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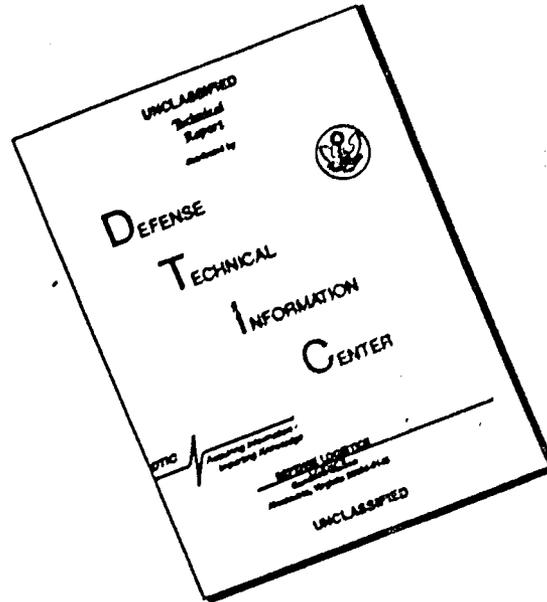
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DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310



IN REPLY REFER TO
AGAM-P (M) (7 Mar 68) FOR OT RD-674060

13 March 1968

AD 388906

SUBJECT: Operational Report - Lessons Learned, Headquarters, 52d
Combat Aviation Battalion, Period Ending 31 October 1967 (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 appropriate benefits in the future from lessons learned during current operations and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

KENNETH G. WICKHAM
Major General, USA
The Adjutant General

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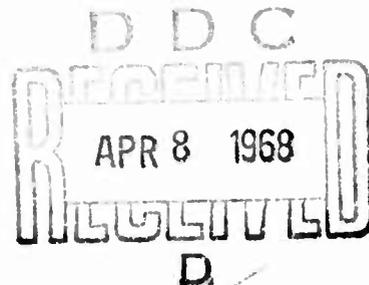
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52d CBT AVN BN



O R L L

(AUGUST - CONFIDENTIAL SEPTEMBER - OCTOBER)

1967

FOR OT RD
67450

C O N F I D E N T I A L

DEPARTMENT OF THE ARMY
HEADQUARTERS, 52D COMBAT AVIATION BATTALION
APO San Francisco 96318
"FLYING DRAGONS"

AVGD-CC

6 November 1967

SUBJECT: Operational Report for Quarterly Period Ending 31 October 1967
RCS-CSFOR (UIC: WCYMAA)

TO: See Distribution

SECTION I - Significant Organizational Activities

1. (C) General: This report covers the period 1 August 1967 through 31 October 1967, and is submitted in compliance with Headquarters I Field Force Vietnam Regulation 1-3 dated 23 March 1967, and Headquarters 17th Combat Aviation Group Regulation 1-3, dated 12 July 1967.

a. Mission: The mission of the 52d Combat Aviation Battalion (Flying Dragons) is to provide aviation support to US Forces, Republic of Vietnam Forces and Free World Assistance Forces operating in the II Corps area, with priority to the 4th Infantry Division.

b. Station Plan: The 52d Combat Aviation Battalion is stationed at Camp Holloway, Pleiku, RVN, and is commanded by LTC Edward P. Lukert Jr. Subordinate elements consist of the following units: (Detailed list of detachments is shown in inclosure 1).

- (1) Headquarters and Headquarters Detachment - Pleiku, RVN.
- (2) 119th Assault Helicopter Company - Pleiku, RVN. Equipped with UH-1H and UH-1C (A) helicopters.
- (3) 155th Assault Helicopter Company - Ban Me Thuot, RVN. Equipped with UH-1H and UH-1C (A) helicopters.
- (4) 170th Assault Helicopter Company - Pleiku, RVN. Equipped with UH-1H and UH-1C (A) helicopters.
- (5) 189th Assault Helicopter Company - Pleiku, RVN. Equipped with UH-1H and UH-1C (A) helicopters.
- (6) 57th Assault Helicopter Company - Kontum, RVN. Equipped with UH-1H and UH-1C (A) helicopters. (Not operational as of 31 Oct 67)

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C O N F I D E N T I A L

(7) 179th Assault Support Helicopter Company - Pleiku, RVN. Equipped with CH-47A and OH-23G helicopters.

c. Type aircraft authorized and on hand as of 31 October 1967:

	<u>AUTHORIZED</u>	<u>ON HAND</u>
(1) UH-1C (A)	32	29
(2) UH-1C*	2	0
(3) UH-1H*	92	81
(4) CH-47A	16	16
(5) U-6A	1	1
(6) OH-23*	<u>0</u>	<u>2</u>
TOTAL	143	129

* issued to 179th ASHC in lieu of 2 UH-1C aircraft. OH-23's utilized by Hq, 17th CAG. Totals do not include 57th AHC aircraft. (For a more detailed account, see inclosure 2)

2. (C) Intelligence: The Battalion S-2 Section continued to publish a daily INTSUM which is distributed to all units of the battalion, non-battalion tenants of Camp Holloway, Hq, 17th Combat Aviation Group, Hq, 4th Aviation Battalion, Hq, 4th Infantry Division and 633d Combat Support Group at New Pleiku AFB.

a. Enemy activity in the Central Highlands has been comparatively light for the entire period. In early August there was a limited continuation of enemy activity in Northwestern Kontum Province. The expected build-up of activity before the September 3rd election failed to materialize. Throughout the remainder of the period, activity has been characterized by a great deal of unit movement with a noticeable increase during the last half of October. This activity seemed to culminate in the 26 October 122mm rocket attack against US/GVN installations to the North of Pleiku City. Significant isolated events were: 23 August, 1/4 Division forward CP received 40-50 122mm rockets; 26 August, 155th Assault Helicopter Company compound, Ban Me Thuot, received 60 rounds of 60mm mortar fire; 23 September, a fire of suspicious origin in the class III yard of the 88th S&S Battalion, Camp Holloway; 26 October, 45 rounds of 122mm rocket fire received in the general vicinity of II Corps Headquarters and the MACV compound, Pleiku. It is expected that the areas of enemy activity will be directed against the Special Forces Camps along the border. There will be increased sabotage activities and a continued strong probability of mortar/sapper and rocket attacks on the airfields in Kontum and Pleiku. Convoy ambushes on Highways 14 and 19 should be expected.

b. Ground to air fire was reported on 64 occasions resulting in 45 aircraft hit, no crew members were killed, however 9 crew members were wounded in action. Of the aircraft shot at, 33 were UH-1H's, 24 UH-1C's, and 7 were CH-47's. Altitudes of aircraft receiving hits varied from 20 feet to 4,500 feet; specifically, 10 received hits below 500 feet, 8 received hits between 500-1000 feet, 7 between 1000-2000 feet, 13 between 3000-4500 feet, and 7 at an unknown altitude.

c. Major activities of the S-2 Section during this period have been the implementation of USARV Reg 190-20 and the issuing of the new USARV Form 361, Standard Gate Pass, for Camp Holloway. However, additional security checks will be necessary since local nationals apparently able to "purchase" the required MSS clearances. An immediate result has been an increased awareness of the indigenous employees on post. It has also caused employing agencies to account for their employees which was not done in the past. It is expected that a ceiling will be placed on hiring of indigenous employees by controlling the number admitted on post. Distribution facilities are being installed in central locations on post to distribute leaflets encouraging all indigenous personnel to provide any information pertaining to enemy activities. (See inclosure 3)

d. The Intelligence Section of the 155th Assault Helicopter Company continues to have the responsibility of gathering intelligence information on the Ban Me Thuot area and receiving reports from all local civilian agents and military organizations in the Ban Me Thuot area.

e. Intelligence briefings and indoctrinations were given to the newest member of the battalion, the 57th Aviation Company, in Kontum. A basic load of maps and other necessary forms and references were provided.

