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SUBJECT: Operational Report - Lessons Learned, Headquarters, 52d Aviation

1. Subject report is forwarded for review and evaluation in accordance with paragraph 4b, AR 525-15. Evaluations and corrective actions should be reported to ACSFOR OT UT, Operational Reports Branch, within 90 days of receipt of covering letter.

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

BY ORDER OF THE SECRETARY OF THE ARMY:

ROBERT B. LYNCH
Colonel, AG
Acting The Adjutant General

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

AVDAG-CG

5 August 1969

SUBJECT: Operational Report of 52d Aviation Battalion (Combat)
For Period Ending 31 July 1969, RCS CSFOR (R-1) (U)

SEE DISTRIBUTION:

1. Section 1. Operations: Significant Activities:

   a. (c) General. This report for the period 1 May through
      31 July 1969 is submitted in compliance with AR 525-15, USARPAC
      Reg 525-15, USRV Reg 525-15 and 17th Aviation Group (Combat)
      Reg 525-15.

      (1) Headquarters, 52d Aviation Battalion (Combat), LTC Patrick
          J. O'Grady, Commanding, remains at Camp Holloway, Pleiku, RVN.
          Inclosure 1 reflects Organizational structure and station list of
          all assigned, attached, and OFCON units, with location and AFO, as
          of 31 July 1969.

      (2) During this quarter, there has been no change of mission.
          However, the Battalion significantly increased its aviation support
          of RWV Operations in the II Corps area. "Flying Dragons" continue to
          provide aviation support to the U.S. Fourth Infantry Division,
          Military Assistance Command, Vietnam, RVW II Corps Headquarters,
          Fifth Special Forces Group and other Free World Military Assistance
          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 52d ADC.

   b. (c) Personnel

      (1) Awards and Decorations:

      | Award                  | MAY | JUN | JUL | TOTALS |
      |------------------------|-----|-----|-----|--------|
      | SILVER STAR            | 2   | 2   | 0   | 4      |
      | Distinguished Flying Cross | 6   | 3   | 5   | 14     |
      | Bronze Star w/o S      | 0   | 4   | 1   | 5      |
      | Bronze Star            | 15  | 20  | 6   | 41     |
      | Army Commend Medal     | 19  | 26  | 15  | 60     |
      | Air Medal              | 95  | 159 | 610 | 864    |
      | Purple Heart           | 0   | 0   | 9   | 9      |

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      69364

      Inclosure

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SUBJECT: Operational Report of 52d Aviation Battalion (Combat)

Period Ending 31 July 1969, RGCS CSFOR (R-1) (U)

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

<table>
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<th>POSITION</th>
<th>RANK, SVC NO. (Incoming)</th>
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<td>DN CO</td>
<td>LTC O'Grady, Patrick J. 473-22-1659</td>
<td>21 Jul 69</td>
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<td>LTC Stoosner, Richard L. 290-20-0424</td>
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<td>Maj Ferncll, John F. 524-40-8974</td>
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<td>CPT Stegen, Michael T. 498-52-4265</td>
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<td>CPT Nolin, Carl L. 001-32-3322</td>
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<td>CPT McKenzie, James E. Jr. 545-62-2025</td>
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<td>CPT Worthington, Gerald R. 451-52-0060</td>
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<td>CPT Wong, Owen Jr. 575-42-0299</td>
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<td>CPT Slade, Charles 411-54-7250</td>
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<td>CPT Holloway, Ralph L. 456-58-0769</td>
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<td>EN FIO</td>
<td>CM2 Lopez, Michael S. 337-36-0474</td>
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<td>CIT Parsons, Curtis C. 079-36-0474</td>
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<td>119TH AVN CO</td>
<td>Maj Harris, Peter R. 544-34-2542</td>
<td>15 May 69</td>
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<td>Maj Ferncll, John P. 524-40-0771</td>
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<td>170TH AVN CO</td>
<td>Maj Hardy, Reynon L. 410-56-9486</td>
<td>1 May 69</td>
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<td>Maj Roberts, Donald A. 011-26-4489</td>
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(3) Personnel turnover for the reporting period was as follows:

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<th>Officers Loss</th>
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<td>42</td>
<td>60</td>
<td>+12</td>
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<td>139</td>
<td>136</td>
<td>+3</td>
<td>447</td>
<td>405</td>
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AVN AAD (8 Aug 69) 5 Aug 69

SUBJECT: Operational Report of 52d Aviation Battalion (Combat)
Period Ending 31 July 1969, 6CS CS FOR-65 (4-1) (U)

The Battalion Total strength is 1150/short 91 enlisted men
and over 53 officers and warrant officers as of 31 Jul 69. Unit
strengths are shown in enclosure 3.

Public Information Office activities:

(a) Printed Releases 25
(b) Pictorial Releases 20
(c) Hometown Printed Releases 160
(d) Hometown Pictorial Releases 110
(e) Taped Interviews 1

Civic action projects continue to receive much attention
from the Battalion. Food, clothing and other supplies are
consistently delivered to villages surrounding Camp Hovey.
The Battalion Civic Action Fund contributed $2,000,00 to the
Fleiku Leper Colony for supplies and equipment to build
a much needed kitchen-dining hall facility. Aircraft from the
battalion transported a 5,000 gallon water-storage tank to the
Fleiku Civil Hospital, thereby greatly increasing their
capabilities.

The Public Information Officer is still limited by the
lack of photographic equipment and supplies. These supplies have
decreased throughout the Fleiku area: making it difficult to con-
tinue Public Information coverage in the desired manner.

Intelligence: The S-2 Section continues to publish
a daily intelligence summary of significant activities in the
Fleiku-Kontum area. Intelligence information is gathered from
II Corps, and 4th Infantry Division G-2 offices, other
supported units, liaison visits to other S-2 offices and debrief-
ings submitted by aviators and air mission commanders.

Enemy activity. There were four attacks by fire against
52d Aviation Battalion (Combat) facilities during the reporting
period. The enemy employed 120mm rockets, 60mm mortars, B-40
rockets and ATG rounds in the first attack. In the second attack
the enemy employed 120mm rockets and 60mm mortars. In the third
attack, 60mm mortars and B-40 rockets were employed. The last
attack consisted of possible 75mm recoilless rifle rounds. In
conjunction with the first attack, the enemy also employed a
ground attack which was quickly disrupted because of the fast reaction
time of the unit's gunships and fire support from a neighboring
AVN Cav unit. Significant activities during the period:

3
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SUBJECT: Operational Report of 52d Aviation Battalion (Combat) for 00100 ending 02 July 1969, 16S CS KM-61 (-1) (U)

022120 May: Observation post #31 at 615403 received small arms fire from the vicinity of 614409. Redoubt checked area with negative results. Mortar fired on the suspected enemy location. Results: Friendly - negative casualties or damage; enemy unknown.

041545 May: The 170th AC mortar received 6 to 10 rounds of sniper fire from the vicinity of 677044. Four more rounds of small arms fire were received at 0200. It-79 was fired at the suspected enemy location. At 2330 the 170th AC received another 5 rounds of small arms fire from the same vicinity. It-79 was again employed. At 042151, a 179th AC bunker at 674462 received 3 to 4 rounds of small arms fire. At 042343 received 4 more rounds of small arms fire from approximately 75 meters south of Highway #19. Unable to take under fire because of housing area located in that direction. At 050023 received 6 more rounds of small arms fire. There were negative friendly casualties in the units concerned. At 042135, 52d Radar picked up movement towards east from vicinity of 671748. At 2215 52d Radar observed light in the same area. Mortars fired 7 & 1 on area. Enemy results were unknown on all engagements.

044630-1700 May: 175th AC gunships at 825355 in support of 4th Infantry Division, expended on a confirmed enemy location and destroyed 3 structures.

061300 May: 57th Gunships at 6227, in support of a "Dust Off" mission, received 4 rounds of automatic weapons fire resulting in 2 US WL.

061600, 5th AC slick at 6722231, in support of 58FG, on a "Dust Off" mission received 10 rounds of small arms fire resulting in 1 US WL.

071600 May: 361st AC (2) gunships, in support of a slick at a landing zone, expended on a confirmed enemy location resulting in 5 KE (estimate) and 2 WL (estimate). There was no further information. From 1630 to 1700 the 169th AC in support of CIDG extraction had 4 slicks receive 3/5, resulting in 1 US WL.

061300-1330 and 1500-1530 May: At 6215 "C" 6418, a 189th AC gunship in support of 21st SOTZ, expended on a confirmed enemy location during a preparation for a troop assault resulting in 10 WL (estimate).
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AVIATON (5 Aug 69)

SUBJECT: Operational Report of 52d Aviation Battalion (Combat) for period ending 31 July 1969, BCS CS FG (II-1) (U)

110150-0215 May: Camp Hollowly received a mortar, rocket, and ground attack. The airfield received 2x122mm rockets, 3x1-40 rockets, 3x2cm CS mortars, 15x60mm mortar rounds, and 1xM40-7 round. The perimeter wire on the east side was breached by a 1-40 round. Results: Friendly - 5 US KIA, 4 WIA; and 2 UHIC KIA. Enemy - one maintenance hanger destroyed, the billets area was hit by 62mm CS mortar rounds; one - 1x122mm rocket, 3x60mm CS mortar rounds, 5x60mm CS mortar rounds, 4x1-40 rockets, 3x-40 rocket propellant charges, 40 powder increments for 60mm mortar rounds, 3 propaganda leaflets, 1 wicker carrying basket, 1 bamboo-launching strick (3 parts), 1 plastic sheet (5'x3'), and 1x122mm rocket fuse wrench CL. During the periods 1300-1330 at YB 8153 & YB 9815, 1645-1715 at ZZ 0015, and 1715-1730 at YL 5227 & YB 7623, 189th gunship expended when friendly troops made contact with enemy forces. Results: Enemy - 50 KIA.

120215, 0600, 0800 May: Camp Hollowly received a total of 23x122mm mortar rounds and 5x122mm rockets. Results: Friendly - negative casualties, 4 UHIC had light damage and 1 UHIC had light damage; Enemy - unknown.

131100-1130 and 1400-1410 May: at YB 601112 and YB 835265, 189th AC gunships in support of 24th STZ fired on enemy locations when friendly troops made contact with enemy forces. Results: Enemy - 20 KIA.

