is capable of harassing villages, US, and friendly units using 60mm mortars and B-40 rockets.

d. (C) Operations.

(1) During the reporting period, the 52nd Aviation Battalion (Combat) has supported combat, combat service, and pacification operations throughout the II Corps Tactical Zone. The battalion flew a total of 30,538 hours during the period, including 14,515 hours of combat assault. Units or activities receiving daily aviation support included the 4th Infantry Division, MACV, 5th Special Forces Group (Airborne), IFTV Artillery, II ARVN Corps, and Pleiku, Kontum, Phu Ban, and Binh Dinh Provinces. Tabulated data of operational results is shown in Inclosure 4.

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SUBJECT: Operational Report - Lessons Learned, Hq. Headquarters, 52nd Aviation Battalion (Combat), Period Ending 31 July 1970, RCS CSFOR (R2) (U)

(2) The following operations were supported during this period

<u>OPERATION</u>	<u>START</u>	<u>TERMINATION</u>
Park Silver	Continued	Continues
Beird Silver	Continued	4 May 70
Wayne Wind	Continued	4 May 70
Putnam Plateau	Continued	4 May 70
Dak Seang IV & V	1 April 70	9 May 70
Binh Tay	5 May 70	26 Jun 70
Cheerle Blue	15 May 70	26 May 70
Wayne Jump	15 May 70	26 May 70
Fredendahl Gold	18 May 70	30 May 70
Putnam Paragon	18 May 70	Continues
Robertson White	1 Jun 70	9 Jun 70
Wayne Hurdle	1 Jun 70	26 Jun 70
Wright Blue	23 Jun 70	28 Jun 70
Wayne East	28 Jun 70	14 Jul 70
Brandies Blue	2 Jul 70	Continues
Wayne Span	13 Jul 70	Continues

(3) The 119th Aviation Company (Assault Helicopter) had the primary mission this quarter of supporting the 4th Infantry Division. The unit also supported MACV, IFFV Artillery Group, 5th Special Forces Group, II Corps Hq, 173 ABN Bde, and ARVN units. A new mission, Command and Control for the 22nd ARVN Division, was added this quarter.

(4) The 179th Aviation Company (Support Helicopter) continued to support the first and second brigades of the 4th Infantry Division in the An Khe area. Resupply and operations were conducted from the Night Jumper Pad (An Khe), Arungedden, and LZ Uplift. It also supported the 22nd Division (ARVN) out of Plei Djereng and Duc Co in the May through June Cambodian operation. Minor support was given to the 1/92 Artillery and the 5th Special Forces.

(5) The 189th Aviation Company (Assault Helicopter) provided support to the 4th Infantry Division for a massive operation into Cambodia from 3 May 70 to 29 May 70. During the remainder of the quarter general support was given to 5th Special Forces, II Corps, and the 52nd Aviation Battalion.

(6) During the months of May, June, and July, the 170th Aviation Company (Assault Helicopter) continued in a general support role. The main mission support went to ARVN units, Command and Control Central, 5th Special Forces, 22nd Division Forward, CORDS, and II Corps in the Kontum Province and the Pleiku Province areas.

(7) The 361st Aviation Company (Escort) has had the primary mission of supporting Command and Control Central (FOB II) daily with four (4) AH-1G's. Additionally, two (2) AH-1G's supported II Corps and the 4th Infantry Division from 1 May 1970 to 12 July 1970. From 12 July to the present the two (2) above mentioned AH-1G's were in support of FOB operations from a second launch site located at Duc Co.

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SUBJECT: Operational Report - Lessons Learned, Headquarters, 52d Aviation Battalion (Combat), Period Ending 31 July 1970, RCS CSFGR-65 (R2) (U)

(8) The 57th Aviation Company (Assault Helicopter) continues to provide support primarily to the 4th Infantry Division, II Corps, IFTV Artillery, and the 5th Special Forces Group.

(9) During the period the battalion experienced hazardous flying conditions due to the monsoon season.

e. (C) Training. The Battalion has initiated an extensive training program during this quarter to ensure that all personnel are properly trained. Replacement training of instructor pilots has received utmost attention. Three aviators were trained at the instructors pilot school, 5th Avn Det., Phu Loi, and additional instructor pilots were requested to give instruction here at Battalion. These instructors qualified nine trainees as instructor pilots. Additional AARTS courses have been requested and received in the following fields: Technical Inspectors, Engine Course, Tech Supply, Power Train, and Radar Operators.

f. (C) Logistics.

(1) Class II: Shortages were experienced in certain sizes of flight gloves. This is a continuing problem.

(2) Total JP-4 dispensed by this battalion during the reporting period was 1,561,000 gallons.

(3) Class V.

e. Ammunition expenditures and issues were basically below the amounts shown on last report. This was a direct result of limited activity in Dak To and no activity in Dak Seang. Ammunition issues and expenditures for helicopter gunships, by type, were as follows:

<u>NOMENCLATURE</u>	<u>ISSUED FROM ASP</u>	<u>EXPENDED</u>
2.75" Rkt	6,639	14,476
40mm	35,596	19,200
7.62mm	918,000	819,993
20mm	4,800	2,960

b. 2.75" rockets (flashettes) are a continuing problem. The ASP is not authorized to stock these items and they are currently on the ASP bi-monthly listings.

(4) Class IX: Repair parts for the SPH-4 helmet are a problem. At present all support units are in the process of establishing ASL's for these helmets. This should solve the problem.

g. (U) Civil affairs.

(1) The first joint United States Army and Army of the Republic of Vietnam (ARVN) civic action project in the Pleiku area was completed on 3 July 1970. The project was conducted in coordination with the 20th ARVN Engineer Battalion.

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SUBJECT: Operational Report - Lessons Learned, Headquarters, 52nd Aviation Battalion (Combat), Period Ending 31 July 1970, RCS CSFOR-65 (R2) (U)

(2) Several tons of fatigues were donated by the 45th General Support Group. Each company of 52nd Avn Bn (Cbt) donated food, clothing, and building materials. The 52nd Aviation Battalion and 20th ARVN engineer medics conducted joint out-patient treatment and distributed 5,000 bars of soap to the 2,000 Montagnards of Plei Monu, Plei Chuot, Plei Ngo.

(3) The 57th AHC, An Kho, is involved in a program of village improvement by constructing latrines and recreational areas, by moving homes to better locations, and by giving medical treatment to newly arrived refugees prior to relocation.