3. (C) Operations and Training Activities

a. Operations

(1) Support: The 52d Combat Aviation Battalion (Flying Dragons), supported numerous operations including; Francis Marion (73 days) Horace Greeley (22 days), MacArthur (19 days), Project Omega (92 days), FOB #2 (92 days), 52d Arty (81 days), Press Camp (81 days) and Project Delta (10 days). In addition aviation support was provided II Corps Hq (92 days), Co "B", 5th SFG (92 days), Pleiku Sub Area Command (1 day) and other units within 17th Combat Aviation Group (11 days). In general during the reported period, the "Flying Dragons" supported II Corps with one assault helicopter company; 4th Infantry Division with two assault helicopter companies and one assault support helicopter company, and II Corps ARVN with one assault helicopter company. The percentage of the battalions lift capability allocated, by month, was as follows:

	<u>AUG</u>	<u>SEP</u>	<u>OCT</u>
4th Inf Div	64%	63%	62%
ARVN	12%	11%	14%
Other	24%	26%	24%

(For a detailed sequence of significant events and statistics, see inclosure 4; for a map of operational area, see inclosure 5)

(2) Operational Statistics (1 Aug - 31 Oct 67)

<u>CMBT SORTIES</u>	<u>OTHER SORTIES</u>	<u>UH-1C **HOURS</u>	<u>UH-1H **HOURS</u>	<u>CH-47A **HOURS</u>
89,038	21,529	6,297	23,678	3,756
<u>TOTAL **HOURS</u>	<u>PAX</u>	<u>CARGO TONS</u>	<u>A/C HIT</u>	<u>A/C *DAM/DEST</u>
33,731	155,851	21,994	45	50/7
<u>CREW MEM *INJ/K</u>	<u>ENEMY KBA</u>	<u>STRUCT DEST</u>	<u>MED EVACS</u>	<u>SORTIES DELAY OR CXL FOP WX</u>
18/8	58	11	310	3,065

* includes results of hostile fire and accidents

** adjusted DA Form 1352 time

(3) Valorous Unit Award: On 21 September 1967, by direction of the Secretary of the Army, the Flying Dragons with assigned and attached units, received the Valorous Unit Award (First Oak Leaf Cluster) for extraordinary heroism during military operations against a hostile force near Duc Co, Republic of Vietnam, (28-30 May 1966). See inclosure 6 for the complete text of the citation.

(4) Airmobile Operations: The 52d Combat Aviation Battalion conducted several battalion size airmobile combat assaults during this reporting period. This employment technique, although not common in Vietnam, is unique in this area and increased the ground commander's effectiveness immeasurably. Loss of some reaction time was experienced, due to the absolute necessity for sound prior planning by the lifted unit.

(5) CH-47A Support: During this quarter, the increased demand for CH-47 support in the Central Highlands continued. This demand made it necessary to reinforce the 179th Assault Support Helicopter Company on several occasions with aircraft from the 180th Aslt Spt Hel Co and the 196th Aslt Spt Hel Co, for short periods. The 179th Aslt Spt Hel Co

maintained an average of 152% of the Department of the Army flying program throughout the reported period. In the month of August, the unit set an all time record of 1,415 hours flown, over 177% of the DA program.

(6) 335th Assault Helicopter Company: In mid September the 335th Aslt Hel Co departed this operational area with the 173d Abn Bde. The 52d Cbt Avn Bn was relieved of logistical and administrative responsibility to the 335th Aslt Hel Co at that time. Statistical data included in this report does not include data on that company.

(7) 57th Assault Helicopter Company Arrival: The advance party of the 57th arrived in Pleiku on 14 October 1967. They were welcomed and briefed by the battalion commander and staff, and immediately started preparation for the main body. The main body of the 57th Assault Helicopter Company deployed to Vietnam beginning 23 October 1967, and completed the move on 26 October 1967. The company was assigned to the 52d Combat Aviation Battalion and will operate from their base camp at Kontum, RVN. The unit's aircraft and equipment arrived at Vung Tau, RVN, on 31 October 1967. A small delegation from the company was sent to Vung Tau to organize the shipment of aircraft and equipment to Kontum. The remainder of the company worked feverishly on the base camp to complete it before the arrival of their TO&E equipment. Pilots and crews were given their in-country orientation and trained with other organic units within the 52d Combat Aviation Battalion from 29 October through the end of the month. The proposed operational date for the 57th is 15 November 1967.

(For problem areas of receiving, processing and training new aviation units, see Section II, Part I, para 1).

(8) Major Operations Supported: The 52d Combat Aviation Battalion completed support to Operations Horace Greeley and Francis Marion during the reporting period. (For aviation support statistics, see inclosure 7).

(9) Weather: During the month of August, the weather was characterized by low ceilings and poor visibility, due to ground fog and rain. Early take-offs were precluded by IMC conditions until mid-day and generally required the return of aircraft prior to 1700 hrs. Winds were predominately out of the WSW during this period. In late September, the winds began shifting to the NNE bringing better weather and improved flying conditions. Early morning ground fog, lifting after 0900 hrs local, continued through mid October. From 16 October until 31 October the weather was generally CAVU. The winds shifted to ENE, bringing cooler temperatures and excellent flying conditions. (For more detailed meteorological data, see inclosure 4).

b. Training

(1) Replacement training was reorganized and given increased command emphasis during this period. This training is now conducted bi-monthly at battalion level and covers the entire training spectrum as

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outlined in 17th CAG directive 350-1. The level of the instruction is closely monitored by the battalion training officer. Inadequate availability of training aids, continues as a problem area.

(2) Aviation Training continues at company level, with command emphasis on the following subjects:

- (a) Instrument training
- (b) Pre-Flight inspections
- (c) Monsoon weather procedures
- (d) Emergency procedures
- (e) Cross-country flight planning
- (f) Use of "go-no-go" chart
- (g) Use of "Max Gross Weight" chart
- (h) Rules of engagement
- (i) Escape and Evasion

(3) Battalion safety has developed a combination of charts, extracted from TM 55-1520-211-10, enabling gun pilots to make quick, accurate computations of max gross weight for current geographic and atmospheric operating conditions. This chart is readily available in all UH-1C aircraft. (See inclosure 8)

(4) The standardization section planned and initiated a comprehensive training program for 45 newly assigned aviators of the 57th Assault Helicopter Company. Initial in-country orientation requirements were completed in four days by a training team comprised of experienced instructor pilots. Following this initial training, the aviators were assigned to fly on combat missions with aircraft commanders from operational units.

(5) Selected aviators from units within the 52d Combat Aviation Battalion attended a four day instrument Flight Training program which was designed to prepare them for instrument instructor pilot duties.

c. Research and Development: Within this reporting period, the 52d Combat Aviation Battalion took part in, continued or completed the following tests to the degree indicated:

(1) Special purpose equipment: a zeon light was installed on a UH-1H model helicopter for testing. This light is employed with armed helicopters and used for night reconnaissance missions in conjunction

with the Camp Holloway defense system. Initial testing results of this device are very favorable, when employed in the immediate Pleiku-Camp Holloway TAOR. However, its effectiveness is limited in areas of heavy vegetation. Testing continues.

(2) "Snoopy" - The testing of the man pack "people sniffing" devices installed in UH-1C aircraft was completed during this period. Results of this test indicated that this device, when installed in helicopters, is ineffective. The device has a sensing rate of once every 15-20 seconds, and in addition, 9 to 15 seconds are required for readings to register. Airspeed of the aircraft averages 80 KPH (132 FPS) and therefore the target area is 800-1350 meters away before readings are received. It was also found that the air speed sensings were too small to be effective for aerial employment.

(3) "Ringdrop" - Airdrop of anti-personnel devices in large quantities. Testing on this device is complete. However, results of these tests have not reached this headquarters. Large quantities of these devices are on hand, and will be employed upon request from major tactical units operating in this area.