171530-1545 May: at YB 9815 a 189th AC gunship in support of 24th STZ, expended on a suspected enemy location resulting in 2 enemy KIA. 1700 at Z 165761 a 170th AC resupply aircraft observed 3-5 enemy: C/2-1 Cavalry reacted and made contact with an estimated NVN company. Small arms fire was exchanged; friendly element employed .50 caliber machine guns and 90mm gun rounds. One tank hit by 8-40 rocket. Contact broke at 1940. Results: Friendly - 2 KIA, 5 WIA; Enemy - 40 NVN KIA.

181500 May: YB 6517, 189th AC gunships in support of 24th STZ expended on a confirmed enemy location resulting in 2 enemy KIA.

221445 May: YB 999130, 189th AC gunship in support of 24th STZ received 1-3 rounds of .50 caliber fire resulting in 1 US KIA and heavy damage to aircraft. From 1445-1530 at YB 999130, 4 personnel of the 52d Pathfinder Detachment in spt of 24th STZ during an insertion, made contact with an estimated 2 NVN platoons. Handgrenades and small arms fire exchanged. Results: Friendly - 2 US WIA (slight); Enemy - 25 NVN KIA (by count) and 15 KIA (estimate).
OPERATIONAL REPORT OF 52d AVIATION BATTALION (COMBAT)
FOR PERIOD ENDING 31 JULY 1969, ROC 05 FGN 65 (8-75) (U)

230930 May: YD 91277, 57th C&C ship in support of 5th SFG, went into an
Obstacle list to evacuate wounded personnel. After ship was
on the ground, it received damage from 1 mortar round. Results:
Friendly - 1 KI. (USSF), 3 WL, (crew: 1 serious, 2 slight), 1 WML
rec'd light damage, 1145, YD 9319, a 361st .C (E) gunship expended
on a confirmed enemy location. Results: Enemy - 5 WL. (estimate).
No further information.

250410-0913 May: TD 969121, 169th .C slick in support of 5th
Infantry Division, expended on a suspected enemy location resulting in 2 enemy KI.

260930-1000 May: AR 775123, 119th .C gunship in support of 4th
Infantry Division, expended on a deserted village when fire was
received from same. Results: Friendly - negative casualties
or damage. Enemy - 1 KI. (confirmed), 5 structures destroyed.
1400, 361st .C (E) gunships launched when Fixed Wing A/C had received
L-40 rockets and small arms fire from the same deserted village.
Results: Enemy - 4 structures destroyed and 2 secondary fires burning
1400, YD 1712, 361st .C (E) gunships expended on a confirmed enemy
location when friendly troops made contact with an enemy force.
Results: Enemy: 1 KI. (estimate) and 2 WL. (estimate).

271020 May: YD 955124, 361st .C (E) gunships in support of 22nd
Rangers, expended on a confirmed enemy location when friendly
troops made contact with an unknown size enemy force. Fire team
had 5 NV. KI. (estimate). No further information.

301800, 1300, 1530, 1600 May: YD 9012 361st .C (E) gunships expended
at all of the times listed above when friendly troops made contact
with an unknown size enemy force. Results are unknown.
SUBJECT: Operational Report of 52a Action Battalion (Catbat) for Period Ending 31 July 1969, HCO C. F II (A-1) (U)

301500-1530 and 1600-1630 NY: 169th Gunships in support of 24th STZ, expended when friendly troops made contact with an enemy force. Results: Enemy - 10 KIA.

021900 Jun.: AR 764669, 57th AC gunship in support of 2/20 US Engineers and 3rd RNVN Cavalry, who received 6x 122mm rockets fired on a suspected enemy location resulting in one secondary explosion.

041730-1400 Jun.: ZC 023115, 169th AC gunship in support of 24th STZ, expended on a confirmed enemy location when friendly troops made contact with an enemy force. Results: Enemy - 5 KIA.

071000-0120 Jun.: AR 76666, 57th AC received 6x 122mm mortar rounds and 1x 40 round resulting in 1 US WIA and 2/2 ton trucks received flat tires.

081430-1445 Jun.: AR 3626, 119th AC gunships in support of 4th Infantry Division, expended on an enemy location when friendly troops made contact. Results: Enemy - 3 KIA (estimate).

101655, 1705, 1715 Jun.: AT ZC 9125, ZC 7621, 361st AC gunships expended on a confirmed enemy location when a fixed wing resupply aircraft drew fire during approach to landing zones. Fire team had 20 KIA (estimate) during the engagement. No further information. 1600-1730, ZC 7227, 169th AC gunships in support of 24th STZ fired on an enemy location when ships received ground fire. Results: Enemy - 10 KIA (estimate).

120050, Jun.: AR 796465, Camp Holloway received 15x 60mm mortar rounds which landed in the 604th Transportation Company area with 11 rounds inside the company area. Results: 1 maintenance hangar had one hole in it, 2 vans with light damage (both belonged to 604th Transportation Company) and 2 US WIA (slight). 1410, ZC 914066, 170th AC slick while conducting a visual reconnaissance for a LMTD insertion observed an estimated enemy company of NVN, gunships and artillery employed resulting in 20 NV KIA.

131400 Jun.: ZC 9704, 170th AC gunships in support of 4th Infantry expended when friendly troops made contact with an enemy force resulting in 10 KIA (by count). 1530-1600, ZC 9226, 169th AC gunships in support of 24th STZ, fired on a confirmed enemy location resulting in 15 KIA (estimate). 1615-1645 ZC 9222, 169th AC gunships in support of 24th STZ fired on a confirmed enemy location resulting in 4 enemy KIA (by count).
151430 Jun: YL 9316, 361st .303 gunships fired on a confirmed NV. force, dug in on a hill side, when friendly troops made contact. Results: Enemy - 6 KIA (confirmed). 1600, YL 9314, 361st .303 gunships fired on a confirmed NV. location when a slick resupplying an .AVN position received heavy ground fire. Fire team expended on the enemy bunker and the ground commander confirmed 12 enemy KIA. No further information.

161530 Jun: YL 905273, one 361st .303 gunship in support of 24th ZTZ received heavy automatic weapons fire causing the ship to crash and burn killing both pilots. 1900-1930, YL 9277, 169th .303 gunships expended on a confirmed enemy location when a convoy was attacked after leaving Ben Het. Gunships received heavy small arms and automatic weapons fire when attacking enemy positions. Results: Enemy - 10 KIA (estimate).

171030-1100, Jun: ZL 1274, 119th AC gunships in support of 4th Infantry Division, expended on a confirmed enemy location when troops made contact. Results: Enemy - 10 KIA (by count) and 4 KIA (estimate). 1530, 52d Security Detachment personnel on a visual reconnaissance of the 52d .aviation Battalion area of operation found 16 craters vicinity of R 13476. Further check of the area by air revealed 2x75mm recoilless rifle sites at vicinity of R 66206. Also found empty cannisters and shell casings in the area. 171600, the 52d Security Detachment personnel made a ground reconnaissance of the recoilless rifle sites and found 2 positions. One position was approximately one week old and the other approximately 3 days old. There were 5-8 fox holes in each area. There was a total of 24x75mm recoilless rifle cannisters and 24x75mm recoilless rifle expended shell casings found in the area.

161550 Jun: YD 6216, 361st .303 expended on a NV element in the open, when spotted by the 7/17th Cavalry. Results: 36 NV KIA README.

191635 Jun: YD 922256, 361st .303 gunships expended on a known NV. location when friendly troops in a landing zone received 2-40 rocket and mortar fire. The fire team of 2x.MG's expended on the enemy in a tree line with 100 enemy KIA. (confirmed).

201400-1430, YD 9516, 169th .303 gunships in support of 24th ZTZ, expended on an enemy location when friendly troops made contact with an enemy force, resulting in 5 KIA (estimate).

211300-1330 Jun: YD 9419, 169th .303 gunships in support of 24th ZTZ, expended on an enemy location resulting in 5 KIA (estimate). 2131, R 794456, Crisp Holloway Tower reported small arms fire coming from
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WECD-CC (5 Aug 69)

SUBJECT: Operational Report of 52d Aviation Battalion (Combat) for Period Ending 31 July 1969, RCS CC FOR (R-1) (U)

the east side of the perimeter; 159th .C reported movement in front of bunker #63 and received small arms fire on bunkers #63 and 64; fired illumination and M-79 with negative results.

221400-1430 Jun: YL 0125, 189th .C gunships in support of 24th STZ, expended on a confirmed enemy location resulting in 1 KIA (by count).

231410 Jun: YL 9125, 189th .C gunships in support of 24th STZ, expended on an enemy location where friendly troops made contact. Results: 6 VC KIA (estimate). 242052, Camp Holloway mortar section reported receiving recoilless rifle fire from an unknown enemy; fire was returned by mortar and US 2.36 RIF artillery. At 2105 Camp Holloway reported incoming fire, possibly 6x75mm recoilless rifle. Results: Friendly - negative casualties or damage; Enemy - unknown.


271100-1130 Jun: YL 6225, 189th .C gunships in support of 24th STZ, expended on a confirmed enemy location. Results: 21 VC KIA (estimate).

041130-1130 Jul: Z-1967, 170th .C gunships enroute to Kontum, received automatic weapons fire and saw what was thought to be 5-40 rockets explode. Gunships expended in the area where fire was received. The lead ship took 1 round in the tail boom and the wing ship received 4 hits in the main rotor blades and one hole thru the floor under the door gunners seat.

051100-1130 Jul: Z-15410, a possible platoon size enemy unit was reported in the area, evaluated O/3. 170th .C aircraft and 52d Security Detachment element made a visual reconnaissance of the area with negative sightings.

071630-1645 Jul: Z-6193, 57th AC gunships were called by 219th HOC aircraft to expend on a suspected enemy location. Results: 6 structures damaged and 1 structure destroyed.

081330 Jul: Z-1632, 119th AC gunships were called upon to destroy some structures; gunships received ground fire; gunship expended at enemy and structures; Results: 2 structures destroyed. 1630, Z-6194, 57th .C gunships expended on a suspected enemy location with 2 structures destroyed.

091100-1200, Jul Z-3414, 169th AC gunships, in support of 1200, expended on a confirmed enemy location. Results: 5 VC KIA (estimate).