(4) The 170th AHC, Kontum, is currently involved in a project to provide the Dr. Patricia Smith Hospital in Kontum with 1200 gals. of potable water on a daily basis. In addition medics from the 154th Med. Det. are training Montagnards in the duties of a laboratory technician.

(5) The 189th AHC, Camp Holloway, is providing support for and salaries of two school teachers at Tora Bai.

(6) The 361st Avn Co (E), Camp Holloway and the 119th AHC, An Kho, are providing material and assistance in the building a Vietnamese school at Xon Moi.

(7) Approximately 150-170 Montagnards and Vietnamese are treated each month in the dispensaries at Holloway, Kontum, An Kho.

(8) The 52nd Sec Det, Camp Holloway, operates a Montagnards Souvenir shop. Handicraft items are purchased from the Montagnards and sold at an 18% profit. These profits are in turn used to support the detachment's other civic action programs. Recently they purchased two organs to be donated to local Montagnard churches. The 52nd Sec. Det. also assists the 20th ARVN ENG GP (C) in its civic action program.

h. (U) Aircraft Maintenance.

(1) Maintenance Statistics:

	<u>AH-1G</u>	<u>UH-1C</u>	<u>UH-1H</u>	<u>CH-47C</u>	<u>CH-58</u>
Aircraft Authorized*	12	32	93	16	5
Total Aircraft Assigned	11	27	88	16	4
Average	11	6.7	22	16	2
Availability Rate (%)	92.5	85.8	81.3	66.6	77.2
EDM Rate	12.5	21.9	17.2	24.2	22.8

*Statistics are based on 1st Avn Bde Letter, dtd 18 April 1970, SUBJECT: Aircraft Authorizations.

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SUBJECT: Operational Report - Lessons Learned, Headquarters, 52nd Aviation Battalion (Combat), Period Ending 31 July 1970, RCS CSFOR-65 (R2) (U)

(2) Aircraft on-hand status as of 31 July 1970.

UNIT	AH-1G <u>Auth/OH</u>	UH-1C <u>Auth/OH</u>	UH-1H <u>Auth/OH</u>	OH-47C <u>Auth/OH</u>	OH-58 <u>Auth/OH</u>
57th Avn Co		5/7	22/21		
119th Avn Co		8/6	22/22		
170th Avn Co		8/8	22/20		
179th Avn Co				16/16	2/2
189th Avn Co		8/6	22/22		
361st Avn Co	12/11				
SEC			1/2		3/2

(3) Aircraft availability rates by unit and other tabulated maintenance data are shown in Inclosure 5.

i. (U) Accident Prevention.

(1) There were a total of fourteen (14) accidents recorded during this quarter. (See Inclosure 6). The breakdown of cause factors consists of seven (7) material failures and seven (7) human factors accidents. The only significant trend during this reporting period consists of six (6) engine failures, four (4) of which occurred in June. All suspect components were submitted for teardown and analysis. The Six-Point Engine Preservation Program, initiated by all battalion units in July, should greatly reduce engine failures in the future.

(2) There were 12 incidents reported during this quarter. Main rotor and tail rotor strikes account for seventy-three percent and hard landings for twenty-seven percent of the total. The problems in these areas were due to operational error, lack of supervision on the part of air mission commanders in the choice of landing zones, and lack of judgement on the part of aircraft commanders. Emphasis has been placed on these weaknesses as well as on operator awareness and knowledge of aircraft capabilities.

(3) 16 precautionary landings were noted in this three month period. Eleven of these landings occurred on the month of July. Despite close monitoring of cause factors, no significant trends have been observed. Engine failure accounted for the only forced landing during the period.

j. (U) Flight Standardization

(1) The Battalion Standardization section flew 54 hours this quarter qualifying new instructor pilots and administering 90 day standardization rides.

(2) Records have not been adequately maintained at this office to substantiate the quality performance of those instructor pilots trained. Records do not reflect how many written and flight examinations were given to the applicants at battalion level for prospective aircraft commanders.

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(3) The Standardization section will implement an intensive training program to upgrade the quality of the company IPs and aircraft commanders within the battalion. Records of such training will be maintained.

k. (C) Organization. Post Headquarters has supported tenant units of Camp Holloway in several areas including airfield operations, base defense, base development, facilities engineering, post exchange, Officer and NCO/EM Clubs, special services, law and order activities, fire fighting, and civilian personnel.

1. (U) Other

(1) Chaplin.

(a) The 52nd Aviation Battalion (Combat) Consolidated Chaplains Fund designated special offerings to the building of a new wing at the Leprosarium, cost this quarter \$546.60; to the building of a new wing at the Evangelical Clinic, cost this quarter \$142.10; completion of the school of Zen Mei, \$279.85; and the Tu Tan Orphanage, \$44.15. The total expenditures: \$1,012.70.

(b) Company sponsorship of Chapel Services has continued this quarter. Participation by the men as Lay Readers, Ushers, and Greeters has been gratifying. The choir has a membership of 20 people but missions of their units cut its potential to approximately 11 people each Sunday. Attendance has risen since the 52nd AB(C) and 7/17 Cav are holding combined services.

(c) The Billy Graham Associates supply the post reviews on a monthly basis at no cost. They have been shown in the Camp Holloway Chapel on Sunday nights and in outlying units in Kontum and An Khe during the week.

(d) The Battalion Chaplain has conducted 12 Memorial Services during the quarter. On 19 July 1970, the Battalion Chaplain (Sinbaster 6) rotated and as of 31 July 1970 the battalion still lacked a replacement.

(2) Surgeon.

(a) Mission: The mission of the Flight Surgeon in and attached to the 52nd Avn Bn (Cbt), is to provide routine and emergency health care to the 52nd Avn Bn (Cbt) and all supporting units. To support this mission, there are two (2) Flight Surgeons at Camp Holloway with the two supporting Medical Detachment; one Surgeon with one Medical Detachment at Kontum; one Surgeon with one Medical Detachment at An Khe.

(b) Observations:

(1) Training. The Battalion Surgeons are continually striving to improve health care, by giving O.J.T. and cross-training to the medics in the command. These medics are also kept current and proficient in their MOS by temporary duty assignments to the 71st Evacuation Hospital in Pleiku, and to the 17th Field Hospital in An Khe, for review of their professional skills.