4. (C) Logistics:

a. Class I:

(1) No significant problems.

(2) The 57th Assault Helicopter Company established Class I account in October.

b. Class II: The following equipment shortages were received during the period:

(1) 350 GPM pump and filter at Holloway.

(2) Rough Terrain Fork Lift at 155th Assault Helicopter Company.

c. Class III and IIIA:

(1) No significant problems. Short fuse missions continue to require fuel to be transported by organic helicopter airlift, however close coordination and timely warning orders have kept this requirement to a minimum. POL storage and pumping facilities at three fixed locations and five field sites handled a total of over 3 million gallons of fuel required by battalion aircraft.

(2) The mini-port POL system continues to show improvement. Use of the 350 gallon per minute pump and filter allowed a reduction in tanker requirements of 50% at Camp Holloway. All UH-1 slick aircraft are

now refueled at the mini-port. Future planning calls for a ten nozzle mini-port to be incorporated into the new helipad complex at Holloway Army Airfield.

d. Class IV: No significant material shortages.

e. Class V & VA: Support and availability continues to be excellent. New type ammunition (Piggy Back Rounds) has been procured for evaluation.

f. Command emphasis was placed on Material Readiness, Mess Management, and Fire Prevention during October 1967.

g. The 57th Assault Helicopter Company arrived in country assigned to the 52d Combat Aviation Battalion during October. The company was moved by air and trucks to the Kontum Airfield where they have constructed a temporary cantonment area. The permanent company area plan was submitted for approval and issuance of a construction directive. (See inclosure 9)

5. (U) Civil Affairs

a. The Battalion Civic Action Officer, the Battalion Chaplain and volunteers from subordinate units are now engaged in civic action activities in five Montagnard villages in the battalion area of operations. The battalion continues to receive many boxes of soap, vitamins and clothing from friends in the US. As new personnel arrive, so do new sources of donations. These items are being distributed through village chiefs, the Pleiku Province Hospital, the Evangelical Hospital, and the Christian and Missionary Alliance. The battalion conducts medical assistance clinics, with emphasis on hygiene; eg, washing and treating skin disorders. The Battalion Civic Action Fund continues to receive donations from organizations interested in the program.

b. Specifically, the Chaplain contributed:

(1) Over 25 boxes of sheets, clothing, soap and drug items which were received from churches and individuals in the states. These were distributed for use by the CMA missionaries and the VNCS Clinic-Hospital.

(2) A sewing machine was donated to the VNCS Clinic-Hospital.

(3) Approximately 200 cases of surplus food from units at Camp Holloway were distributed to the Montagnard tribes through the CMA missionaries.

(4) The Catholic congregation collected over \$150 in special offerings for construction of a new church for the local parish.

(5) The Protestant congregation collected over \$200 in special offerings for the construction of a library for the local Jerai (Montagnard) Church.

6. (C) Personnel

a. PIO Activities During the Period August - October 1967.

(1) Feature stories submitted: 15

(2) Home town news releases submitted: 42

(3) Nightly reports of daily aviation activities were furnished by subordinate elements during the reporting period. Company level support has improved over the last reporting period; however, feature highlights for days activities remain insufficient, and the PIO effort has suffered as a whole.

b. Special Services Activities for the Period August - October.

(1) During the period a total of 350 out-of-country R&R quotas were received. Of these, 342 quotas were filled. The "no-show" rate decreased due to closer coordination between the SSO and assigned units.

(2) A total of 20 in-country R&R quotas were received, 14 for EM and 6 for officers. This is a favorable increase over the last reporting period.

(3) The Arts and Craft Shop was opened in August and is now operating four days weekly. Primary interests are in leather goods, model building and photography.

c. Awards and Decorations

(1) Total number of awards and decorations submitted during this period:

<u>AWARDS</u>	<u>NUMBER</u>
Distinguished Service Cross	1
Silver Star	2
Distinguished Flying Cross	28
Other	2526

(2) Total number of awards and decorations approved and returned during this period: 497.

d. Personnel Problems During the Period August - October 1967.

The battalion is still experiencing difficulty receiving replacements in our critical MOS shortages: Communications (MOS 35 series), Helicopter Tech Inspectors (MOS 67N), Helicopter Crew Chiefs (MOS 67N), Clerk Typist (MOS 71B) and Armament Maintenance Personnel (MOS 45 series). The battalion continues to be extremely short of personnel in MOS 11B.

e. Command Changes

The following new commanders assumed command during August, September and October 1967:

<u>COMMANDER</u>	<u>UNIT</u>	<u>DATE</u>
LTC Edward P. Lukert Jr.	52d Cbt Avn Bn	6 Sep 67
MAJ Jessie E. Stewart	170th Aslt Hel Co	20 Sep 67
MAJ Wilbur R. Mixer	405th Trans Det	20 Sep 67
MAJ David C. Whitworth	402d Trans Det	1 Oct 67
MAJ Donald R. McCabe	179th Aslt Spt Hel Co	3 Oct 67
*MAJ Bernard R. Allman	57th Aslt Hel Co	14 Oct 67
CPT Philip C. Ashley	545th Trans Det	17 Oct 67
*MAJ Niles C. Clark Jr.	615th Trans Det	25 Oct 67

NOTE: * does not indicate date individuals assumed command of respective units, only when they reported in-country as elements of this command.

f. Gains and Losses

(1) The following gains and losses occurred during August - October 1967:

(a) <u>GAINS</u>	<u>OFF</u>	<u>EM</u>
August	18	41
September	30	66
October	24	54

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(b) <u>LOSSES</u>	<u>OFF</u>	<u>EM</u>
August	28	63
September	25	82
October	25	68

(2) At present the battalion is 133 EM and 45 Officers and Warrant Officers below TO&E strength.

g. Morale - The morale of enlisted and officer personnel throughout the battalion remained exceptionally high. This was due primarily to:

(1) Maximum recognition for job accomplishment through promotions, awards and decorations, and letters of appreciation.

(2) Liberal leave and R&R policies.

(3) Continually improving standards of living.

(4) Availability of post facilities.

(5) Continual indoctrination in job performance and mission orientation.

h. Religious Activities During the Period August - October 1967.

(1) During the quarter the Battalion Chaplain was responsible for all religious activities at Camp Holloway and at operational sites. Protestant services were conducted by the Battalion Chaplain. Religious services were provided for the 155th at Ban Ma Thuot on a weekly basis by the Protestant missionaries and the Catholic Chaplain from MACV. Catholic services for Camp Holloway were conducted each Sunday by the PSAC Chaplain. Transportation was provided from Camp Holloway to the 18th Surgical Hospital Chapel each Friday for Jewish personnel. During the quarter, a Sunday morning Protestant worship service was started at the 604th TC Company theater. The Protestant congregation continued to attend the hymn-sing at the CMA compound each Sunday. Two cook-outs were held jointly with the CMA missionaries during the quarter. The evening service for the Protestant congregation increased during the period. Dramatic films produced by the Billy Graham Association were shown twice each month.

(2) The following additions and improvements have been made to the Chapel and grounds in the quarter:

(a) A piano was donated to the Chapel by MAJ Kraph of the 170th Assault Helicopter Company.

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(b) The front yard area of the Chapel was sodded and a white border fence erected.

(c) An outside bulletin/announcement board was erected.