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SUBJECT: Operational report of 52d Aviation Battalion (Combat) for period ending 31 July 1969, HCS CO FOR (R-1) (U)

131940 Jul: LR 793464, Camp Holloway bunker #11 received 3 rounds of small arms fire from an unknown enemy; fire was not returned. Results: Friendly - negative.

151530 Jul: Coordinates classified, 361st .C gunships in support of FOC II expended and destroyed 1 suspect. No further information.

160900-0915 Jul: ZI 067136, 170th .C gunships in support of 5th SFG., expended on a confirmed enemy location when a helicopter received ground fire resulting in 1 US KIA. No further information. 0900-0930 YC 0613, 169th .C gunships in support of 4th Infantry Division expended on a confirmed enemy location resulting in 5 structures damaged. 1345-1410, IR 5366, 119th .C gunships in support of 4th Infantry Division observed enemy troops in a gully and expended. Results: Enemy - 17 KIA (confirmed). 161600-1615, YB 9223, 169th .C gunships in support of 24th CTZ, expended on a confirmed enemy location resulting in 5 KIA (estimate).

171130, Jul: YD 990022, 170th .C slick in support of 4th Infantry Division, expended on a confirmed enemy location resulting in 1 KIA (confirmed). 1715, IR 491630, 119th .C gunships in support of 4th Infantry Division, expended on a confirmed enemy location with 6 enemy KIA (confirmed).

181645 Jul: ZD 0906, 57th .C gunships in support of II CTZ, were called to destroy a fixed target; the gunships expended resulting in 1 structure destroyed.

191115 Jul: IR 562656, 119th .C slick was shot down by enemy fire while extracting a LMTD team for the 4th Infantry Division. Five US were KIA (were crew members). 191100-1330, IR 5626, 119th .C slick in support of the above extraction and downed aircraft, expended on a confirmed enemy location resulting in 16 KIA. 1800, ZD 0609, 57th .C gunships in support of II CTZ, expended when called by 219th MAAC aircraft to destroy a newly built wooden structure. Results: 1 structure completely destroyed.

211615-1645 Jul: IR 5297, 169th .C gunships in support of 5th SFG., expended on an enemy target. Results: 2 structures and 1 bridge destroyed. 1700-1715, IR 0205, 119th .C gunships in support of the 4th Infantry Division, expended on a confirmed enemy location resulting in 15 KIA (estimate).


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241600 Jul: ZL 1607, 57th .C gunships expended on a fixed target resulting in 1 bunker destroyed.

261400 Jul: XI 9166, 57th .C gunships in support of 2.O.43, expended on a fixed target resulting in 2 bunkers destroyed and 2 bunkers damaged.

272345 Jul: XX 12473, 109th .C bunker # 62 reported movement; Mi-79 was employed; the movement ceased; results were unknown. The 52d Security Detachment made a sweep of the area on the following morning. A string, appearing to be a guide string, was found running from the outer strand of fence (150m from the main fence) into the main wire. The bottom strand of intermediate fence between the outer and main fences had been cut near where the string was located. A starlight scope was used to observe the area for the next 3-4 days. Results: Negative.

290900 Jul: XI 9091, 57th .C gunships expended to destroy a fixed target. Results: 2 enemy bunkers damaged.

311015 Jul: LR 553660, 119th .C slick received intense automatic weapons fire while on landing zone Toughie resulting in 3 hits (light damage) and 1 U.S. W/L (alight).

(2) Movement. The NV. units moved back to the Tri-border area to resupply. This was substantiated by Red haze and IR missions undertaken in the Tri-border area, along with the absence of contact with any of the units in their normal area of operations. The 24th NV. Regt left two of its units in the Ilel Irong area when it moved across the border. This information was obtained from 5Ws and Ndi Chanhs. There have been reports that the 66th NV. Regt has moved South of the Tri-border area to the Due Lap area. For a short time, the 4th In 955 NV. Regt was located South of Oasie. Its present location is unknown. The K-37 support in has also moved out of the area and is reported to be in the Due Lap area.

(3) New Units. There was one new unit confirmed in the Kontum/ Ileka provinces during the last 3 months. This unit was the 26th NV. Regt which was located in the Dak To/Den Hist area. This unit was one of the units which took part in the attacks on the same area. Last reports on this unit now have it positioned in the 609th base area, which is located in the Tri-border area.

(4) Situation. NV. units have pulled back to the Tri-border and other safe areas. The units of the 24th NV. Regt are reported to be operating in the Ilel Irong area. The local force units are doing most of the harassing at the present time, with the primary targets being NF/TV units, Ndi's and poorly defended villages.
The enemy is generally avoiding contact to conserve his strength and stores and to prepare for future operations.

(5) Capabilities

(a) Kontum Province: In Kontum Province the enemy can conduct standoff attacks or combination standoff sapper attacks against U.S. and ARVN installations and Kontum City, employing mortars up to 120mm, 75mm recoilless rifle and 122mm rockets. 85mm/100mm/105mm artillery may be employed against friendly installations near the Cambodian border. He may conduct ground attacks against friendly installations in up to multi-regimental strength with division level support in the vicinity of Dak To and Len Het, and he may interdict highways QL 14N and 512, as well as other friendly LCAs. The enemy can restrict friendly air activity with fire from small arms, automatic weapons, 12.7mm, 14.5mm and 37mm anti-aircraft weapons. He has a limited armor threat in the vicinity of Len Het.

(b) Ia Drang Province: Ia Drang Province is also confronted with a variety of enemy capabilities to include: selective attacks on Ia Drang, Ia Ne, Ia Hoi, Ia Hoi, Duc Co CIDG Camps or Ia Drang, Tu Liem and Le Trong in multi-battalion strength, supported by mortar, rocket and recoilless rifle fire; attack Ia Drang City, ARVN bases, CIDG camps, district headquarters and resettlement areas using 82mm mortars, recoilless rifle and 122mm/140mm rocket fire and sappers; set ambushes along QL 15B and QL 14, supported by 75mm recoilless rifle and 60mm/82mm mortar fire; attack LCUs 509, TL 34, 437, TL 27C and LTL 71 with VC elements using anti-tank grenades, recoilless rifle and mortar fire. The possibility of a limited armor and artillery capability exists in the vicinity of Duc Co.

(c) Miscellaneous. There were three information sheets on VC/NVA weapons or tactics distributed to the battalion units during the last quarter. One was concerned with local defense against sapper attacks. Another one dealt with the characteristics and employment of the overbarrel 122mm rocket. The last one dealt with the characteristics and employment of the "Lob" bomb.

d. (C) Operations. Combat, Support and pacification operations throughout the II Corps Tactical Zone have been supported by the 52d AD during this reporting period. The "Flying Dragons" accumulated over 26,505 hours of flight including 9,512 hours of combat assault in support of ARVN and Free World Military Assistance Forces. Tabulated data of operational results are shown in inclosure 4.
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SITREP: Operational Report of 52d Aviation Battalion (Combat) For Period Ending 31 July 1969, MSG CS FOR (31-1) (U)

1. The 24th Special Tactical Zone received more support than other single units. Aviation companies of the 52d AVN supported the following 24th STZ Operations for the indicated periods:

- Dan Quyen 36 (24th STZ) 06 May 69 - 15 May 69
- Dan Quyen 36a (24th STZ) 15 May 69 - 03 Jun 69
- Dan Quyen 40 (24th STZ) 03 Jun 69 - 06 Jun 69
- Dan Quyen 41 (24th STZ) 06 Jun 69 - 21 Jun 69
- Dan Quyen 42 (24th STZ) 21 Jun 69
- Dan Quyen 43 (24th STZ) 22 Jun 69 - 25 Jun 69
- Quyet Thang 1 (24th STZ) 26 Jun 69 - 05 Jul 69
- Quyet Thang 2 (24th STZ) 05 Jul 69 - 07 Jul 69
- Quyet Thang 3 (24th STZ) 07 Jul 69 - 10 Jul 69
- Quyet Thang 4 (24th STZ) 15 Jul 69 - 20 Jul 69
- Quyet Thang 5 (24th STZ) 20 Jul 69 - 31 Jul 69
- Quyet Thang 6 (24th STZ) 21 Jul 69 - 31 Jul 69
- Quyet Thang 14/02 (24th STZ) 22 Jul 69 - 31 Jul 69

The majority of support for the 24th STZ operations was flown from 01 May 69 to 07 Jul 69 for which the following statistics were obtained:

Number of Aircraft Committed:

- UH-1 - 1,156
- UH-1C & H-53 - 362
- CH-47 - 82
- CH-54 - 39

Total: 1,641

Number of Hours Flown:

- UH-1 - 6,277
- UH-1C & H-53 - 23,082
- CH-47 - 213
- CH-54 - 11

Total: 8,633

Armament Expenditures:

- 7.62 - 1,100,000
- 2.75 HE - 1,302
- 2.75 Flesh - 42
- 40mm - 6,227

52d AVN Losses:

- Aircraft: Damaged 57 Destroyed 3
- Personnel: KIA 1 WIA 23

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AVIATION CC (Aug 69)

SUBJECT: Operational Report of 52d Aviation Battalion (Combat) for Period ending 31 July 1969, AOS SFOO-65 (:/-1) (U)

The 52d .AVC assaulted maneuver elements of the 24th STZ into possible enemy infiltration and withdrawal routes. Forward LZ resupply was primarily provided by 52d .AVC aircraft, with some accomplished by truck convoy. During these operations, the 52d .AVC also provided organic pathfinder, ATC personnel, and its own Class V requirements. These additional missions were programmed into the daily mission requirements.

Most significant lifts for the 24th STZ were conducted by the 119th Avn Co (.Alt Hel). The 119th provided a liaison officer and assistant liaison officer to the 24th STZ to aid in planning and execution of air mobile operations. In addition, they provided a maintenance team and an ornament crew to insure more effective utilization of the assigned aircraft.