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AVB:CB-CC (13 Aug 70)

SUBJECT: Operational Report - Lessons Learned, Headquarters, 52nd Aviation Battalion (Combat), Period Ending 31 July 1970,
RCS CSFOR-65 (R2) (U)

(2) Prevention. Preventive Medicine is of high priority in the 52nd Aviation Battalion (Cbt). Routine inspections of water facilities, mess halls, showers, latrines and billets are conducted to protect the health of the command. The Surgeons also participate in the orientation of new troops, unit safety meetings, and are available for lectures on drugs and venereal disease.

(c) Evaluation: The health of the command is satisfactory and efforts are continually being made to improve the health from every aspect.

(3) Signal

(a) The 52nd Aviation Battalion (Cbt) Signal Section assumed responsibility on 25 May 1970 for operating the communications center previously operated by the 43rd Signal Battalion. Presently, the 52nd Avn Bn Comm Center serves all of Camp Holloway, except for the 7/17 Coy, with one sole user T/T circuit between the comm center and the 17th C.G. Comm Center. For RATT back-up, the comm center maintains an AN/GRC 122. 52nd Bn is in the process of establishing a circuit from the comm center to both the 170th Avn Co in Kontum and the 57th/114th Avn Co's in Ban Khe.

(b) 52nd Bn recently acquired COMSEC logistical support from the nearby 4th Infantry Division CISS on Artillery Hill in the Pleiku area.

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SUBJECT: Operational Report - Lessons Learned, Headquarters, 52d Aviation Battalion (Combat), Period Ending 31 July 1970, RCS CSFOR-65 (R2) (U)

2. Section 2. Lessons Learned: Commanders Observations, Evaluations and Recommendations.

a. (C) Personnel.

(1) Critical MOS Shortages.

(a) OBSERVATION: There still remains a critical shortage of avionics NCO's. Of 7 authorized, only one is presently assigned. The problem is compounded by having only 2 of 4 authorized Avionics Warrant Officers assigned.

(b) EVALUATION: Lack of qualified personnel results in reduced unit effectiveness.

(c) RECOMMENDATION: Action be taken by higher headquarters (1) to review personnel presently assigned with the intent of effecting in-country transfers; and (2) to increase in-put of these personnel.

(d) COMMAND ACTION: The avionics shops of the four assault helicopter companies have been co-located which results in a minimum requirement of two avionics officers and two avionics NCO's for the co-located shop. In addition, one avionics NCO each is required for the 179th Aviation Helicopter Company and the 361st Assault Helicopter Company who are not authorized avionics Warrants and who must maintain separate shops. To recap, four (4) avionics NCO's and two (2) avionics officers are required as a minimum. In the event unit moves necessitate breakup of the co-located shop, minimums would increase accordingly.

(2) Helicopter Tech Inspectors.

(a) OBSERVATION: There still remains a critical shortage of qualified MOS trained personnel in the aircraft maintenance area. The most critical is MOS 67N30 (Helicopter Technical Inspector). Of 16 authorized, only four (4) are presently assigned.

(b) EVALUATION: Reduction of unit effectiveness, quality control, and aircraft availability rates result from lack of technically qualified personnel.

(c) RECOMMENDATION: Increase input of presently qualified personnel to AARTS courses.

(d) COMMAND ACTION: Personnel are carefully selected to fill available quotas for in-country courses.

(3) Drug Abuse.

(a) OBSERVATION: The 52d Aviation Battalion (Combat) has previously reported a high percentage of drug abuse throughout the enlisted ranks. During the past three months there has been an apparent decrease in this area.

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AVBACB-CC (13 Aug 70)

SUBJECT: Operational Report - Lessons Learned, Headquarters, 52d
Aviation Battalion (Combat), Period Ending 31 July 1970,
RCS CSFOR-65 (R2) (U)

(b) EVALUATION: The decrease in drug abuse, while not as pronounced as desired, has been evident in the amount of drugs and marijuana being turned in to unit officers and NCO's. It is felt the "No Questions Asked" policy is to be credited with part of the success here. Command emphasis in this area continues to be important in controlling this problem.

(c) RECOMMENDATION: That continued emphasis be placed on eliminating the drug threat at its source. To effectively accomplish this end, the military must obtain cooperation and assistance from the Vietnamese authorities. In addition, further effort must be made to enlarge the "Drug User Self Help" program to accommodate newly addicted personnel.

(d) COMMAND ACTION: Existing troop information efforts have been expanded to include personal contact whenever possible. Personnel who have divorced themselves from drug activity have been employed as spokesmen in an attempt to reach the offender at his own level.

b. (U) Intelligence. None.

c. (C) Operations.

(1) Enemy Activity.

(a) OBSERVATION: This reporting period has had considerably less enemy activity in the local area than the last reporting period. Combat operations, aircraft losses and casualties have all decreased.

(b) EVALUATION: The monsoon has hampered both enemy operations and friendly operations.

(c) RECOMMENDATION: Continued effort in training, equipment repair and maintenance.

(d) COMMAND ACTION: Decreased enemy activity has enabled catch-up efforts on training, maintenance, building and grounds improvement, and recreation.

(2) Use of Guard Frequency.

(a) OBSERVATION: Transmissions not of an emergency nature are excessive on channel 243.00 UHF Guard.

(b) EVALUATION: UHF Guard Frequency is continually used by Air Force, Navy, and Army pilots for contacting wing ships and passing air advisories. Air Mission Controllers use this frequency for contacting ships under their control. GCA and radar controllers use this frequency for controlling aircraft. These and other violations continue to jam the emergency frequency and could cost lives unnecessarily.

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(c) RECOMMENDATION: Greater command emphasis be placed on the use of the UHF Guard Frequency.

(d) COMMAND ACTION: Radio transmission procedures should be discussed monthly at command information classes and Officers Call.

d. (U) Organization. None.

e. (U) Training.

(1) Flight.

(a) OBSERVATION: The hover-test area at Holloway remains the only flight training facility in the Pleiku area.

(b) EVALUATION: The Holloway hover-test area is hazardous to use and some essential training cannot be accomplished due to the fact that low level entries cannot be initiated when the winds are from the east because the approach leg overflies a BOQ/BEQ area.

(c) RECOMMENDATION: That the present hover-test area be widened and lengthened and that a new area be built for aviator training. Any selected area should not cause the traffic pattern to overfly a built-up area where an engine failure at low level could have a catastrophic result.