7. (U) PSYOPS:

The battalion continues supporting the Chieu Hoi and Hoi Chanh Programs, and distributes leaflets and rally instructions periodically. The battalion has now distributed more than one million such leaflets and safe conduct passes. This augments the 4th Infantry Division program in the western portion of Pleiku Province. These activities are programmed in known or suspected enemy areas of operation and are the responsibility of the Psyops Officer. (See Inclosure 10)

8. (C) Safety and Standardization

a. Staff Visits: The assignment of an additional officer to this section has permitted increased staff visits to subordinate battalion units. During these visits, instructor pilots are briefed on items of flight standardization and training; check-rides are conducted. Unit operations are observed during single and multiple-ship missions. After action reports are furnished the unit commander with recommendations.

b. Safety: Statistics reflect that nine aircraft were destroyed and twelve lives were lost as a result of the eleven major accidents that occurred during this period. The accident rate for the 33,731 flight hours was 32.2 per 100,000 hours. The following represents accident cause factors and frequency of occurrence:

<u>CAUSE</u>	<u>NUMBER</u>
(1) Maintenance or material failure	4
(2) Inadvertant low level weather entry at night	1
(3) Tail rotor struck revetment	1
(4) Aircraft overloaded and lost RPM on take off	1
(5) Contaminated fuel	1
(6) Loose equipment struck tail rotor causing antitorque failure	1
(7) Late recovery attempt from descent	1
(8) Antitorque failure (Investigation in Progress)	1

c. Accident Prevention: Thorough investigations of all accidents were conducted to determine their cause factors, and follow up action was taken to prevent reoccurrence. An airfield survey completed by this section in August, has been the basis for many completed and programmed improvements to the Holloway airfield facilities. This section also assisted in the design of the bulk CS gas dispenser, which eliminated the unsafe aspects of a previously used system. (See inclosure 11)

9. (C) Post Headquarters, (Camp Holloway)

a. Camp Holloway is the home of the 52d CAB in the Central Highlands of Vietnam. LTC Lukert, Commanding Officer of the 52d Combat Aviation Battalion, is also the Post Commander of Camp Holloway. Tenant units of Camp Holloway are:

- (1) 52d Combat Aviation Battalion
 - (a) HHD, 52d CAB
 - (b) 119th Aslt Hel Co
 - (c) 170th Aslt Hel Co
 - (d) 179th Aslt Spt Hel Co
 - (e) 189th Aslt Hel Co
 - (f) 52d Security Detachment
 - (g) 68th Radar Detachment
 - (h) 344th Avn Co (AOD)
 - (i) 125th LTC
- (2) 604th Transportation Company (DS)
- (3) 219th Avn Co
- (4) 628th Maint Det
- (5) 88th S&S Bn, 1st Log Command
- (6) 283rd Medical Evac (Dust Off)
- (7) 85th EOD
- (8) 212th Sentry Dog Platoon
- (9) 3rd Preventive Medicine (Det)

(10) 124th Trans Co (TTP)

b. The 52d Combat Aviation Battalion has been the Senior unit at Camp Holloway since early 1962. The vast majority of the facilities on the post were constructed by members of this unit, or from profit of merchandise and services sold to members of this unit.

c. During the past years, Camp Holloway's population has risen sharply because of an influx of small specialized units which were not organized for independent operation. More recently, a major unit, the 88th S&S Bn, 1st Logistical Command, arrived and set up temporary facilities at Camp Holloway. It is anticipated that at least six months will elapse before facilities are available to them at another location. Today, Camp Holloway has a total population of 3,052 officers and enlisted men.

Because of the influx of personnel, all facilities and post utilities are serving approximately three times the number of troops for which they were originally designed.

d. The Commanding Officer, 52d Combat Aviation Battalion established, in mid 1966, the office of the Deputy Post Commander and Post Headquarters. His mission is to supervise, monitor and control activities on Camp Holloway, other than tactical operations and related activities. He is responsible to the Post Commander for the overall planning, administration, operations, security and maintenance of Camp Holloway. His functions generally fall in the following areas:

- (1) Services and logistics
- (2) Security and operations
- (3) Airfield operations

e. During this reporting period, Post Headquarters initiated several projects, some of these were:

(1) Complete rebuilding of the post's defensive perimeter to include expansion. The perimeter now consists of a minimum of four fence lines of double and triple apron concertina, defensive bunkers, radar and observation towers, anti-personnel mines, trip flares and ringdrops. The major problem encountered in this project was receiving material for perimeter lighting. This problem was partially solved by using an old lighting system until new equipment arrives.

(2) With the increase in number of helicopter companies assigned to Camp Holloway, a need existed for an additional parking area and maintenance facilities in order to have adequate dispersion. A 70 pad heliport, of a Christmas tree design, was requested and approved by USARV for construction by the 815th Engineer Battalion. This project was initially delayed by the monsoon season, but is now progressing rapidly.

C O N F I D E N T I A L

Completion date, to include revetments, is expected to be about 1 January 1968. (See inclosure 12-2)

10. (C) Signal

a. The installation of the communications complex in the new COC bunker was completed in Oct 67. Communications facilities include multiple FM radios, telephone lines to all units at Camp Holloway and provisions for an HF radio. All antennas were mounted on a platform atop thirty foot telephone poles, eliminating the need for guy wires and insuring a more secure installation.

b. The project of replacing field wire telephone lines a Camp Holloway with multiple pair cable was completed in Oct 67. Approximately three miles of cable was used in this project, greatly improving the appearance of Camp Holloway and facilitating maintenance of telephone lines.

c. A new AN/VSC-2 jeep mounted HF/RTT radio is now in use within the battalion. The radio will be utilized for voice and teletype communications between the 52d CAB and 17th CAG. It is anticipated that security equipment for teletype will be added in the near future.

11. (U) Aircraft Maintenance

a. Maintenance Statistics:

	<u>UH-1C</u>	<u>UH-1H</u>	<u>CH-47A</u>
Aircraft authorized:	32	92	16
A/C assigned (avg):	31.1	84.7	16
Availability rate:	85.3%	85.3%	68.8%
EDM rate:	9.3%	8.6%	24.4%
EDP rate:	1.9%	3.5%	6.8%

(For detailed statistical data, see inclosure 13)

b. During this reporting period the issue of the UH-1H model helicopters, equipped with the new T53-L-13 turbine engine, was completed. Problem areas with this model aircraft have continued to build at a phenomenal rate. More specifics are presented in section II.

12. (U) Flight Surgeon

a. During the reporting period, several improvements were made to Camp Holloway medical facilities.

C O N F I D E N T I A L

(1) Renovation of the dispensary

(2) A & D section reorganization to provide faster service to patients and faster information on previous patients; including their disposition.

(3) Installation of new lighting in the dispensary.

b. The battalion Flight Surgeon initiated a program of examining aviators, high on flight time, for possible fatigue. These examinations were performed in the unit area and provided unit commanders with invaluable information. Problem areas involving fatigue are discussed in section II.

Section II: Commander's Observations and Recommendations Part I, Observations (Lessons Learned)

1. (C) Operations

a. Item: Flying Hour Program

Discussion: Pilot fatigue, shortages of aircraft parts and excessive maintenance demands can be attributed to overflying the flying hour program; in the case of the 52d Battalion, as much as 150%.

Observation: A flying hours program of 5 hours per day per allocated aircraft would reduce pilot fatigue, ease parts shortages and allow adequate maintenance support with the personnel available. Increased requirements for flying hours would be met by committing more aircraft. The alternative would be an increase in maintenance personnel, parts and aviators to units and a ratio of 1 : 1 based on average percentage of flying hours over the DA flying hour program.

b. Item: New Aviation Units

Discussion: New units could be more efficiently organized in-country utilizing the following method:

(1) Package unit TO&E equipment in CONUS utilizing civilians and modern packaging techniques and ship to COMZ.

(2) Package personnel in the proper grade and MOS, by TO&E, and ship to COMZ.

(3) Select in-country personnel in the appropriate grade and MOS structure to provide 75-80% of the authorized strength of the new unit with the appropriate DEROS balance.

(4) Program arrival of new personnel as required and replace one for one with in-country personnel selected for the new unit.