The 52d .AVC provided most of its remaining support to the US 4th Infantry Division. The following operations were supported:

<table>
<thead>
<tr>
<th>Mission</th>
<th>(4th Div)</th>
<th>31 Jan (9 - Continues</th>
<th>1/12 Inf</th>
<th>Continues</th>
<th>1/12 Inf</th>
<th>Continues</th>
<th>1/14 Inf</th>
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<tbody>
<tr>
<td>Wayne J. Valin</td>
<td>(3/8 Inf)</td>
<td>Continues</td>
<td>(1/69 Art)</td>
<td>Continues</td>
<td>(2/6 Inf)</td>
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<td>(1/69 Art)</td>
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<td>(3/12 Inf)</td>
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<td>Putman Tiger</td>
<td>(1/6 Inf)</td>
<td>Continues</td>
<td>(1/69 Art)</td>
<td>Continues</td>
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<tr>
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<td>(1/10 Cev)</td>
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<td>(1/10 Cev)</td>
<td>Continues</td>
<td>(1/6 Inf)</td>
<td>Continues</td>
<td>(1/10 Cev)</td>
<td>Continues</td>
<td>(1/6 Inf)</td>
<td>Continues</td>
</tr>
</tbody>
</table>

Primary support of the 1st Brigade was provided by the 119th Aviation Company (.Alt Hel) during the entire quarter. A platoon minus supported the Brigade adequately at Camp Hollow during the throughout most of the period. However during the last week in July the entire 119th Avn Co was moved to Camp Delphi to provide additional support for future Brigade operations, and minimize monsoon weather limitations experienced at Camp Hollow.

The 2nd Brigade, located at FSB Kary Lou, received continuous support from the 170th Aviation Company (.Alt Hel) during the quarter. A liaison officer has been furnished by the unit to provide a constant source of information and coordination for the Brigade's operations.

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Other division units, staff sections and command groups were supported by 52d AHC aircraft. These missions were scheduled by the battalion AHC and 4th Division G-2, and included Division artillery, Division Chemical, Chief of Staff, G-2 (Intel) insertions, extractions and visual reconnaissance.

FOE II (CCC) clandestine operations were supported by the 57th Aviation Company (Heli), and the 361st Aviation Company (Escort) throughout this period.

Other units receiving daily or frequent aviation support from the 52d AHC include: II VN artillery, I VN II Corps Headquarters, Pleiku, Kontum, Thu lon, and Minh Dinh Sector advisors, 5th Special Forces Group, 20th Engineers, 357th Engineer, 45th General Support Group and USAF units.

(2) Medium helicopter support throughout the II Corps area of operations has been by the 179th Aviation Company (Heli) Chinooks. Although in a general support role, their primary effort has been directed to the U.S. 4th Infantry Division. During this quarter, the 179th AHC flew 2,364 hrs, delivering 16,979 passengers and 6,412.5 tons of cargo in approximately 5,161 sorties.

Other 17th AHC Chinook units augmented this support with an additional 1,115.5 hours of flight time. The 1st Battalion 355th Aviation Company (Heavy Helicopter), 26th AHC, Chu Lai, RV: 10 9:316, which in VCO to the 52 AHC continues to provide the Central Highlands with outstanding CH-54 general support.

(3) The 361st Aviation Company (Escort) originally had been tasked for two AH-1G Cobras to support FOE II Operations. However, after an extensive study of speed, endurance, and mission capability, an additional two AH-1Gs are now being allotted in lieu of two UH-1C's. The remaining AH-1G assets are committed to 17th AHC directed missions, to reinforce the other gunships in the Battalion.

(4) Operational highlights of the quarter include:

07 May 1969 - 52d AHC aircraft executed an emergency extraction of two II VN companies from ES5 29 (VIC TE 039223) to Dak To. Intense enemy fire resulted in one aircraft being destroyed however no casualties were incurred.

21 May 1969 - Seven slicks and four gunships from the 52d AHC lifted 760 II VN troops from Dak To into the vicinity of an II VN regiment. Aircraft received heavy enemy fire which resulted in one pilot KIA and four aircraft damaged.
25 May 1969 - Battalion aircraft participated in a combat assault west of Dak To. Ten slicks and four gunships inserted 1,254 ARVN troops into three LZ locations. Heavy contact and intense mortar fire caused the final portion of the lift to be conducted at night.

21 June 1969 - Ten slicks and four gunships inserted (0) ARVN troops into an LZ three miles southeast of Ton Hiet. Two 52d AHC aircraft received minor combat damages.

26 June 1969 - Ten UH-1H's and four UH-1E's, and 2 UH-1C's extracted 1,110 ARVN soldiers from heavy contact 9 miles west of Dak To. There was negative damage or injuries to 52d AHC assets during this operation.

27 July 1969 - On this date a warning order was issued by 17th Aviation Group for one aviation company, assault helicopter, to prepare for deployment to Ton Khe.

27 July 1969 - Confirmation of this movement to Ton Khe was received. The 119th Aviation Company moved its first contingent of personnel and equipment to Camp Redcliffe, Ton Khe, RVN.

30 July 1969 - Final movement of the 119th Aviation Company was completed.

(5) Pathfinder teams from the 52d AHC proved to be extremely valuable in company size lifts or larger. Both aviation and ground commanders recognized them as an indispensable part of any airborne operation.

(6) The 52d Security Detachment continues to provide observation, illumination and fire support to the perimeter of Camp Holloway. In addition, they conduct patrols and ambush operations in the Holloway AO. A separate force from this unit reinforced the 57th Aviation Company compound defenses at Kontum.

(7) The Air Movement Control Center (AMCC) continues to provide flight consolidation, flight following, communications relay, passenger and cargo service, and aircraft liaison with supported units throughout the AO. Its has proved to be a valuable coordination center in all types of operations in which the 52d AHC participates.

(6) Training: All battalion units and headquarters sections continue to use on-the-job (OTJ) training due to tactical and administrative mission requirements.

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Flanned Ad 350 series training is conducted, however makeup classes must be scheduled after normal missions to insures acceptable attendance.

(1) During this quarter 35 quotes were requested for the Navy Aviation Refresher Training School, 4 Officers and 23 AN attended and completed the valuable training.

(2) WO1 Jeffrey D. Tyre and WO1 Paul L. Heller 109th Avn Co completed UH-1 I.T. School.


(4) CIT Charles K. Slade Jr., HE and CIT Teddy D. Hampton, 361st Avn Co completed the jungle environmental Survival Training School.

(5) During this quarter the 52d Security Detachment presented a class to all units in this command on "Sapper" tactics. Each unit then prepared lesson plans on the same topic to be incorporated in their company training and orientation.

(6) General School for aviators continues to be conducted on IFK procedures, Survival Escape and Evasion, Aviation Safety M.C.V. Rules of Engagement, "US.M.V. Reg 95-26," Weapons Familiarization (to include range fire) and other military subjects.
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AVNDC-CC  (5 Aug 69)
SUBJ: Operational Report of 52d Aviation Battalion (Combat) for Period Ending 31 July 1969, ACS CP-765 (R-1) (U)

1. (C) Logistics:

(1) Class I Garrison messes continue to encounter problems in utilizing and maintaining electrical appliances in refrigeration and food preparation. Unstable power sources cause frequent breakdown of equipment. Though component mess surveys were conducted by supporting activities during the past quarter, resulting in a program to obtain relief through issue of gas fired mess equipment, none of the appliances have been received to date.

(2) Class II:

a. Little improvement has been realized through the hand carry procedures for requisitioning NOSAP flight safety items and ballistic flight helmets. Though hand carry requisitions have been expedited to the depots, shortages still exist for initial issues. Low demand sizes of NOSAP such as extra small or large appear to be readily available in large quantities, but are not required.

b. A marked improvement has been noted in obtaining print out status from the DSU activities. In the past, units of this Co were unable to obtain firm status due to the nonavailability of current information from the depots. The current system enhances the value of monthly follow-ups and the instructions provided for use of the printouts are comprehensive; enabling the unit to identify non-valid requests for timely resubmission of required items.

c. Numerous shortages of motor vehicles exist in this battalion, many of which are essential to the independent operation of the companies. Efforts to obtain release on this equipment through the DSU, Qui Nhon and the Pleiku Sub-Area Command have met with negative results. A complete listing of these items is contained in Section II, with the appropriate problems enumerated.

(3) Class III:

a. Total JF-4 dispensed by this battalion during the reporting period was 2,500,000 gallons of which 1,600,000 gallons were dispensed at Kontum airfield by the 57th Aviation Company. In addition to the JF-4, 66,000 gallons of AV Gas was dispensed at Kontum to transient and tenant aircraft.
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AVN: CG-CC (5 Aug 69)
SUBJECT: Operational Report of 52d Aviation Battalion (Combat)
for Period ending 31 July 1969, RGS CSF IV 65 (H-1) (U)

b. This Battalion is responsible for dispensing fuel at two separate locations, Kontum Airfield and Camp Holloway; both of which are major airfields. The equipment utilized in these operations is considered essential though not authorized. Lack-up equipment for these dispensing facilities is not available. If sudden losses of equipment were to take place, one or both of these facilities would be required to operate at critically reduced efficiency. During the past quarter, a 350 Gm. pump was loaned to this organization by the 1st & 5 Tank Farm so that such needed maintenance could be performed on the 350 Gm. pump belonging to this battalion. This pump was turned into the supporting maintenance unit for general overhaul. Though operational when turned in, the pump was returned from the maintenance facility as salvaged. The pump had been cannibalized beyond recognition, or repair. The pump on loan from the 1st & 5 Tank Farm has been taxed to its limits and could break down at any time. Depending on the requirements of the 1st & 5 Battalion, this pump could be called back, placing Camp Holloway’s IC dispensing facilities in an inoperative status.

c. During the past quarter, cement pads were constructed at the refueling points at Camp Holloway. Two of these were required for CH-47 helicopters, which previously were refueled from 1250 gallon truck tankers due to difficulties in taxiing from the runway to the fueling point and the unavailability of only one nozzle at each of the two points. CH-47 aircraft can now refuel from both sides simultaneously, saving valuable time and adding elements of safety. Four additional cement pads are utilized by the UH-1 helicopters which provides dry level areas, appropriate grounding devices, and reduction of drainage due to aircraft landing on hoses and lines.