(d) COMMAND ACTION: A work request has been submitted to the Deputy Post Commander to have the hover-test area widened by 50 ft. and lengthened by 150 ft. to better facilitate power-off maneuvers. Low level entries will be prohibited when traffic is landing to the east.

(2) CBR.

(a) OBSERVATION: There is no facility on Camp Holloway to provide gas chamber exercise.

(b) EVALUATION: A requirement exists for semi-annual CBR training at Camp Holloway.

(c) RECOMMENDATION: An adequate facility be provided as a gas chamber so that units may accomplish required semi-annual training in CBR.

f. Logistics.

(1) Flight Clothing

(a) OBSERVATION: Flight gloves that are required for wear on all flights are extremely difficult to obtain.

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RCS CSFOR-65 (R2) (U)

(b) EVALUATION: At present this battalion has over 300 pairs of flight gloves on valid requests. Of these requests, 75% are over 30 days old and are on 06 priority.

(c) RECOMMENDATION: The battalion unit supply technician consolidate on a one (1) time basis, all valid due out requests for the battalion and hand carry this request directly to ICCV Long Binh for an issue of those gloves. Units concerned will submit necessary cancellations to their supporting DSU's.

(d) COMMAND ACTION: All supply actions are closely monitored to insure timely submission and adherence to proper procedures.

g. (U) Civil Affairs.

(a) OBSERVATION: Units have difficulty in obtaining appropriate civic action programs that are within their capabilities.

(b) EVALUATION: This results from a general lack of information on channels of coordination and selection criteria for civic action programs.

(c) RECOMMENDATION: That civic action officers within the unit be informed of local government structure and be given a guide that will enable them to initiate the necessary coordination.

(d) COMMAND ACTION: An SOP is being compiled that will set forth explicit coordination instructions and project criteria. This will enable each commander and his civic action officer to coordinate and select projects that are within their capabilities.

h. (U) Aircraft Maintenance.

(1) Aircraft Availability

(a) OBSERVATION: Aircraft availability has been extremely low this quarter.

(b) EVALUATION: Due to the slow replacement of combat damaged aircraft from last reporting quarter along with receiving normal mission requirements, the 52d ABC saw a high accumulation of hours on the available aircraft. The loss of key personnel in maintenance and the lack of school-trained replacements has forced the units to select personnel from other critical areas for O.J.T. in the vacant positions.

(c) RECOMMENDATION: Mission requirements should correlate more closely to aircraft availability.

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SUBJECT: Operational Report - Lessons Learned, Headquarters, 52d Aviation Battalion (Combat), Period Ending 31 July 1970, RCS CSFOR-65 (R2) (U)

(d) COMMAND ACTION: Emphasis will be placed on requisitioning experienced, school-trained replacements in maintenance areas.

(2) Turbine Engine Conservation Program.

(a) OBSERVATION: Increasing number of turbine engine failures.

(b) EVALUATION: The Battalion, as well as other Army aviation units in Vietnam, are running into the ever-increasing problem of engine failures, more specifically T53-L-13 Turbine Engine failures.

(c) RECOMMENDATION: The immediate implementation of a vigorous turbine engine conservation program.

(d) COMMAND ACTION: By utilizing organic resources and the aid of Major Leonard J. Rodowich and the USARV Engine Conservation Team, the 52d Aviation Battalion (Combat) has initiated a strong turbine engine conservation program. The 6 Point Engine Program as initiated by the 1st Aviation Brigade consists of the following:

1. Daily engine recording (DER).
2. More extensive use of the Jet-Cal Analyzer.
3. More extensive use of the Vibration Meter.
4. Oil Spectro-Analysis Program.
5. POL procedures.
6. Go-No-Go plaques.

The 52d Battalion is extremely confident that, by strongly adhering to this program, the life of turbine engines will be extended and maintenance problems reduced.

i. (U) Accident Prevention.

(a) OBSERVATION: Companies supporting US Divisional units in the An Khe area have complained about troops deplaning without warning.

(b) EVALUATION: One helicopter was lost due to troops deplaning at an unexpected moment despite the fact that the troops had been briefed not to deplane until instructed to do so by the crew.

(c) RECOMMENDATION: Aviation companies must take the initiative and coordinate loading and offloading procedures with the supported units even before a problem develops. This can be done at any level of responsibility including down to the individual aircraft commander who can make his desires known to ground personnel by radio.

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(d) COMMAND ACTION: Aircraft crews and Air Mission Commanders have been encouraged to deal directly with supported units.

j. (U) Standardization.

(a) OBSERVATION: The flight standardization among the companies has been marginal at best for this quarter.

(b) EVALUATION: Every accident during this quarter pointed its finger at a weakness in the Battalion standardization program, particularly in the four lift companies. Justice has not been given the in-country orientation ride and 90 day standardization ride. Company IP's have not maintained their proficiency at a level that is desirable and conducive to training.

(c) RECOMMENDATION: A training program be established for the company instructor pilots to acquaint themselves with the responsibilities for a properly conducted in-country orientation ride and the 90 day standardization ride. Additionally, they should be trained to be alert to and observant of activities which indicate violations of regulations and poor flying discipline on the part of flying personnel.

(d) COMMAND ACTION: Command emphasis has been placed in this area. Formal classes are being scheduled and a concentrated effort is being made to upgrade the proficiency level of the company instructor pilots.

k. (U) Other.

(1) Chaplain. None

(2) Surgeon. None

(3) Signal.

(a) Insufficient Access to the World Wide T/T Circuit.

(1) OBSERVATION: 52d Bn's only access to the world wide T/T circuit is through an over-the-counter account with the Pleiku Area Comm Center, approximately 5 miles from Camp Holloway.

(2) EVALUATION: This situation causes undue delay in the delivery of priority and higher messages. Also, night pick-up is only possible with the aid of armed escort or helicopter transportation.

(3) RECOMMENDATION: That the 52d Bn acquire a minor-relay T/T circuit from Pleiku Area Comm Center to the 52d Aviation Battalion (Combat) Comm Center.

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AVBACB-CC (13 Aug 70)

SUBJECT: Operational Report - Lessons Learned, Headquarters, 52d Aviation Battalion (Combat), Period Ending 31 July 1970, RCS CSFOR-65 (R2) (U)

(4) COMMAND ACTION: 52d Bn is presently in the process of acquiring a minor-relay T/T circuit from Pleiku Area Comm Center to 52d Aviation Battalion (Combat) Comm Center. At present personnel shortages preclude furnishing personnel at both ends of this minor-relay circuit.