Observation: The obvious advantages are as follows:

- (1) The unit, once formed, can continue without further disruptive infusions.
- (2) Experience level of personnel reduces in-country training requirements.
- (3) CONUS training time eliminated.
- (4) Aircraft and equipment are in new condition.

c. Item: Reception of New Aviation Units

Discussion: This battalion has received, processed and trained two new units in the past few months. The following represents some problems areas encountered.

- (1) Inadequate advanced warning of units actual date of arrival.
- (2) Time between arrival of main body and advance party is too short to be effective. Usually from ten (10) days to two (2) weeks.
- (3) Slow response for support requests from sponsoring unit, due to the inability to provide the exact arrival date.

Observation: It is almost imperative that a senior officer within the sponsoring unit be appointed overall project officer. One officer from the in-coming unit should arrive a minimum of two months in advance and serve as an advance liaison officer. This would allow sufficient time to determine needs and requirements before the units departure. A minimum of one month between advance party and main body would allow for sufficient coordination and preparation. A specific date for arrival would enable support units to provide essential items for the company prior to or shortly after their arrival.

d. Item: Army Aircraft Search Operations in the Central Highlands

Discussion: Although current regulations prescribe that the US Air Force has aircraft search responsibility, the capability can be initially discounted. This is due to the extremely limited number of Air Force aircraft available in the highlands for search operations.

Observation: When immediate search is required it should be initiated, planned and conducted by Army Aviation assets in the area. The Air Force is immediately informed of the full details, including the area being searched and can be expected to coordinate later efforts if required.

C O N F I D E N T I A L

e. Item: Recovery of UH-1 Aircraft by CH-47 at Night

Discussion: It is very difficult and sometimes impossible to fly the CH-47A in instrument conditions and at night when there is no visible horizon and while recovering a UH-1 helicopter. The UH-1 slung under the CH-47 has a tendency to start swinging back and forth, and from side to side once an airspeed of from 40 to 60 knots is reached. This swinging motion makes it impossible to properly read the instruments. The CH-47 then assumes unusual attitudes, when this happens there is no recourse but to release the slung aircraft. Sometimes an airspeed of only 30 to 40 knots can be maintained due to the oscillation of the UH-1. A minimum of 60 knots should be maintained for instrument flight in the CH-47.

Observation: If recovery of an aircraft must be made at night, during hazy conditions or when there is no visual horizon, plans should be made to develop a visual horizon for the pilot. This can be done one of several ways. One way would be to have a flare ship fly several thousand meters in front of the CH-47 continually dropping flares. It can also be done by having two other aircraft fly abreast of each other at the same altitude, with position lights on, and in front of the Chinook. If the LZ is close enough continuous flares could be fire from that position.

2. (C) Intelligence

a. Item: Work Load in the Battalion Size S-2 Operation

Discussion: The requirement to support divisional and corps size units creates a requirement to maintain basic enemy intelligence over an entire divisional/corps area of operations. In the case of the 52d Combat Aviation Battalion, this is between 1/2 and 2/3's of II Corps, or upwards of 1/3 of South Vietnam. This requirement is in addition to the task of providing detailed combat intelligence for the Camp Holloway Tactical Area of Responsibility (TAOR). The question then arises, what information should be collected, i.e., what is the EEI? In the past no difference was drawn between the EEI for airmobile operations and combat intelligence for the TAOR. This amounted to mismanagement of the limited resources in the S-2 office, and resulted in an unusually heavy work load for a two (2) man operation.

Observation: To perform the mission of providing timely intelligence, the S-2 section provides combat intelligence in the traditional sense for the immediate TAOR. However, for all areas outside of the TAOR, collection is limited to the following:

- (1) General Enemy Situation (much less detailed than traditional combat intelligence).
- (2) Anti-Aircraft capability.
- (3) Reported "Shot At's"

C O N F I D E N T I A L

(4) Weather

Observation: This is the information provided to the air mission commander. Intelligence supporting airmobile operations is very different from ground-bound intelligence. As such it should be given a different treatment in intelligence FM's, e.g., FM's 1-5 and 1-15, Aviation Company and Battalions respectively. Recognition of this difference is apparently reflected in only one Field Manual, FM 57-35.

3. (C) Signal

a. Item: Shortage of Communications-electronics Equipment

Discussion: Systematic follow-up of requisitions for comm-electronics items has produced minor results over a period of months. A more effective method has been to physically check the depot stocks with concurrence of depot personnel for requisitioned items. In many instances, items have been located in depots although the depot records indicated zero balance or records were non-existent.

Observation: Close coordination with depot personnel, including assistance in identifying certain items of communications-electronics, has resulted in the timely acquisition of required supplies.

b. Item: Utilization of Rectifier, RA-91

Discussion: In many instances, the RA-91 is used to convert AC to DC as a power source of the AN/VRC-12 series radios. If the incoming AC is low 105 volts the RA-91 output will not be sufficient to provide transmitting power for the AN/VRC-12 series radios. Use of a voltage regulator (variable transformer, TF-167) to insure the proper input voltage to the RA-91 will provide adequate DC power to operate the AN/VRC-12 series radios.

Observation: That voltage regulators should be provided in sufficient quantities to be utilized, one per RA-91 rectifier.

c. Item: Classification of SOI Items

Discussion: A recent investigation involving a lost SOI brought out the fact that the originating headquarters are reluctant to replace or downgrade, certain confidential SOI items when a possible compromise occurs. Therefore, it can be concluded that some SOI items should not carry a confidential classification if a possible compromise does not warrant some type of action by the originating headquarters.

Observation: Units originating SOI items should review the classification of all and downgrade wherever possible.

C O N F I D E N T I A L

d. Item: High Failure Rate of Floor Mike Switch in UH-1H Helicopters

Discussion: During a ninety day period in the monsoon season, a total of sixty-six failures of the UH-1H floor mike switches were experienced. A total of one hundred and eighty six were being supported at the time. Apparent cause of failures was water and mud forced into the switch mechanism during transmissions.

Observation: A sealed floor switch should be designed for use in UH-1 helicopters.

e. Item: Repair of AN/ARC-54 Radio

Discussion: The AN/ARC-54 FM radio continues to be the highest failure component of the avionics systems. It is overly susceptible to vibration and moisture. A partial answer to the constant failure of this radio set is resealing the tuning slugs on the RF amp module with an epoxy material.

Observation: A more reliable FM radio is needed in the UH-1 helicopter.

4. (C) Maintenance

a. Item: Changing of T53-L-13 Engines

Discussion: From 1 Aug 67 to 1 Nov 67 this unit has changed 75 T53-L-13 engines on an average fleet of 85 UH-1H helicopters. Many of these replacements were required because of the mandatory 300 hour engine change caused by cracking N1 nozzles. During this same period these aircraft flew an average of 94 hours per aircraft per month. This amounts to an engine change every three months on many aircraft.

Observation: By utilizing the same crew (one supervisor, 2 mechanics and the aircraft crew chief) of practical personnel, it was found that the average engine change could be made in (6) hours. This time included the uncanning, build up and recanning the old engine. It was also found that if the engine could be prepositioned and built up with the necessary components, that the actual change took about (2) hours. Two (2) additional hours are required for run-up, trouble shooting and final adjustments.

b. Item: CH-47 Preventive Maintenance Inspections

Discussion: The 179th Assault Support Helicopter Company Service Platoon and the 402d Maintenance Detachment completed one hundred and sixteen (116) preventive maintenance intermediate (PMI) inspections and thirty eight (38) preventive maintenance periodic (PMP) inspections during this quarterly period. Major inspections completed and/or progress

at the end of this period included two 12th PMP's, eight 11th PMP's, seven 10th PMP's and ten 9th PMP's. Although the flying hour program has been continuously exceeded, resulting in a higher number of major periodic inspections than anticipated, an average availability rate of 68 per cent has been maintained during this quarter.