(4) Class V: During the period 1 May 1969 thru 30 June 1969, this battalion provided its own Class V requirements in support of elements at Dkk To, RVN. During this 60 day period, 8,455 2.75" rockets, 735,000 rounds of 7.62 minigun, and 21,600 rounds of 70mm. were delivered to the forward staging point at Dkk To by aircraft of this battalion. This consisted of 56 CH-47 sorties and 4 CH-54 sorties which were programmed into the normal daily mission requirements on an extra-mission basis. Since the 1st of June 1969, this battalion has been utilizing the UH-1 3/4 Ton cargo trailer to sling carry 2.75" rockets. This has eliminated the bulk and weight of packing crates and allowed rapid transportability once delivered by aircraft to Dkk To.
AVDAEC-CC (5 Aug 69)

SUBJECT: Operational Report of 52d Aviation Battalion (Combat) for Period Ending 31 July 1969, HCS CSFOR 65 (R-1) (U)

(A) Aircraft Maintenance:

(1) During this quarter, the 52d Aviation Battalion (Combat) hosted the bi-monthly Maintenance and Supply Seminar. Units attending were the 604th Transportation (DS) Company and all units receiving direct support from them.

(a) Topics of discussion were as follows:

1. Tips From Tech Reps
2. Avionics
3. Tech Supply
4. Aircraft Armament
5. Maintenance Management

(b) These and other topics were discussed with continuing emphasis on these problem areas. Each unit can expect an improvement of its maintenance posture.

(2) Maintenance Statistics

<table>
<thead>
<tr>
<th>Aircraft</th>
<th>AH-1G</th>
<th>UH-1C</th>
<th>UH-1H</th>
<th>CH-47D/AH</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aircraft Authorised</td>
<td>12</td>
<td>32</td>
<td>92</td>
<td>16</td>
</tr>
<tr>
<td>Total Aircraft Assigned</td>
<td>12</td>
<td>28</td>
<td>75</td>
<td>15</td>
</tr>
<tr>
<td>Average Aircraft Per Co</td>
<td>11.8</td>
<td>6.6</td>
<td>18.7</td>
<td>15.2</td>
</tr>
<tr>
<td>Availability Rate (%)</td>
<td>71.4%</td>
<td>73.6%</td>
<td>63.6%</td>
<td>61.2%</td>
</tr>
<tr>
<td>EDM Rate (%)</td>
<td>14.3%</td>
<td>17.6%</td>
<td>12.4%</td>
<td>16.0%</td>
</tr>
</tbody>
</table>

(3) Aircraft availability by units, and other tabulated maintenance data are shown in enclosure 5.

h. (U) Accident Prevention:
During the quarter the 52d Aviation Battalion experienced 
7 accidents, while flying 30,212 hours for an overall rate of
23.10%. The following is a summary of occurrences during
this period.

(a) 14 May 1969, 119th Avn Co, UH-1H SN 68-15202, Major
accident. The aircraft experienced a hydraulic failure with
possible control malfunction while on short final to a fire support
base. The pilot failed to recover control of the aircraft. Cause:
Suspected control failure.

(b) 26 May 1969, 170th Avn Co, UH-1H SN 66-16616, Major
accident. The aircraft experienced a complete tail rotor failure
in flight. Pilot was unable to eliminate the spin or drift of
the aircraft. Major damage occurred when the pilot attempted
to land.

(c) 10 June 1969, 169th Avn Co, UH-1H SN 66-16636, Major
accident. The aircraft engine failed in flight due to FOD. The aircraft
was landed hard on a river sand bar. Major damage occurred when
the Aircraft Commander failed to satisfactorily complete an auto-
rotation. Cause: Primary cause of aircraft damage due to engine
failure. Contributing cause of aircraft damage was pilot failing to
complete an autorotation.

(d) 15 June 1969, 170th Avn Co, UH-1H 67-17273, Major
accident. The aircraft attempted to take off from a 6200 foot mountain.
Available power was not such as to maintain flight. Aircraft
was a total loss. Cause: Pilot was unable to make a valid
assessment of power verses weight and density altitude.

(e) 20 June 1969, 119th Avn Co, UH-1H SN 66-16391, Major
accident. The aircraft had a tail rotor strike while attempting
a landing in an unimproved landing zone. Aircraft control
was lost as the aircraft began to settle through the trees. The
aircraft caught fire on impact and was totally destroyed by fire.
Cause: Failure of aircraft crew to properly clear.

(f) 26 June 1969, 170th Avn Co, UH-1H SN 66-16755, Major
accident. The aircraft experienced a power loss. The pilot
selected to autorotate. The aircraft struck the ground hard doing
major damage. Cause: Pilots inability to make a successful
autorotation.
AVL CoD-OC (5 Aug 69)

SUBJECT: Operational Report of 52d Aviation Battalion (Combat) for Period Ending 31 July 1969, RCS GSFOR-65 (R-1) (U)

(g) 27 July 1969, 57th Avn Co, UH-1H SN 65-15600, Major Accident. Aircraft accident still under investigation at this time.

(2) Monthly Flight Safety meetings are being held by all units. The battalion Safety officer, Flight Surgeon, Unit Commanders and special guests actively participate in open discussion with unit aviators.

i. (c) Flight Standardization

(1) The Battalion Standardization Officer flew 201 hours qualifying new instructor pilots, administering 90 day standardization rides, aircraft commander check rides and in-country orientation rides for newly assigned aviators.

(2) Company instructor pilots continue to be a problem. The experience level is such that well rounded experienced instructors are nonexistent. There are three Warrant Officers assigned to this Battalion who are second tour aviators. Other than company commanders, there are no second tour officers at company levels. The skill and knowledge level of potential instructor is far from ideal.

(3) The 52d AB is at this time installing an area within the confines of the base to practice touchdown autorotations.

(4) Due to the monsoon rains, instrument training is being stressed.

(5) Emergency procedures are being emphasized during 90 day standardization rides with special attention given to engine failure.

j. (c) Organization:

(1) Post Headquarters continues to support tenant units of Camp Holloway to include Airfield Operations, Base Defense, Base Development, Facilities Engineers, Post Exchange, Officer and NCO/SM Clubs, Special Services, Law and Order Activities, Fire Fighting and Civilian Personnel. The average civilian strength during this period has been 109 US and 820 VM including Direct and Government hires.

CONFIDENTIAL
22
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AVIACI-CC (5 Aug 69)

SUBJECT: Operational Report of 52d Aviation Battalion (Combat) for Period Ending 31 July 1969, RCS CSFOR-65 (R-1) (U)

(2) Since no personnel are authorized for the Fst Headquarters section assets are obtained by the assignment of additional duties and levy of detail personnel from tenant units at Camp Holloway.

k. (U) Other:

(1) Chaplin.

(a) Protestant and Catholic Services have been conducted in the Battalion Chapel during this quarter, and the time and place of Jewish and other denominational Services in the Pleiku area are posted on the Chapel bulletin board. The Battalion Chaplin conducted protestant services for the men of the 57th AC on their compound at Kontum. Attendance held up well during the quarter, with good participation by the men of each company through the Unit Sponsorship program. The 52nd Battalion continued to have the highest attendance of any Battalion in the 17th AVN Gp. The Battalion Chaplin made 34 aircraft flights during the quarter in order to give coverage to the 57th AC, attend required conferences, and familiarize himself with some of the missions flown by the Battalion.

(b) In the area of Civic action, the 52nd AC(C) Consolidated Chaplins Fund designated special offerings to the local Catholic Parish, the Pleiku Orphanage, and the Christian and Missionary Alliance for a total of $506.20. The BN Chaplin also delivered 15 boxes of clothing to the Christian and Missionary Alliance missionaries to be distributed among the Vietnamese people. Several loads of building material, including 20 bags of cement, were given to the local Vietnamese pastors to be used in the construction of a church building in the village of Hoi Mom.

(2) Surgeon

(a) Training program continues both in individual and mass casualty situations. On the job training is conducted with laboratory personnel and a Vietnamese nurse.

(b) Supplies for their section are obtained from the 2d Platoon, 32d Medical Depot, Qui Nhon, RVN once every two weeks. The 71st Evacuation Hospital is also a source for a few hard to obtain items, such as Rabies Vaccine.

(c) Construction and redecorating has been finished in the dispensary since the last CRLL. Minor improvements are still being made in the pharmacy, treatment rooms, storage room, and offices.
AVC.CD-CC (5 Aug 69)
S U J E C T : Operational Report of 52d Aviation Battalion (Combat)
for Period Ending 31 July 1969, RCS CSFOR (H-1) (U)

(d) Preventative Medicine is a field of major concern to Flight
Surgeons. Regular inspections are conducted of the seven mess halls,
three service clubs, barbershop, swimming pool, and latrines on
post.

(e) All dental services are accomplished through the
facilities of the 39th Medical Detachment (KI), which is
adjacent to the Camp Holloway Dispensary. The oral health of
the 52d Aviation Battalion continues to remain somewhat above
the general level of troops in Vietnam; however there is still
much personal and dental care needed. This is accomplished by
using the self-applicable preventative dentistry paste, proper
teeth brushing, balanced diet, and the seeking of prompt
Dental Consultation/Care at the earliest signs of oral pathology
or tooth pain.

(f) MEDCAP program continues sporadically due to supply shortages
and the weather. Presently the Surgeon serves 3-4 refugee villages
The Christian Missionary and Alliance Leprosarium and Dr Pat
Smith's Hospital in Kontum. Recently a check for $2000 was presented
to the Leprosarium for construction of a kitchen and mess hall
facilities. Dr Smith continues to be supported monetarily and
supply wise each month. Training of the Vietnamese participating
in MEDCAP's is also attempted.

(3) (c) Signal:

(a) In May enemy activity increased in the Dak-To
area. Battalion Signal personnel were dispatched to set up a
ground communications station. This station was utilized to
coordinate operations for 52d ABC aircraft in the area. As a
result the supported elements at Dak To were able to get maximum
utilization from battalion aircraft.

(b) During May the 57th Aviation Company at Kontum
received a heavy enemy attack which destroyed their avionics
shop. Arrangements were immediately made for the 57th AC to use
much needed equipment and supplies at the Consolidated Avionics
Shop at Camp Holloway. Teams from this shop have been sent forward
to assist in the reconstruction project and work load.
2. Section 2, Lessons Learned: Commander Observations, Evaluations

a. (c) Personnel.

(1) Maintenance MOS Shortages.