(b) ZYS/ZYR: Retrofit Program.

(1) OBSERVATION: Although approximately 90% of our aircraft have been ZYS/ZYR modified to accept KY-28's, less than 60% of our aircraft have KY-28's installed for lack of a mount.

(2) EVALUATION: As a secure voice system must have maximum participation to be successful. Lack of KY-28 mount is causing secure voice to be utilized on only a small scale within the battalion.

(3) RECOMMENDATION: KY-28 mounts must be made more readily accessible, either upon initial issue of incoming aircraft or from a fully stocked and readily accessible avionics or COMSEC Logistical Supply Point.

(4) COMMAND ACTION: Liaison has been made with 17th Group concerning this problem and the battalion is waiting command action.

(c) Malfunctions of X-MODE KY-38/VRC 12 Interconnect Cables.

(1) OBSERVATION: There have been excessive malfunctions in the X-MODE KY-38/VRC 12 interconnect cables.

(2) EVALUATION: This has caused excessive inoperation time of secure voice equipment. At times, 52d Avn Bn has been forced to have cables made by the local COMSEC logistical support unit. These cables require repair often.

(3) RECOMMENDATION: X-MODE KY-38/VRC 12 interconnect cables should be made more readily accessible either with the initial issue of KY-38's or from a well stocked and readily accessible avionics or COMSEC logistical supply point.

(4) COMMAND ACTION: Liaison has been established with 17th Group concerning this problem and the battalion is waiting command action.

6 Incl

- 1 - ORG. STRUCTURE
- 2 - II CORPS MAP
- 3 - UNIT STRENGTH
- 4 - OPERATIONAL RESULTS
- 5 - RECAP OF FLYING HOURS
- 6 - ACCIDENT EXPOSURE

Ronald H. Merritt
RONALD H. MERRITT
LTC, GS
Commanding

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AVBACB-SC (13 Aug 70) 1st Ind
SUBJECT: Operational Report-Lessons Learned, Headquarters, 52nd
Aviation Battalion (Combat), Period Ending 31 July 1970
ACSFOR-65 (R2) (U)

DA, HEADQUARTERS, 17TH AVIATION GROUP (COMBAT), APO 96240 23 August 1970

TO: Department of the Army (ACSFOR, DA), Washington, D.C. 20315
Commanding General, I Field Force Vietnam, APO 96350

(U) This headquarters has reviewed the attached report, considers it adequate and concurs with the contents except as indicated:

a. Section 1. Operations: Significant Activities. Paragraph 1c, Intelligence, should include statistics regarding the number and type of security clearances granted and validated during the period.

b. Section 2. Lessons Learned, Commander's Observations, Evaluations and Recommendations.

(1) Paragraph 2k(3)(a). Nonconcur. The battalion has assigned its authorized number of personnel in MOS 05C20. However, many of these individuals are performing other duties.

(2) Paragraph 2k(3)(b). Nonconcur. Approximately 80% of the aircraft within the battalion are equipped with the mounts and the KY-28 modules. Technical assistance in the requisitioning of existing shortages of mounts has been provided the battalion by this headquarters.

(3) Paragraph 2k(3)(c). Nonconcur. These cables are fabricated by the USAECOM Depot. The procedure for procuring these cables has been provided to the battalion.

FOR THE COMMANDER:

Billy W. Coughran
BILLY W. COUGHRAN
CPT, AGC
Asst Adjutant

CF:
CO, 52nd AB(C)

AVFA-GC-HIST (23 Aug 70) 2d Ind

SUBJECT: Operational Report-Lessons Learned, Headquarters, 52d Aviation
Battalion (Combat), Period Ending 31 July 1970, RCS, CSFOR-65
(R2) (U)

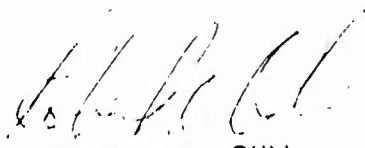
DA, Headquarters, I Field Force Vietnam, APO S.F. 96350

3 SEP 1970

TO: Commanding General, 1st Aviation Brigade, APO 96384

1. This headquarters has reviewed and evaluated subject Operational Report-Lessons Learned and forwarding indorsement and concurs.
2. Reference Section 1, paragraph 1K (1): A chaplain was assigned. 23 August 1970.
3. Reference Section 2, paragraph 2a: A shortage of avionics NCO's and warrant officers (286A) is acute country-wide.
4. Reference paragraph 1f (1): Flight gloves are available in the supply system in Vietnam. A detailed check will be made to resolve this situation.

FOR THE COMMANDER:



ROBERT R OLIN
CPT, AGC
Asst AG

CF:

- 1 - CO, 17TH AVN GP (C), (LESS ORLL)
- 1 - CO, 52D AVN BN (C), (LESS ORLL)

AVBAGC (23 Aug 70) 3d Ind
SUBJECT: Operational Report-Lessons Learned, Headquarters, 52d Aviation
Battalion (Combat), Period Ending 31 July 1970, RCS, CSFOR-65 (RC) (L)

DA, HEADQUARTERS 1ST AVIATION BRIGADE, APO 96384 14 SEP 1970

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

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

1. This headquarters has reviewed subject report and concurs with the
contents as indorsed.

2. The following additional comments are considered pertinent:

a. Paragraph 2a(1) addresses critical shortage of avionics personnel.
The status of personnel possessing MOS 35P40 is continuously monitored by this
headquarters. Special attention is given to the assignment of new arrivals
possessing this MOS. Avionics supervisors are currently assigned to units
most critically in need of these individuals. Higher headquarters has been
aware of shortages of personnel in MOS 336A and 35P40 for some time. The
shortage appears to be world wide.

b. Paragraph 2a(2) addresses critical shortage of personnel with MOSC
67N30. 1st Aviation Brigade currently has 39.2% of authorized in MOSC 67N30
while the 17th CAG has only 12.5% of authorized. Due to the shortage of MOSC
67N30 in the 17th CAG, additional personnel in MOSC 67W20 have been assigned
to the 17th CAG for a manning level of 73.7% while the Brigade has only 59.3%
of authorized. Personnel with MOSC 67W20 are capable of performing 67N30
duties.