Observation: Continuation of the present flying hour program will require completion of seven to eight 12th periodic inspections during the next quarter. Requirements for repair parts, including major components, have been forecast and requisitions submitted based on anticipated needs. A weekly parts run to AMMC in Saigon has been established and scheduled to begin in the forthcoming quarter, in an attempt to expedite receipt of available parts to CH-47 units. The key factor in maintaining a high aircraft availability rate during the forthcoming quarter will be an adequate and timely supply of repair parts.

c. Item: Repair Parts (Aircraft)

Discussion: A comparison of current NORS rates with those of the preceding quarter, as indicated below, reflects a marked increase during this period:

May 5%	Aug 7%
Jun 1%	Sep 3%
Jul 1%	Oct 10%

Observation: It has been necessary to revert to a highly inflated but carefully controlled cannibalization program in order to maintain flyable aircraft at a level commensurate with operational demands. The requirement to cannibalize parts from one aircraft to another increases the maintenance workload by 200% resulting in a "loss" of many productive manhours. This necessary but undesirable situation can only be alleviated by the constant and ready availability of repair parts.

5. (U) Aviation Safety

a. Item: Pilot Fatigue

Discussion: Pilot fatigue continues as a major problem area in Army Aviation Accident Prevention Program. The aircraft commanders of two (2) UH-1 model helicopters, which were involved in fatal accidents, had each flown in excess of 120 hours in the 30 day period preceding the accidents. Each of the accidents involved errors in judgement which may have been caused by fatigue. There is a definite direct correlation between the group of aviators who consistently log high flight time and those who have experienced accidents. Although background or research information in this area is very vague, ever increasing statistics are being accumulated daily in this field. During this reporting period, 52d CAB pilots who

average 120 hours monthly were involved in over 70% of the accidents in this battalion.

Observation: The reason for high flying time on aviators is due in part to a shortage of aviators in flying positions. The high flight time is not always reflected in hour reports, because most reports call for the total flying hours to be divided by the total aviators assigned. Unfortunately this does not represent a true figure. There are countless hours spent by gun pilots on standby missions. In addition, to effectively operate any organization, it requires many position which do not require flying as part of the duty. The inadequacy of these statistics are obvious. In view of this, an effort to maintain aviation companies at full strength is imperative. New investigations or statistics should be kept on the flying hour program. Operating as we do in Vietnam, it would be ideal for new research on the aviator fatigue problem.

Part II: Recommendation:

1. (C) Operations: Reference Section II, Part I, paragraphs a and b:
 - a. Recommend realistic flying hour program be allocated or, as an alternative, that units consistently overflying the DA program be assigned additional personnel and be given priority on aircraft parts.
 - b. Recommend that a study be made to determine the practicality of forming new units in-country and equipping them with prepackaged equipment.
2. (C) Signal: Reference Section II, Part I, paragraph 3a. Recommend that the present system of requisitioning be inspected. Several sections have reported difficulty in receiving requested items through supply channels. This would indicate requests are not being properly processed.
3. (C) Signal: Reference Section II, Part I, paragraphs d and e. Recommend that the high failure rate of AN/ARC-54 FM radio be replaced by a more reliable FM radio and that the floor mike switch be sealed against foreign particles at the time of manufacture.
4. (U) Safety: Reference Section II, Part I, paragraph a. Recommend that every effort be made to keep operational aviation units up to full strength in Vietnam. The possibility of fatigue as an accident cause factor, should be thoroughly researched by USABAR teams.

13 Incl

Edward P. Lukert Jr.
 EDWARD P. LUKERT JR
 LTC INF
 Commanding

C O N F I D E N T I A L

13 Incl

- 27
1. List, 52d CAB Detachments
 2. Recapitulation of flying hours and availability
 - * ~~3. S-2 Leaflets, Reporting enemy activities (RVN)~~
 - ** ~~4. Chronological sequence of significant events~~
 - * ~~5. Map of operational area~~
 - * ~~6. Extract CO 40 Valorous Unit Citation (First Oak Leaf Cluster)~~
 - * ~~7. Opn statistics for operation Horace Greeley and Francis Marion~~
 - * ~~8. Max Gross Weight Chart~~
 - * ~~9. 57th AHC area plan~~
 - * ~~10. Peyope Leaflet "Safe Conduct Pass"~~
 11. Proposed CH-47A CS Gas Dispenser
 - * ~~12. Camp Holloway, with new Heliport~~
 13. Recapitulation of availability, mission ready, EDP and EDM percentages by month

*Withdrawn, Hqs, DA

DISTRIBUTION:

**Withdrawn, Hqs, DA; available for reference,
ACSFOR, Hqs, DA

1 cy thru: 17th CAG
thru: IFFORCEV
thru: 1st Avn Bde
thru: USARV
thru: USARPAC
TO: ACSFOR DA

2 cy thru: 17th CAG
TO: ACSFOR DA

2 cy TO: USARPAC

3 cy TO: USARV

1 cy TO: 1st Avn Bde

1 cy thru: 17th CAG
TO: IRRORCEV (File)

1 cy TO: 17th CAG (File)

C O N F I D E N T I A L

CONFIDENTIAL

AVGD-SC (15 Nov 67)

1st Ind

SUBJECT: Operational Report for Quarterly Period Ending 31 October
67. (U)

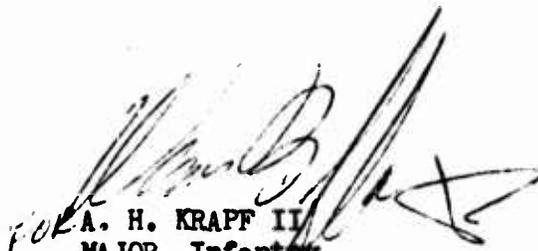
HEADQUARTERS, 17TH COMBAT AVIATION GROUP, APO 96240

TO: Commanding General, 1st Field Force Vietnam, APO 96350

1. (U) The 52d CAB Operational Report for Quarterly Period Ending 31 October 67 is forwarded for information and action as necessary.

2. (C) This Headquarters has reviewed this report and concurs with the exception of item referring to classification of SOI Items, Section II, para 3c, page 19. The provisions of para 42 AR 580-5 were complied with in the case of the lost SOI in question. The 17th CAG Signal Officer has taken all measures to replace or downgrade SOI items where ever possible.

FOR THE COMMANDER:


A. H. KRAPP II
MAJOR, Infantry
Adjutant

24

*Downgraded at 3 year Intervals
Declassified after 12 years
DOD DIR 5200.10*

CONFIDENTIAL

CONFIDENTIAL

30

AVFA-GC-OT (15 Nov 67) 2d Ind
SUBJECT: Operational Report - Lessons Learned for Quarterly Period Ending
31 October 1967 RCS CSFOR-65 UIC WCYMHGK 52d CAB (U)

HEADQUARTERS, I FIELD FORCE VIETNAM, APO 96350

19 DEC 1968

TO: Commanding General, 1st Aviation Brigade, APO 96307

(C) This headquarters has reviewed the 52d Combat Aviation Battalion Operational Report - Lessons Learned for the quarterly period ending 31 October 1967 and concurs with the basic document as modified by the 1st Indorsement.