(a) OBSERVATION: Some difficulty is being encountered filling TOE vacancies with school trained personnel. The MOS's directly affected are as follows: 67Y20, 67Y30, 67N30 (Aircraft Technical Inspector) and 67U40 (Maintenance Supervisor).

(b) EVALUATION: Supervisory and experience effectiveness is being reduced by extensive OJT Programs, which must be conducted to maintain combat needs. Another alternative would be to leave the slots open for extended periods of time until filled. This, however, does not alleviate the shortage of supervisors or contribute to mission completion.

(c) RECOMMENDATION: Place higher priority on CONUS trained replacement personnel in these particular MOS's. Initiate a plan to redistribute possible excess personnel in these slots to areas in critical need of maintenance supervisors and technical inspectors (US. RV extendees may be one possible source).

(d) COMMAND ACTION: Careful screening of incoming replacement personnel in critical MOS's continues. Those qualified are assigned to units under strength in the mentioned job skills. Intelligent individuals in related fields are task for OJT, when recommended. Vacancies in these MOS requirements are not being filled, to reflect the appropriate demand data to higher headquarters.

(2) Shortage of Commissioned Officers qualified in AH-1G aircraft.

(a) OBSERVATION: Continued assignment of warrant officers has resulted in a disproportional distribution of officers and warrant officers in the 361st Aviation Co., Escort.

(b) EVALUATION: The TOE under which the 361st Aviation Company is organized calls for 16 commissioned officers and 13 warrant officers. At the present time strength is at 7 commissioned officers and 21 warrant officers. Although the warrant officers are fulfilling flight requirements adequately, the stronger leadership normally provided by the commissioned officers is lacking. The attack helicopter company requires that the aviator in command of each weapons section be an individual capable of flying the aircraft and performing his own fire support coordination, navigation, target analysis, issue fire commands, and properly place his AH-1G ordnance. The newly commissioned officers direct from flight school generally have these capabilities.
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A.M.C.-CC (5 Aug 69)

SUBJECT: Operational Report of 52d Aviation Battalion (Combat) Period Ending 31 July 1969, HCS GS FGC-65 (K-1) (U)

(c) RECOMMENDATION: Consideration be given to the assignment of additional commissioned aviators to this type unit.

(d) COMMAND ACTION: This command continues to encourage commissioned officers assigned to this unit to extend their present tours. In addition, an attempt is made to gain possible UH-1 commissioned extendees to apply for in country Cobra transition.

(3) Shortage of CH-47 qualified aviators.

(a) OBSERVATION: This Bn's CH-47 Aviation Company is short a significant amount of aviators.

(b) EVALUATION: The 179th Aviation Company (ASH) is authorized by TO&E 41 CH-47 aviators. Current end of quarter strength is 28 pilots. This shortage of aviators places the unit's aviators under a considerable work load on missions as well as company duties.

(c) RECOMMENDATION: Consideration be given to assigning additional CH-47 qualified aviators to this unit.

(d) COMMAND ACTION: All aviator records are screened to assure that all available CH-47 pilots are sent to this unit, anticipated critical shortages of key personnel (i.e., maint. & standardization) are identified as early as possible and higher headquarters is apprised of this problem area.

b. (6) Operations

(1) Misutilization of Aircraft

(a) OBSERVATION: During support of RVN Forces in the Dak To area 150700 April - 071750 July, occasional misutilization of aircraft was reported.

(b) EVALUATION: Misutilization was often the result of the ground commanders lack of experience in air-mobile operations with Army aircraft. This was quite often the case with ARVN commanders for their previous experiences with aviation have been extremely limited. The average daily assets utilized by the RVN's were as follows:

<table>
<thead>
<tr>
<th>Aircraft</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>UH-1H</td>
<td>14</td>
</tr>
<tr>
<td>UH-1H-1G</td>
<td>10</td>
</tr>
<tr>
<td>CH-47</td>
<td>2</td>
</tr>
<tr>
<td>CH-54</td>
<td>1</td>
</tr>
<tr>
<td><strong>Tot L</strong></td>
<td>23</td>
</tr>
</tbody>
</table>

It was obvious to rated personnel that the ground commanders often had more aviation than they were able to effectively use. However, operations continued, liaison channels were able to solve most utilization problems.

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Cargo helicopters often lost productive time due to improper rigging, unprepared and overweight loads. In a few instances, emergency resupply missions could have been normal resupply, had the loads been ready and rigged to the proper weight.

(c) **RECOMMENDATION:** A sufficient number of copies of *The Ground Commander Handbook for AirMobile Operations* and *Employment & Utilization in Vietnam* be made available to all ARVN advisors. The same books should be translated into Vietnamese and be made available to each advisor's counterpart.

(d) **COMMAND ACTION:** A limited number of copies of the above books have been circulated to ARVN advisors in this unit's area of operation. Frequent liaison visits and headquarter briefings on U.S. ARVN Reg 95-26 and related subjects have also improved mission accomplishment.

(1) **Training**

(a) **OBSERVATION:** Aviators assigned to this unit after completing transition into the AH-1G in CONUS generally lack sufficient proficiency in the aircraft and knowledge in emergency procedures to become operational pilots without additional unit training.

(b) **EVALUATION:** Newly assigned personnel are arriving in this Battalion directly from CONUS transition into the AH-1G and are ill prepared to perform these duties. The aviators claim that they have approximately 2 hours in the copilot/gunners seat of the aircraft. This amount of time makes them neither proficient on the weapons systems nor on the flight controls from the front seat position. There is also a general lack of proficiency in emergency procedures, particularly antitorque failures and autorotations. Some AH-1G aviators have been assigned who have never performed a touchdown autorotation. This lack of training has placed an undue burden on the tactical units very limited training capability. It is expected that the unit will have to perform standardization and weapons qualification training, together with tactical employment peculiar to this area of operations.

(c) RECOMMENDATION: The program of instruction at the AH-1G training base to be reviewed and expanded to allow for full qualification of the aviators with increased emphasis on emergency procedures and weapons firing.

(d) COMMAND ACTION: This unit continues to give extensive in-country training on emergency procedures and gunnery prior to releasing pilots for missions.

d. (U) Intelligence: None

e. Logistics and Aircraft Maintenance

(1) Nomex Flight Safety Items and Ballistic Helmets

(a) OBSERVATION: Though new procedures have been established to allow hand carry of requisitions for Nomex flight safety items and Ballistic Helmets directly to the Depots, little improvement has been noted in the receipt of these items.

(b) EVALUATION: Low demand sizes such as extra small or extra large are available for issue at the Depots. These sizes are presently not required. Efforts to obtain custom sized clothing by hand carry methods has met with little or no success. When the required items are not available at one Depot, requisitions are cancelled out. New requisitions are then prepared for hand carry to Can Kanh Bay or Long Binh where, in most cases, the same results are encountered. Transportation to the depot locations from outlying areas is difficult to obtain, additionally in most instances several days are required to accomplish check out and issue (when available) and return to the unit. Valuable time is lost by unit supply personnel generally without productive results.

(c) RECOMMENDATION: That complete physical inventories of all Nomex flight safety items and Ballistic Helmets be made within the DSUs and Depots and the complete results be reviewed against future CCIs for possible fill of shortages by lateral transfers between supporting units. That Nomex flight safety items be returned to the controlled items list until two sets have been issued per individual pilot and crewmember.
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AVNCC-CC (5 Aug 69)

SUBJECT: Operational Report of 52d Aviation Battalion (Combat)
Period Ending 31 July 1969, RCS CCFOR-65 (H-1) (U)

(d) OPERATIONS: Requisitions continue to be carried
to Cu Chi Road or Long Linh whenever possible.

(2) Shortages of Motor Vehicles

(a) OBSERVATION: Numerous shortages of motor vehicles
exist throughout this Battalion.

(b) EVALUATION: The vehicles listed below indicate the total
shortages throughout the Battalion. Several of these vehicles
are special purpose types which are currently needed to provide
full back-up support, aircraft maintenance support and fire
fighting capabilities. At the present time wreckers have to
be borrowed from activities outside the Battalion to complete an
engine removal or replacement from a unit's aircraft, this
procedure results in increased down time for maintenance.
Fuel tankers are required for back-up support of installed tank
dispensing capabilities should enemy action destroy same. This
installation does not have sufficient Fuel Tankers to provide
the necessary support should it suffer the loss of its main part.
The same applies to fire fighting equipment. Two fire fighting
units are on hand to support flight line emergencies and fire-
fighting capabilities. The remainder of the vehicle shortages,
though not as urgent, as the aforementioned, are required to
provide relief in essential transportation of personnel and
supplies. Vehicles requested on 12 priorities indicated below
are being upgraded to 02 and 05 priorities.

<table>
<thead>
<tr>
<th>TYPE</th>
<th>SHORTAGE</th>
<th>O/R</th>
<th>DOC No</th>
<th>DSU No</th>
<th>PRIORITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 Ton Wrecker</td>
<td>1</td>
<td>1</td>
<td>9123-002</td>
<td>9126-3052</td>
<td>02</td>
</tr>
<tr>
<td>2½ Ton Wrecker</td>
<td>2</td>
<td>1</td>
<td>9045-067</td>
<td>9046-3004</td>
<td>05</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1</td>
<td>9039-020</td>
<td>9076-3114</td>
<td>12</td>
</tr>
<tr>
<td>Truck Fire Fighting</td>
<td>2</td>
<td>1</td>
<td>9142-002</td>
<td>9146-3016</td>
<td>12</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1</td>
<td>9131-001</td>
<td>9183-3500</td>
<td>05</td>
</tr>
<tr>
<td>2½ Ton Fuel</td>
<td>5</td>
<td>1</td>
<td>6346-027</td>
<td>6355-3008</td>
<td>12</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2</td>
<td>9134-001</td>
<td>9137-3031</td>
<td>02</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1</td>
<td>9105-0014</td>
<td>9107-3120</td>
<td>02</td>
</tr>
</tbody>
</table>

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Arlt CCR (5 Aug 69)

SUBJECT: Operational Report of 52d Aviation Battalion (Combat)
Period Ending 31 July 1969, RCS CSFOR-65 (a-1) (U)

Forklift HT 4  1  9013-004  5045-3026  05
  1  9162-002  9163-3508  02
  1  9105-3002  12
  1  9039-018  9076-3119  12

21/2 Ton Truck 2  2  9165-001  9090-3505  02

3/4 Ton Truck 13  6  9102-3074  12
  2  9039-014  9076-3016  12
  2  9167-002  9169-3074  12
  1  9039-015  9076-3107  12

1 Ton Truck 4  1  9034-002  9137-3013  02
  1  9156-009  9162-3500  05
  1  9102-3048  12
  1  9039-019  9076-3100  12

(c) RECOMMENDATION That action be taken to provide an
equitable distribution of motor vehicles arriving in country.