FOR THE COMMANDER:

W A Peterson
WARREN A. PETERSON
for CPT, AGC
ASST AG

AVHDO-DO (13 Aug 70) 4th Ind
SUBJECT: Operation Report - Lessons Learned, Headquarters, 52nd
Aviation Battalion (Combat), Period Ending 31 July 1970
RCS CSFOR-65 (R2)(U)

Headquarters, United States Army Vietnam, APO San Francisco 96375 4 DEC 1970

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

1. This Headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 July 1970 from Headquarters, 52nd Aviation Battalion (Combat) and comments of indorsing headquarters.

2. Comments follow:

a. Reference item concerning "Critical MOS Shortages," page 11, paragraph 2a(1): nonconcur. There are 105 spaces authorized in USARV in MOS 286A, the MOS associated with Avionics. Sixty-nine warrant officers having this MOS are currently assigned. Requisitions for October 1970 through March 1971 were submitted and validated. DA has filled sixty-seven of these requisitions. There are thirty-five losses occurring between October 1970 and March 1971, resulting in an overall projected assigned strength of 101 through March 1971. Because of the Army-wide shortage of warrant officers trained in avionics, DA has substituted approximately thirteen lieutenants who have been school trained in avionics and who will arrive during December 1970 - February 1971 time frame. It is anticipated that shortages in MOS 286A will be significantly reduced in the near future. No action by USARPAC or DA is recommended.

b. Reference item concerning "Helicopter Tech Inspectors," page 11, paragraph 2a(2). Shortages of specialized aviation maintenance personnel continue to be a matter of concern at all echelons of command. In an attempt to provide this Headquarters with some immediate relief, DCSPER-DRD, DA has initiated a program as an attempt to provide approximately 200 aviation maintenance and avionics volunteers on a TDY basis for a 5 month period. Continued action by USARPAC and DA is required to identify and assign surplus personnel to USARV to fill critical shortages and to insure timely fill of personnel requisitions. Unit has been so advised.

c. Reference item concerning "Insufficient Access to the World Wide T/T Circuit," page 16, paragraph 2k(3)(a). Unless volume of night traffic is substantial, adequate courier service can be provided to the Pleiku Area Communication Center. Unit has been so advised.

d. Reference item concerning "ZYS/ZYR: Retrofit Program," page 17, paragraph 2k(3)(b) and 1st Indorsement, paragraph b(2). The ZYS modification, when complete, includes mount MT-3802. A check of the log book should reveal whether the mount was or was not included in the modification.

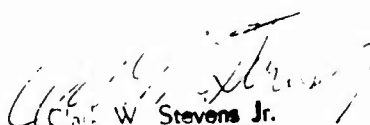
AVHIO-DO (13 Aug 70) 4th Ind

SUBJECT: Operation Report - Lessons Learned, Headquarters, 52nd
Aviation Battalion (Combat), Period Ending 31 July 1970
RCS CSFOR-65 (R2)(U)

If the log book indicates that the mount was installed, a survey should be made to determine what happened to it. If the log book indicates that the mount was not installed, the requirement should be made known through avionics channels. Neither the ZYS kit nor separate components are available through COMSEC logistical channels. Unit has been so advised.

e. Reference item concerning "Malfunction of X-MODE KY-38/VRC 12 Interconnect Cables," page 17, paragraph 2k(3)(c) and 1st Indorsement, paragraph b(3). When there are excessive malfunctions of equipment, an EIR (Equipment Improvement Report) should be immediately forwarded to NMP. The KY-38/VRC-12 interconnect cables are common supply items that are allocated by USARV as they arrive in-country. These cables cannot be requisitioned through avionics or COMSEC logistical channels. Unit has been so advised.

FOR THE COMMANDER:


W. Stevens Jr.
AC
Assistant Adjutant General

Cy furn:
1st Avn Bde
52nd Avn Bn


GPOP-DT (13 Aug 70) 5th Ind (U)
SUBJECT: Operational Report of HQ, 52d Aviation Battalion
(Combat), for Period Ending 31 July 1970,
RCS CSFOR-65 (R2) (U)

HQ, US Army, Pacific, APO San Francisco 96558 28 JAN 1971

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

This headquarters concurs in subject report as indorsed.

FOR THE COMMANDER IN CHIEF:



L.M. OZAKI
CPT, AGO
Asst AG

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ORGANIZATIONAL STRUCTURE AND STATION LIST

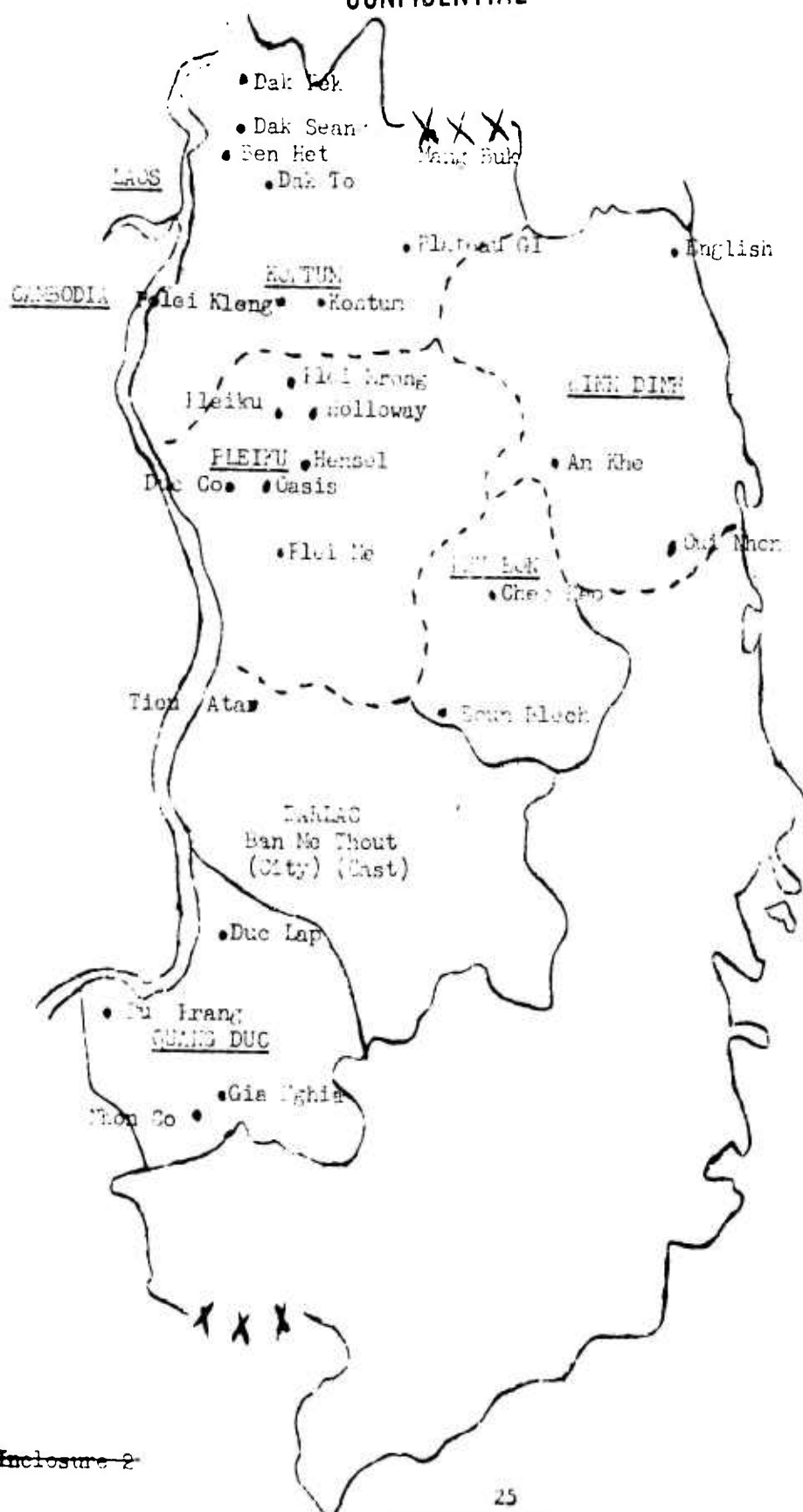
<u>UNIT</u>	<u>COMMANDER</u>	<u>LOCATION</u>	<u>AFO</u>
52d Avn Bn (Cbt) "Flying Dragons"	LTC Ronald H. Herritt	Camp Holloway Fleiku, RVN	96494
HQ & HQ Company	CPT Charles D. Brown	Camp Holloway Fleiku, RVN	96494
52d Scty Det	CPT Jimmy L. Duncan	Camp Holloway Fleiku, RVN	96494
68th Radar Det	None Authorized	Camp Holloway Fleiku, RVN	96494
94th Med Det	CPT Melvin A. Chase	Camp Holloway Fleiku, RVN	96494
179th Avn Co (ASB) "Shrimphorts"	MAJ Charles D. Jochetz	Camp Holloway Fleiku, RVN	96494
189th Avn Co (Aslt Hel) "Chestriders"	MAJ George A. Morgan	Camp Holloway Fleiku, RVN	96494
361st Avn Co (Escort) "Pink Panthers"	MAJ Terence M. Henry	Camp Holloway Fleiku, RVN	96494
665th TC Det	Vacant	Camp Holloway Fleiku, RVN	96494
621st Sig Det	None Authorized	Camp Holloway Fleiku, RVN	96494
344th AD (D)	LTC Donald S. Galla	Camp Holloway Fleiku, RVN	96494
755th Med Det	Vacant	Camp Holloway Fleiku, RVN	96494
57th Avn Co (Aslt Hel) "Gladiators"	MAJ Edward A. Janta	Camp Radcliffe An Khe, RVN	96294
119th Avn Co (Aslt Hel) "Alligators"	MAJ Jimmy A. Conrad	Camp Radcliffe An Khe, RVN	96294
170th Avn Co (Aslt Hel) "Bikinis"	MAJ Bill R. Ross	City Airfield Kontum, RVN	96499

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Inclosure 1

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~~Inclosure 2~~

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UNIT STRENGTH AS OF 31 JULY 1970

1. (C) Military:

UNIT	<u>OFFICERS</u>		<u>WARRANT OFFICERS</u>		<u>ENLISTED MEN</u>		
	<u>Auth</u>	<u>Asg</u>	<u>Auth</u>	<u>Asg</u>	<u>POS AUTH</u> <u>FOR FILL</u>	<u>POS AUTH</u> <u>FOR FILL</u>	<u>ASG</u>
HHG	19	22	3	6	87	85	115
94th Med	1	1	0	0	7	7	9
755th Med	1	0	0	0	7	7	10
52d Scty Det	1	1	0	0	151	151	150
68th Inf Det	0	0	0	0	19	19	11
57th Avn Co	19	19	51	42	219	218	195
193rd Med	1	1	0	0	7	7	10
119th Avn Co	19	19	51	42	219	218	189
179th Avn Co	15	14	26	21	227	227	207
170th Avn Co	19	18	51	46	219	213	184
154th Med	1	1	0	0	7	7	8
189th Avn Co	19	19	51	44	219	218	192
361st Avn Co	16	14	13	14	80	66	65
621st Sig Det	0	0	0	0	6	6	3
665th Trans Det	1	1	1	1	57	57	55
TOTALS 52d ABC	132	131	247	217	1531	1525	1403

~~Inlosure 2~~

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OPERATIONAL RESULTS AS OF 31 JULY 1970

1. (C) Results.

Unit	Sorties Flown	Troops Lifted	Cargo Lifted Tons	Enemy KIA	Structure Dmg	Dist	Survivors
57th AHC	26,639	32,199	544	0	4	19	0
11th AHC	23,409	32,366	546	14	25	25	0
170th AHC	14,250	16,478	197	155	14	19	0
170th ASHC	6,391	21,048	8450	0	1	0	0
189th AHC	17,136	20,237	792	25	18	2	0
361st ACE	3,141	0	0	33	0	36	0
52nd ABC	11,321	122,328	10,529	227	61	101	0

2. (C) Losses:

Unit	Aircraft Lost*		Aircraft Damaged	
	Type	Nr	Type	Nr
57th AHC	UH-1C	3	UH-1C	1
	UH-1H	6	UH-1H	36
11th AHC	UH-1C	2	UH-1C	11
	UH-1H	5	UH-1H	9
170th AHC	UH-1C	6	UH-1C	4
	UH-1H	4	UH-1H	7
170th ASHC	CH-47C	0	CH-47C	0
189th AHC	UH-1C	1	UH-1C	2
	UH-1H	4	UH-1H	3
361st AC(E)	AH-1G	0	AH-1G	2
AHC	CH-58A	1	CH-58A	0
52nd ABC		32		30

*Lost Due to Combat or Rearranged

~~Enclosure 4~~

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REGULATION OF FLYING HOURS (U): Average number of aircraft is based on those actually on-hand with the following provisions: aircraft destroyed are dropped from accountability the day following destruction. Replacement aircraft are picked up on accountability on the first day they become "mission ready" or within 72 hours following receipt, whichever occurs first.