In the interest of accuracy the following changes should be made to Section I paragraph 2a (page 2) Significant Organizational Activities:

<u>CHANGE</u>	<u>FROM</u>	<u>TO</u>
Line 10	40-50 122mm rockets	26 122mm rockets
Line 11	60 rounds of 60mm mortar fire	20-30 rounds of 81mm mortar fire
Line 13	45 rounds of 122mm rocket fire	20-30 rounds of 122mm rocket fire

FOR THE COMMANDER:



1
25

CONFIDENTIAL

25
DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5000

31

AVBA-C (6 Nov 67) 3rd Ind
SUBJECT: Operational Report - Lessons Learned for Quarterly Period Ending
31 October 1967 FCS CSFOR-65 UIC WCYMHGK (U)

DEC 28 1967

HEADQUARTERS, 1ST AVIATION BRIGADE, APO 96384

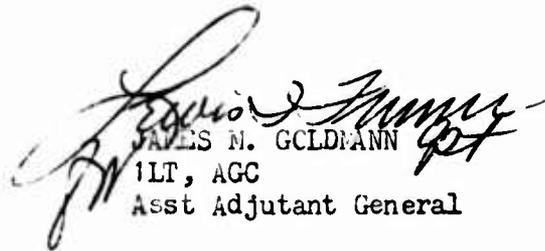
THRU: Commanding General, US Army Vietnam, ATTN: AVHGC-DST, APO 96375
Commander in Chief, US Army Pacific, ATTN: GPOP-OT, APO 96558

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

1. This headquarters has reviewed subject report of the 52nd Combat Aviation Battalion, considers it to be adequate and concurs with the contents as indorsed.

2. The following additional comment is considered pertinent: Reference Section II, Part 1, para 3e, page 20; The low reliability of the present FM radio, AN/ARC-54, could be improved through EIA action. This headquarters will investigate the number and type of EIA's that have been submitted.

FOR THE COMMANDER:


JAMES M. GOLDMANN
1LT, AGC
Asst Adjutant General

AVHGC-DST (6 Nov 67) 4th Ind(C)
SUBJECT: Operational Report for Quarterly Period Ending 31 October 1967
RCS-CSFOR

HEADQUARTERS, UNITED STATES ARMY VIETNAM, APO San Francisco 96375 30 JAN 1968

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

1. (U) This headquarters has reviewed the Operational Report-Lessons Learned for the period ending 31 October 1967 from Headquarters, 52d Combat Aviation Battalion (CYMA) as indorsed.

2. (C) Pertinent comments follow:

a. Reference item concerning shortage of communications, page 19, paragraph 3; and page 22, paragraph 2: Concur. USARV G4 and the 1st Logistical Command are aware of problem area discussed. Corrective action has been initiated by the 506th Field Depot. The 14th ICC has installed data processing equipment and is updating programming to facilitate processing of requisitions. Command emphasis in the logistics area has increased in an effort to improve logistics support at all levels.

b. Reference item concerning utilization of rectifier, RA-91, page 19, paragraph 3b: Nonconcur in use of transformer, TF-167 and rectifier, RA-91 with AN/VRC-12 series radios using AC power supply. PP-2953/U is the standard power supply issued with AN/VRC-12 series radios for use with AC power source. Unit will be notified to submit requisition through normal supply channels to obtain the standard power supply.

c. Reference item concerning classification of SOI item, page 19, paragraph 3c: Nonconcur. Lost SOI items will not normally be replaced or downgraded. Loss of a classified document is not corrected by downgrading the document or by replacing it. A lost or captured SOI item is immediately declared a possible compromise and a spare or reserve item is put into effect. USARV Regulation 380-5, paragraph 33, sets forth the criteria for downgrading and regrading of classified material.

d. Reference item concerning high failure rate of floor microphone switch in UH-1H helicopter, page 20, paragraph 3d. EIR should be submitted through normal channels.

e. Reference item concerning repair of AN/ARC-54 radio, page 20, paragraph 3e: Nonconcur. The AN/ARC-54 is a standard A item. There is not sufficient evidence from the field to support replacement of this radio. EIR should be submitted through normal channels if continuous maintenance problems exist.

GROUP 4

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Downgraded at 3 year intervals
Declassified after 12 years
DCD DIR 5200.10 Applies

CONFIDENTIAL

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AVHGC-DST (6 Nov 67)

SUBJECT: Operational Report for quarterly Period 31 October 1967
RCS-CSFOR

f. Reference item concerning a realistic flying hour program, page 22, paragraph 1a: Nonconcur. The current USARV and DA approved flying hour program is based on the most recent experience data available from reporting aviation units. If sufficient evidence indicates that programs for particular aircraft types are unrealistic, a review will be made to determine if revision is necessary. In the meantime, continued close coordination between the tactical unit commander and the supporting aviation unit commander should insure that use of aircraft is limited to only that essential for the accomplishment of valid missions. The shortage of maintenance personnel is recognized and action has been taken to get relief by requesting augmentation with contract civilian maintenance personnel. There appears to be a need for additional emphasis on tighter management of aircraft commitments so that staggering of flight hours on each aircraft will in turn reduce the number of aircraft requiring scheduled maintenance at the same time. Current requisitioning procedures provide for the establishment of priorities at the unit level based on the needs of the unit involved. The fact that a unit is exceeding the flying hour program does not justify a higher priority than for units which are not.

g. Reference item concerning forming new units in-country, page 22, paragraph 1b: Concur. A study of this nature may well determine a more efficient method of forming units for service in Vietnam.

h. Reference item concerning pilot fatigue, page 21, paragraph 5a; and page 22, paragraph 4: Concur. The problem of pilot fatigue is known and recognized. The only available recourse is close command supervision to avoid or reduce concentrating high time on relatively few key pilots. The aviator ceiling will preclude a 100% manning level for some time to come. Another factor not directly under the control of the aviation unit commander is that of unnecessary or unproductive missions. Continued emphasis by supported unit commanders is necessary to assure consolidated missions to preclude use of aviation assets when other means of transportation will accomplish the mission.

3. (U) A copy of this indorsement will be furnished to the reporting unit through channels.

FOR THE COMMANDER:

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

cy furn:
Hq, 52d CAB
Hq, 1st Avn Bde

CONFIDENTIAL

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GPOP-DT(6 Nov 67) (U) 5th Ind
SUBJECT: Operational Report for the Quarterly Period Ending 31 October
1967 from HQ, 52d Cbt Avn Bn (UIC: WCYMAA) (RCS CSFOR-65)

HQ, US ARMY, PACIFIC, APO San Francisco 96558 1 MAR 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
indorsements and concurs in the report as indorsed.

FOR THE COMMANDER IN CHIEF:

OSBORN
K. F. OSBORN
MAJ, AGC
Asst AG

75
C O N F I D E N T I A L

DEPARTMENT OF THE ARMY
HEADQUARTERS, 52D COMBAT AVIATION BATTALION
APO San Francisco 96318
"FLYING DRAGONS"

AVGD-CC

31 October 1967

SUBJECT: Organizational Structure of 52d Cbt Avn Bn

<u>UNIT</u>	<u>COMMANDER</u>
52d Cbt Avn Bn - "FLYING DRAGONS"	LTC Edward P. Lukert Jr.
52d Security Platoon	1/LT Breman W. Baker
119th Aslt Hel Co "ALLIGATORS" "CROCS"	MAJ Russel D. Nelson
545th Trans Det	CPT Philip C. Ashley
70th Signal Det	VACANT
94th Med Det	VACANT
155th Aslt Hel Co "STAGECOACH" "FILCONS"	MAJ Charlie P. Fleming
165th Trans Det	MAJ Richard B Stephens
208th Signal Det	CPT Albert E. Fisch
8th Med Det	CPT David L. Weinberg
170th Aslt Hel Co "BIKINIS" "BUCCANEERS"	MAJ Jessie E. Stewart
405th Trans Det	MAJ Wilbur R. Mixer
448th Signal Det	CWO Harold B. Percy
755th Med Det	VACANT
179th Aslt Spt Hel Co "SHRIMPBOAT"	MAJ Donald C. McCabe
402nd Trans Det	MAJ David C. Whitworth
344th Avn Det (OP)	CPT Edwin R. Clubb

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Incl 1

C O N F I D E N T I A L

189th Aslt Hel Co "GHOST RIDERS"
"AVENGERS"

604th Trans Det

6th Signal Det

57th Aslt Hel Co "GLADIATORS"
"COUGARS"

615th Trans Det

822nd Signal Det

MAJ Bobby L. Sanders

MAJ Richard D. Caldwell

1/LT James R. Conley

MAJ Bernard R. Allman

MAJ Niles C. Clark Jr.