(d) COMMAND ACTION: The special purpose vehicles listed above have
been reported on monthly CCHL reports and status and follow up through DSU,
Depot and the sub-cres command have been carried out on a timely basis
with negative results.

(3) POL Dispensing Facilities

(a) OBSERVATION: Considerable problems have been encountered
in POL dispensing for aircraft. Loss of equipment utilised by
this installation would result in reduced effectiveness of
airfield operations. The equipment now utilised is not au-
thorised to this organization by TOE.

(b) EVALUATION: This Battalion is responsible for dis-
pening fuel at two separate locations, Kontum Airfield and
Crack Hollow, both of which are major airfields. These air-
fields are operational due to complete utilization of equip-
ment authorized plus additional equipment which has been fabri-
cated or obtained on loan from elements outside of aviation
sources. If sudden losses of equipment were to occur, one or
both of these airfields would become non-operational because
of a lack of POL support. The following is a summary of equip-
ment presently on hand:

-CONFIDENTIAL-

30
AVBACB-CC (5 Aug 69)
SUBJECT: Operational Report of 52d Aviation Battalion (Combat)
Period Ending 31 July 1969, RCS CSFOR-65 (R-1) (U)

<table>
<thead>
<tr>
<th>ITEM</th>
<th>AUTH</th>
<th>ON HAND</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drum, collapsible 10,000 gals</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>Pump, fuel transfer 350GPM</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Pump, fuel transfer 225GPM</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Segregator, fuel 350GPM</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Segregator, fuel 225GPM</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Truck, tanker M49 Series</td>
<td>26</td>
<td>19</td>
</tr>
</tbody>
</table>

(c) **RECOMMENDATION:** That the operation of the POL dispensing facilities be turned over to the ASD commanders at each airfield and that the ASD TOE's be augmented to provide appropriate POL handlers and equipment.

(d) **COMMAND ACTION:** Kontum Airfield and Hollowey Airfield continue to operate POL facilities with unauthorised and fabricated equipment. Maintenance on these items is pulled whenever possible to prevent malfunction or breakdown.

(4) **Historical Records:**

(a) **OBSERVATION:** A unit in this command experienced an intolerable amount of aircraft down time due to loss of historical records. These aircraft eventually had to be turned in and replaced.

(b) **EVALUATION:** On 11 May 1969 the 57th Aviation Company (AH) aircraft maintenance hanger and all aircraft records were destroyed by a fire. As the aircraft were flown into periodic inspection, they became EDM because there were no records showing which time change components were due to be replaced. Since the replacement of the records required more than thirty days, all of these aircraft were retrograded. The resultant drop in aircraft availability was staggering and greatly reduced the support capabilities of the unit.

(c) **RECOMMENDATION:** That a duplicate set of historical records be maintained at a central location in country.
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SUJECT: Operational Report of 52d Aviation Battalion (Combat) Period Ending 31 July 1969, SC C: FCM-65 (i-c-1) (U)

(d) COMMAND ACTION: Time change components are recorded and maintained as a part of the 2c6 logbook in each aircraft.

f. (U) ORGANIZATION: None

g. (C) Other: Signal

(1) (C) KY-36 Operation with AN/VRC-46.

(a) OBSERVATION: At present the KY-36 is being utilized for secure voice communications with the AN/VRC-46, which has proved to be an unsuitable combination since the KY-36 heats up and is too bulky for mobile operations.

(b) EVALUATION: It is understood that the KY-38 can be adapted to operate with the AN/VRC-46 by using a modified X-mode cable. The KY-38 is much more reliable than the KY-36 owing to the fact that it can operate with less power, uses the same Keying Material as the KY-28 and is of a more mobile configuration than the KY-36.

(c) RECOMMENDATION: That the KY-36 presently installed in aircraft be replaced with the KY-38.

(d) COMMAND ACTION: The 52d ABC Signal Office has submitted this proposal thru communications Evaluation Channels.

P. J. MCDONALD

LTC

Commanding

DISTRIBUTION:
2 - CINCPAC, AMP, ATTN: GROC-DI, APO 95356
3 - CG, US AV, ATTN: NHQ-DS, APO 96375
2 - CG, 1st CCR MA, ATTN: NHQ-DS, APO 96344
7 - CO, 17th CCR, ATTN: NHQ-DS, APO 96240
1 - CO, 7/17 ACS, APO 96318
1 - Each Staff Section
1 - Each Company
3 - S-3, 52d ID

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AVRABC-SC (5 August 1969) 1st Ind
SUBJECT: Operational Report of 52nd Aviation Battalion (Combat)
for Period Ending 31 July 1969, RCS CSFOR-65 (R1) (U)

DA, Headquarters, 17th Aviation Group (Combat) APO 96240 28 August 1969

TO: Department of the Army, (ACSFOR, DA) Washington, D.C. 20310
Commanding General, I Field Force Vietnam, APO 96350

1. (U) This headquarters has reviewed the attached report, considers it to be adequate, and concurs with the contents as stated, except as indicated below.

2. (C) The following comments and recommendations are submitted:

a. Section 1, Operations: Significant Activities:

   (1) Paragraph 1f (1), Logistics, Page 18: The cited survey was conducted during the month of March 1969 by the Pleiku Sub Area Command. This survey resulted in the authorization and recommendation for issuance of cantonment mess equipment. Follow-up action has failed to produce the necessary equipment.

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

   (1) Paragraph 2a (1) Maintenance MOS Shortages, Page 25: Concur. Critical shortages in these Military Occupational Specialties exist throughout this command. The shortages in the 52nd Aviation Battalion are as follows: 67M30, Auth-16, Asgnd-2; 67M40, Auth-10, Asgnd-4; 67X20, Auth-24, Asgnd-17; 67X30, Auth-3, Asgnd-0. Continuous attempts are made to procure the needed school trained individuals. In the interim period, emphasis is being placed on cross-training and OJT programs.

   (2) Paragraph 2a (2), Shortage of Commissioned Officers Qualified in AH-1G Aircraft; Page 25: Concur. This headquarters makes equitable distribution of all incoming personnel. As of this date there are 13 commissioned officers assigned to this unit.

   (3) Paragraph 2a (3), Shortage of CH-47 Qualified Aviators, Page 26: Concur. This problem area has been recognized by all levels of command. An infusion program is presently being conducted by Brigade to insure equitable distribution of all CH-47 aviators.

   (4) Paragraph 2b (1), Misutilization of Aircraft, Page 26: Concur. In addition to publications mentioned, the 1st Aviation Brigade Operational Procedures Guide has been issued in limited numbers. Mandatory orientation briefings to newly assigned ground commanders are required of subordinate units. Recommended USARV level coordination to accomplish translation into Vietnamese.

33
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DECLASSIFIED AFTER 12 YEARS.
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AVR.CS-SC

28 August 1969

SUBJECT: Operational Report of 52nd Aviation Battalion (Combat) For Period Ending 31 July 1969, RCS GFOR-65 (R-1) (U)

(5) Paragraph 2c (1) Training of All-1G Aviators, Page 27: Concur with recommendation as stated.

(6) Paragraph 2c (1) TMEX Flight Safety Items and Ballistic Helmets, Page 28: Concur. The SZ, 17th Aviation Group (Combat) visited the Long Binh Depot at Qui Nhon on 18 August 1969. He was advised that a 100% inventory of aviation flight equipment was being conducted at that time. He was further advised that the inventory should be completed on or about 22 August 1969. A policy has been established with the 17th Aviation Group (Combat) that when the depot has a zero balance on TMEX equipment, the unit re-requests the item through their DS, attaches the cancelled request and forwards to the Group S4 for direct coordination with ICCV.

(7) Paragraph 2c (2) Shortages of Motor Vehicles, Page 29: Concur. The 52nd Aviation Battalion (Combat) has been instructed to list all critical vehicle shortages on the July Commanders Critical Item List. Only six (6) of the vehicles listed in the CRIL were placed on the CRIL.

(8) Paragraph 2c (3) POL Dispensing Facilities, Page 30: Concur. TOE equipment for Aviation units is adequate only for Forward Area Refueling. The minimum equipment needed for POL dispensing at Major Army Airfields is 350 CPU Pumps with either a 10,000 gallon (or larger) bladder.

(9) Paragraph 2c (4), Historical Records, Page 31: Nonconcur. The destruction of aircraft historical records as indicated is always a potential hazard to every aviation unit in combat. The duplication of these records maintained at a central location would compound the already existing problem of accurate computations and posting. The unit is not staffed to compile and transmit the necessary information to maintain a central agency. The rapid changing of time change components from aircraft to aircraft due to critical supply shortages would create an additional problem of maintaining current status at a central agency. Time change component records DA Form 2408-16's should remain with the Quality Control section for daily monitoring and posting. When these records are maintained with the aircraft log in the aircraft, they are subjected to loss or mutilation due to environmental conditions. If the potential destruction possibility is a continuing threat to any aviation unit, necessary steps to construct underground protection bunkers for storage of these records is recommended.

34

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LVRAC3-SC  
28 August 1969
SUBJECT:  Operational Report of 52nd Aviation Battalion (Combat)
For Period Ending 31 July 1969, RCS CSFOR-65 (R-1) (U)

(10) Paragraph 24 (1), KY38 Operation with AN/VRC-46, Page 32: Concur with recommendation as stated.

FOR THE CONSIDER:

[Signature]

MARK L. THOMAS
CPT, ADA
Adjutant

C.P.
CO, 52d AB(C)
SUBJECT: Operational Report of 52d Aviation Battalion (Combat) for Period Ending 31 July 1969, RCS CSFOR-65 (R1) (U)

TO: CG, 1st Aviation Brigade, APO 96384

1. (U) This headquarters has evaluated subject report and forwarding endorsement and concurs, except as stated in para 2d, below.