UH-1C

UNIT	MONTH	AVG NO. ON HAND	HOURS FLOWN	AVG HOURS	AVAIL- ABILITY	DA% PROGRAM*
57th	MAY	7.3	218	29.8	41.0	51%
	JUN	6.2	247	39.8	56.1	69%
	JUL	7.0	292	41.8	79.3	72%
119th	MAY	7.0	301	43.0	43.2	74%
	JUN	6.2	320	51.6	51.7	88%
	JUL	6.6	344	52.1	79.0	90%
170th	MAY	7.0	411	58.7	57.6	101%
	JUN	7.0	190	27.1	72.5	46%
	JUL	8.0	271	33.9	70.2	58%
189th	MAY	6.0	318	53.0	56.5	91%
	JUN	6.5	134	20.6	52.3	36%
	JUL	6.1	75	12.2	55.4	21%
52nd	MAY	27.3	1148	45.2	52.0	79%
	JUN	25.9	891	34.7	50.6	59%
	JUL	27.7	983	35.0	71.4	60.2%

UH-1H

57th	MAY	20.6	2322	112.3	61.6	151%
	JUN	19.6	1978	106.3	68.6	144%
	JUL	21.5	2169	100.6	80.4	136%
119th	MAY	21.8	2255	103.4	70.5	139%
	JUN	18.6	1789	95.1	72.9	128%
	JUL	21.0	2300	109.5	80.1	147%
170th	MAY	21.0	1498	71.3	76.0	96%
	JUN	19.1	1442	75.4	75.7	101%
	JUL	21.2	1477	72.5	79.0	93%
189th	MAY	21.1	2155	102.1	71.0	137%
	JUN	20.6	1265	61.4	71.0	83%
	JUL	21.2	1065	50.2	75.2	67%
52nd	MAY	84.5	8230	97.5	67.7	130%
	JUN	77.1	6474	84.5	72.0	114%
	JUL	90.0	7133	78.4	79.2	111%

*Percent of DA Program is based on a DA Flying Program per aircraft as follows: AH-1G-70 Hours, CH-47-60 Hours, UH-1C-58 Hours, UH-1H-74 Hours.

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UNIT	MONTH	AVG NO. ON HAND	HOURS FLOWN	AVG HOURS	AVAIL- ABILITY	DA% PROGRAM
361st	MAY	11	225	75.0	80.2	105%
	JUN	10.2	469	45.9	61.4	70%
	JUL	10.6	517	48.7	68.2	126%

CH-47C

177th	MAY	16.0	994	62.1	65.2	103%
	JUN	16.0	765	47.8	65.4	79%
	JUL	16.0	493	30.8	73.4	51%

CH-53A

52nd	MAY	2	17	8.5	100	N/A
	JUN	2	45	22.5	100	N/A
	JUL	2	47	23.5	83.3	N/A
179th	JUN	2	22	11	100	N/A
	JUL	2	40	5	66.1	N/A

Recapitulation: Availability, operational ready, EDF and EDM percentages taken from DA Form 1352 and Daily Aircraft Status Reports.

UH-1H	STD	MAY	JUN	JUL
Availability	75	67.7	72.0	79.9
Mission Ready	74.5	64.9	72.0	79.9
EDM	20.5	25.8	24.5	12.3
EDF	5	4.4	7.8	3.1
UH-1C	STD	MAY	JUN	JUL
Availability	72	52.0	60.6	71.4
Mission Ready	73	53.3	60.6	71.4
EDM	20.5	37.1	23.4	12.7
EDF	6.5	10.8	8.0	10.3
AH-1G	STD	MAY	JUN	JUL
Availability	70	80.2	81.4	88.2
Mission Ready	70	80.6	81.4	86.2
EDM	20	13.0	14.0	10.2
EDF	10	6.8	4.6	1.6
CH-47C	STD	MAY	JUN	JUL
Availability	65	65.2	65.4	72.5
Mission Ready	65	65.3	65.4	76.6
EDM	25	29.5	25.8	17.4
EDF	10	5.3	12.8	2.2
CH-53A	STD	MAY	JUN	JUL
Availability		100	100	74.7
Mission Ready	70	100	100	74.7
EDM	20	0.0	0.0	1.6
EDF	10	0.0	0.0	21.6

*Percent of DA Program is based on a DA Flying Hour Program per aircraft as follows: AH-1G-70 Hours, CH-47-60 Hours.

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TABLE I

	Accidents	Incidents	Forced Landings	Frec. Landi
May	4	2	0	4
Jun	6	7	0	1
Jul	4	3	1	11
Total	14	12	1	16

TABLE II

	<u>May</u>			<u>June</u>			<u>July</u>			<u>Quarter Totals</u>		
	<u>Hours</u>	<u>Acc</u>	<u>Rate</u>	<u>Hours</u>	<u>Acc</u>	<u>Rate</u>	<u>Hours</u>	<u>Acc</u>	<u>Rate</u>	<u>Hours</u>	<u>Acc</u>	<u>Rate</u>
HHC	126	0	0	90	0	0	119	1	840.3	335	1	298.6
57 AHC	2545	2	73.4	2227	3	134.7	2480	2	80.6	7252	7	96.5
119 AHC	2849	1	35.1	2296	0	0	2667	1	37.5	7812	2	25.6
170 AHC	2098	0	0	1660	0	0	1742	0	0	5500	0	0
179 ASAC	1000	0	0	765	0	0	572	0	0	2337	0	0
189 AHC	2473	1	40.8	1723	2	116.0	1428	0	0	5624	3	53.3
361st EHC	757	0	0	494	1	202.4	427	0	0	1678	1	59.6
Totals	11,848	4	33.8	9255	6	64.8	9435	4	42.3	30538	14	45.8

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