WO1 Harvey Baker Jr.

Incl 2

DEPARTMENT OF THE ARMY
 HEADQUARTERS, 52D COMBAT AVIATION BATTALION
 APO San Francisco 96318
 "FLYING DRAGONS"

AVGD-CZ

5 November 1967

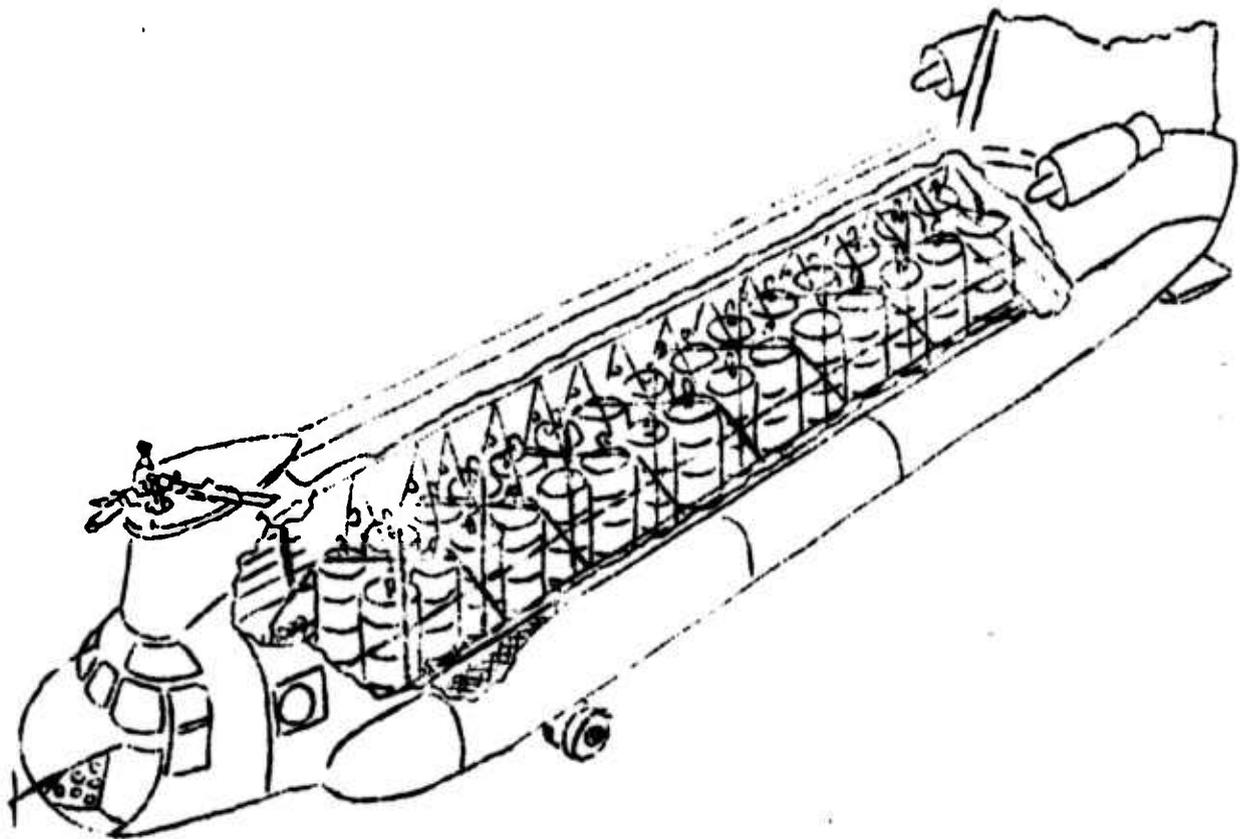
SUBJECT: Recapitulation of Flying Hours

Unit	Month	UH-1C		Hours Flown	Avg. Hours Guns	Avail-ability	UH-1D&H		Hours Flown	Avg. Hours Slicks	Avail-ability	Combined		% of DA Prog.
		Avg Nr. Guns on Hand	Avg Nr. Slicks on hand				Total Hours	DA Hours						
119th	AUG	8	562	70.3	90.7	21.6	2012	93.1	2574	81.7	135%			
	SEP	8	488	61.0	92.1	21.1	2112	100.1	2600	89.3	149%			
	OCT	7.4	384	51.9	85.1	21.0	2167	103.2	2551	89.8	150%			
155th	AUG	8	427	53.4	96.0	22.0	1705	76.5	2111	65.0	108%			
	SEP	8	441	55.1	92.7	22.0	1932	88.7	2373	79.1	131%			
	OCT	8	552	69.0	93.9	21.6	1820	84.3	2372	80.1	133%			
170th	AUG	8	335	41.9	80.1	22.9	1665	72.7	2000	57.3	95%			
	SEP	8	520	65.0	89.1	21.1	2166	91.4	2686	92.3	155%			
	OCT	7.8	589	75.5	90.1	21.0	2644	125.9	3233	112.3	188%			
189th	AUG	8	572	71.5	81.0	20.2	2038	100.9	2610	86.2	144%			
	SEP	7.1	473	66.6	93.8	19.8	2010	101.5	2483	92.3	154%			
	OCT	7.0	524	74.9	81.2	20.0	1678	83.9	2202	81.6	152%			

52nd *	AUG	32.0	1896	59.3	84.0	86.7	7420	85.8	9316	72.6	121%			
	SEP	31.1	1922	61.8	91.9	84.0	8220	97.9	10142	88.1	148%			
	OCT	30.2	2049	67.9	87.6	83.6	8309	99.4	10358	91.0	151%			
Unit	Month	Avg. CH-47 On Hand	Hours Flown	Avg. Hours Per CH-47	Percent of DA Program	Availability								
179th	AUG	16	1415	88.4	177%	70.4%								
	SEP	16	1028	64.2	128%	68%								
	OCT	16	1199	74.9	150%	68%								

* Bn Total for AUG 67.

NOTE: Totals do not reflect any statistics for the 57th AHC. (Not operational as of 31 Oct 67.)



(CH-47A C.S. Gas Dispensing Device)

DEPARTMENT OF THE ARMY
 HEADQUARTERS, 52D COMBAT AVIATION BATTALION
 APO San Francisco 96318
 "FLYING DRAGONS"

AVGD-CZ

5 November 1967

SUBJECT: Recapitulation of Availability, Mission Ready, EDP and EDM percentage taken from DA Form 1352 and daily aircraft status.

<u>UH-1C</u>	<u>STD</u>	<u>AUG</u>	<u>SEP</u>	<u>OCT</u>
Availability	80	87.0	91.9	87.6
Mission Ready	80	73.3	83.6	70.5
EDM	15	9.4	7.0	11.4
EDP	5	3.6	1.1	1.0

<u>UH-1D/H</u>	<u>STD</u>	<u>AUG</u>	<u>SEP</u>	<u>OCT</u>
Availability	80	91.0	88.6	84.8
Mission Ready	80	86.5	86.8	76.4
EDM	15	3.9	9.8	12.0
EDP	5	5.1	2.3	3.2

<u>UH-1 Combined</u>	<u>STD</u>	<u>AUG</u>	<u>SEP</u>	<u>OCT</u>
Availability	80	89.0	90.3	86.2
Mission Ready	80	79.9	85.2	73.5
EDM	15	6.7	8.4	11.7
EDP	5	4.3	1.7	2.1

<u>CH-47</u>	<u>STD</u>	<u>AUG</u>	<u>SEP</u>	<u>OCT</u>
Availability	60	70.4	68.0	68.0
Mission Ready	50	59.8	57.0	54.8
EDM	25	22.2	29.0	22.0
EDP	15	7.4	3.0	10.0

Incl 13

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