2. (C) The following comments are submitted:

   a. Reference para 1f(1): The Cantonment Mess Survey conducted during March 1969 was part of a country wide survey; in addition to authorising mess equipment, it provided USARV with information upon which priorities of issue and installation of equipment were based. Mess equipment is being issued on a priority basis as it becomes available.

   b. Reference para 2e(1): Concur. This recommendation should result in minimum time loss and increased responsiveness from the supply system.

   c. Reference para 2e(3): Concur with observation and evaluation. This headquarters does not concur with recommendation; 52d Aviation Battalion (Combat) will be assisted in action to obtain authorization for POL dispensing equipment currently on hand. This will expedite maintenance and replacement of these items when necessary.

FOR THE COMMANDER:

[Signature]

PAUL DE KEUKELAERE
1LT, AGC
ASST AG

Copy Furn:
1 = 17th Aviation Group (Combat)
1 = 52d Aviation Bn (Combat)
SUBJECT: Operational Report of 52d Aviation Battalion (Combat) For Period Ending 31 July 1969, RGS CSPGR (II-1) (U)

1. (U) This headquarters has reviewed subject report and concurs with the contents as indorsed except as noted below.

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

   a. Paragraph 2a(2), page 25, addresses the shortage of commissioned officers qualified in the AH-1G aircraft. The subject of shortages of AH-1G qualified commissioned aviators in the 361st Aviation Company (Attack Helicopter) has been referred to HQ, USAARV and action is now underway to resolve the present imbalance between officers and warrant officers on hand. As of 5 August 1969, 7 officers and 20 warrant officers were assigned to the company. An infusion program with other 17th Aviation Group (Combat) (CAG) units is not feasible since AH-1G qualified aviators are close to required strength levels in those units. Within the 17th CAG, as of 22 August, 93 AH-1G aviators were on hand against a total cockpit requirement of 78 (56 AH-1G aircraft). The USAARV fill objective for AH-1G qualified aviators in the 17th CAG is 150.

   b. Paragraph 2a(3), page 26, addresses the shortage of CH-47 qualified aviators. As of 1 August 1969 the 17th CAG had the following aviator assets (CH-47):

<table>
<thead>
<tr>
<th>TOE</th>
<th>FRU</th>
<th>O/H</th>
</tr>
</thead>
<tbody>
<tr>
<td>Officers</td>
<td>60</td>
<td>---</td>
</tr>
<tr>
<td>Warrant Officers</td>
<td>104</td>
<td>---</td>
</tr>
<tr>
<td>TOTAL</td>
<td>164</td>
<td>144</td>
</tr>
</tbody>
</table>

   As of 22 August 8 losses and 9 gains have occurred in the 17th CAG for a +1 gain in CH-47 aviator assets. A redistribution of assets within the group may be necessary if it is determined by the CO, 17th CAG that the
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AVBAGC-O
SUBJECT: Operational Report of 52d Aviation Battalion (Combat) For Period Ending 31 July 1969, HGSS SFOR (R-1) (O)

179th Aviation Company (Assault Support Helicopter) (ASHC) has a critical shortage. As of 1 Aug 69 the four ASHCs in the 17th CAG were at the following strength levels:

- 179th ASHC: 28
- 196th ASHC: 32
- 180th ASHC: 34
- 243d ASHC: 33
- TOTAL: 127

- Paragraph 2b(1), page 26, addresses occasional misutilization of aircraft. Concur with the recommendation to provide ARVN advisors with sufficient copies of pertinent handbooks. The 52d Aviation Battalion (Combat) has been advised to submit a standard AG publications request to USAWV, AVHGC-DST for additional copies of the Handbook On CH-47 (Chinook) Employment and Utilization In Vietnam. Coordination with S-3, 52d Aviation Battalion (Combat) indicated the referenced Ground Commander's Guide for Airmobile Operations should have been the 1st Aviation Brigade Aviation Operational Procedures Guide. Additional copies of this publication have been sent to the 52d Aviation Battalion (Combat). Requests for translations of this magnitude should be submitted through ARVN advisor channels to the appropriate Field Force.

- Paragraph 2e(1), page 28, addresses shortages of NOMEX flight clothing and ballistic flight helmets. All units have been instructed to hand carry requisitions through their direct support activity to depot. In the event the depot shows a zero balance for a particular item, the requisition should be hand carried to the United States Army Inventory Control Center Vietnam (USAICCV) so that a release can be made on another depot or the request forwarded to CONUS. USAICCV maintains a current listing on the availability of NOMEX flight safety items. Ballistic flight helmets have been and will continue to be command controlled.

- Paragraph 2e(2), page 29, addresses motor vehicle shortages. Nonconcur. Only six (6) of the requisitions listed have been submitted on the Commander's Critical Items List (CCIL). USAICCV has provided current status on all motor vehicles submitted on the CCIL. The unit has been advised to submit critical shortages, which affect the accomplishment of the mission, on the CCIL.

38

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Paragraph 2e(3), page 30, addresses POL dispensing facilities equipment authorizations. Nonconcur. The Airfield Service Detachments (ASD) do not have the capability of providing this support. The prime mission of the ASD is air traffic regulation and control. The refueling problem is valid; however, the solution to the problem is not in adding equipment to a unit which does not have the capability of properly operating or maintaining it. The 52d Aviation Battalion (Combat) has been instructed to assess the total requirement for POL dispensing facilities and submit a formal request for cellular POL team (TOE 10-500) augmentation to I Field Force.

Paragraph 2e(4), page 31, addresses the problem of aircraft historical records destruction. Nonconcur. The proposal for a second set of records for each aircraft located in Vietnam has merit; however, such a program is unnecessary. TM 38-750 requires DA Form 2410 be submitted on all components removed or installed in Army aircraft. The 2410's are to be sent to Lexington Blue Grass Army Depot and retained on file for future references. The problem experienced by the 57th Aviation Company (Assault Helicopter) is a direct result of improper TME procedures in accordance with TM 38-750. Units requiring historical data on aircraft components should contact the Army Aviation Material Command in St. Louis, Missouri. A reply should be forthcoming in fifteen days if units have been complying with applicable TM 38-750 requirements.

Paragraph 2g(1), page 32, addresses KY-38 operation with AN/VRC-46 radio. Concur with the basic concept of this paragraph. However, the recommendation that the KY-8 presently installed in aircraft be replaced with the KY-38 is incorrect. The accepted secure voice equipment for use with aircraft is the KY-28 which is ideally suited to meet all requirements. The unit has been advised that neither the KY-8 nor the KY-38 is an aircraft item.

FOR THE COMMANDER:

[Signature]

R. M. GUGLIEMO
MAJ, AG
Adjutant General

Cy of 3d Ind Pumt;
CO, 52d Avn Bn (Cbt)
AVHGC-DST (5 Aug 69) 4th Ind
SUBJECT: Operational Report of 52d Aviation Battalion (Combat)
For Period Ending 31 July 1969, RCS CSFOR-65 (Rl) (U)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375
6 OCT 1969

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 quarterly period ending 31 July 1969 from Headquarters, 52d Aviation Battalion (Combat).

2. (C) Comments follow:
   a. (U) Reference item concerning "Misutilization of Aircraft," section II, page 26, paragraph 2b(1); concur. Request for additional copies of the Handbook on CH-47 (Chinook) Employment and Utilization in Vietnam should be submitted to this headquarters, ATTN: AVHAG-AP.
   b. (C) Reference item concerning "Training of AH-1G Aviators," section II, page 27, paragraph 2c(1); concur. Recommend DA initiate action to review the POI with the goal of improving the proficiency of the graduate. Notable weak areas are: (1) A general lack of proficiency in emergency procedures; (2) The exclusion of touchdown autorotations from the POI; (3) The lack of touchdown experience during practice anti-torque failures; (4) The lack of experience in flying the aircraft from the front seat; and (5) The lack of gunnery experience and proficiency.
   c. (C) Reference item concerning "KY-38 Operation with AN/VRC-46," section II, page 32, paragraph 2g(1); nonconcur. Coordination with the unit reveals that the KY-38 is currently being used with a VRC-46 in the Battalion's operation center. This configuration is not used in an aircraft or on vehicles. The KY-38 is issued on a one-for-one basis with the PRC-77. The use of the KY-38 is discouraged because of the limited availability of the item and the high cost ($5,400 for the KY-38 vs $1,480 for the KY-8).

FOR THE COMMANDER:

C. D. WILSON
1LT, AGC
Assistant Adjutant General
SUBJECT: Operational Report of HQ, 52d Aviation Battalion (Combat) for Period Ending 31 July 1969, RCS CSFOR-65 (R1)

HQ, US Army, Pacific, APO San Francisco 96558 25 OCT 69

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:

D. A. TUCKER
CPT, AGC
Asst AG
OPERATIONAL RESULTS AS OF 31 JULY 1969

1. (C) Results

<table>
<thead>
<tr>
<th>UNIT</th>
<th>SORTIES FLOWN</th>
<th>TROPS LIFTED</th>
<th>G./GO LIFTED</th>
<th>G./GO TONS</th>
<th>ENERGY KBA</th>
<th>STRUCTURES D/H DEST</th>
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52D ABC 95,033 131,208 11,732 206 24 20 3 3

2. (C) Losses

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52D ABC 20 74

Incl 4

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Incl 5
3. (U) Recapitulation of Flying Hours: 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 that they become "mission ready" or within 72 hours following receipt, whichever occurs first.

### UNL-1G

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*Percent DAF program on flying hours is based on the following:
Flying Hour Program per aircraft: UH-1C 56 hours, UH-1H 74 hours,
UH-1G 70 hours, CH-47 60 hours.*
Operational Report - Lessons Learned, HQ, 52d Aviation Battalion

Experiences of unit engaged in counterinsurgency operations, 1 May 69 to 31 July 69.

CO, 52d Aviation Battalion

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5 August 1969

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OACSFOR, DA, Washington, D.C. 20310

17. ABSTRACT

18. SECURITY CLASSIFICATION OF REPORT
UNCLASSIFIED

19. SECURITY CLASSIFICATION OF THIS PAGE
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