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DAIM-FAR-RR # 19-6mm DATE: 17 June 1987

AVHAV-A

5 January 1971

MEMORANDUM FOR: DEPUTY AVIATION OFFICER

SUBJECT: Command Progress Report, 2d Qtr FY 71

1. (U) PROBLEM: To provide the Comptroller with the Aviation Command Progress Report, 2d Qtr FY 71 (Suspense: 6 Jan 71).

2. (C) DISCUSSION: a. The Aviation Section is required to furnish the Comptroller a report reviewing aviation activities for the past quarter. The report for 2d Qtr FY 71 includes the areas traditionally submitted (aviation operational data, aircraft vulnerability and aircrew survivability) plus an analysis in the areas of personnel training (pilot, maintenance and supply), aircraft readiness, aviation supply performance, 2.75" rocket expenditures, and aviation support to U.S. and FMMF.

b. Using 1st Qtr FY 71 as a comparison, highlights of the report include a 20% reduction in flying hours and sorties; a continued reduction in the number of aircraft shot down, and shot down and destroyed; a reduction in 2.75" rocket expenditure; a slightly lower FW and RW O/R rate; an increase in supply demand accommodation and satisfaction rates; an increase in the number of aviator, maintenance, and supply personnel trained; and a slight increase in the percent of aviation support provided GVN forces.

3. (U) RECOMMENDATION: That the aviation input to the Command Progress Report (TAB A) be approved and forwarded.

LIST OF TABS:

A - Command Progress Report

J. Mikula
JOSEPH G. MIKULA
LTC, SC
Chief, A&M Division

Aviation Safety *[Signature]* (Concur/Noneconcur)
Aviation OP&T *[Signature]* (Concur/Noneconcur)
Aviation Logistics *[Signature]* (Concur/Noneconcur)

GROUP 4
DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 32 YEARS DOD DIR 5200.10

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AFM, H&M, H&M

FROM USAF, Aviation

DATE

DATE

The aviation version of the Command Progress Report, as of 17 June, is attached and incorporated.

Encl

- 1 - Aviation Operational Data
- 2 - Aircraft Vulnerability and Aircrew Survivability Data
- 3 - Aviation Flying Hour Support of US and F&M
- 4 - Transition - LP/SIF Training
- 5 - Army Aviation Refresher Training School (AAIRS)
- 6 - Readiness of Aircraft Assigned to Operational Units
- 7 - Aviation Safety Data
- 8 - USARV 2.75" Rocket Expenditure
- 9 - USARV Aviation Supply Performance

Thomas A. Henderson
THOMAS A. HENDERSON
Colonel, Infantry
Deputy Aviation Officer

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DA FORM 2490

REPLACES US FORM 24, EXISTING SUPPLIES OF WHICH WILL BE ISSUED AND USED UNTIL 1 FEB 89 UNLESS SOONER EXHAUSTED.

GPO: 1980-341-787/775

	Q1-71	Q2-71	Q3-71	Q4-71
Flights flown	888,342	811,607	711,433	658,007
Total sorties**	2,083,256	2,087,741	1,851,626	1,687,742
Combat/Combat Support Sorties**	1,509,600	1,631,246	1,426,414	1,328,157
Troops Airlifted**	2,978,610	2,717,802	2,437,536	1,842,473
Cargo Lifted (Tons)**	324,163	320,000	289,434	179,762

NOTES: (C) Army aviation operational performance during the 2nd Quarter FY 71 again showed an overall decline from the previous quarter. Flying time decreased by 19.5 percent. Cargo airlifted declined 31.0 percent from 1st Qtr FY 71; troops airlifted declined 27.4 percent from the previous quarter. The decrease in the operational performance in-flight reflects better management of aviation resources, the decline in enemy activity throughout the quarter, and the stand down operation of aviation units. The total number of sorties flown decreased 20.3 percent; the length of the average sortie remained at 26 minutes. Combat/Combat support sorties comprised 76.0 percent of the total sorties flown, a 0.8 percent decrease from the previous quarter.

CONCLUSION/RECOMMENDATION: (C) Combat operations involving Army aviation declined during the 2d Qtr FY 71 from the previous quarter. The requirement for aviation support should continue to decrease during the next quarter unless enemy activity increases. Additional economies will be achieved as field commanders continue the policy of intensifying ground force operations and reducing the number of aviation units committed to the theater.

DAIM-FAR-RE # 19-conn DATE: 17 June 1987

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DAIM-FAR-RR #

19-enm DATE: 17 June 1987RATES

	FY 70	FY 71
<u>CATEGORIES</u>	<u>3d Qtr</u>	<u>4th Qtr</u>
A/C Hit	1548	2104
A/C Shot Down	104	223
A/C Shot Down and Destroyed	73	153
Aircraft Members WIA	424	642
Aircraft Members KIA/DA	155	253

RATES/100,000 FLYING HOURS

	FY 70	FY 71
<u>CATEGORIES</u>	<u>3d Qtr</u>	<u>4th Qtr</u>
A/C Hit	17.4	23.1
A/C Shot Down	11.7	25.1
A/C Shot Down and Destroyed	8.2	17.3
Aircraft Members WIA	55.6	71.2
Aircraft Members KIA/DA	17.6	28.1

REMARKS: (C) The vulnerability rate for aircraft hit decreased 16.9 per 100,000 flying hours, the shot down rate decreased 6.5 per 100,000 flying hours, and the shot down and destroyed rate declined 9.1 per 100,000 flying hours. The lowest monthly loss rate occurred through 27 June and recorded in November. The rate for aircraft members WIA decreased 2.0 per 100,000 flying hours and the rate for aircraft members

FOOT: The source document for these categories is DAIM-FAR-RR # 19-enm.

DATE:

CONCLUSIONS

REVISITED AT 5-YEAR INTERVALS

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ANALYSIS OF FLYING HOURS IN SUPPORT OF US AND JMWTF IN 1987
(Percent of Total)

	US	GVN	REP	ANALYSIS	TOTAL
1987-1**	357,833 (73.7%)	153,176 (20.8%)	19,130 (2.5%)	4,893 (0.9%)	487,032 (100.0%)
1987-2	424,933 (73.3%)	152,511 (23.0%)	15,071 (2.3%)	6,402 (1.0%)	598,917 (100.0%)

ANALYSIS: (C) Although there was a general decrease in the number of flying hours flown in support of US and JMWTF in 1987, the amount of support provided JMWTF increased from the previous year. Support for GVN forces showed the largest increase in the percent distribution of flying hours.

CONCLUSION/REMARKS: (C) The present support for the JMWTF (and in particular) should increase as more data and information is available.

REMARKS: Weekly flying hours report (interim). Includes reported hours only. Planned hours provided to support operations; are not representative of the total fleet.

* Data prior to 1987 not available.

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PERFORMANCE REVIEW

Personnel Trained

Category	1st Qtr	2d Qtr
UH-1 IP/SIP	43	56
AR-1 IP/SIP	24	36
UH-1 Transition	63	48
OH-58 IP/SIP	16	16
OH-58 Transition	70	72
OH-6 IP/SIP	22	28
OH-6 Transition	36	78
TOTAL	270	334

REMARKS: (U) To meet the continuing requests for IP/SIP, in the 2d Qtr,

30 more aviators were trained this quarter than the previous quarter.

Aviators receiving transition training decreased from 214 to 192.

CONCLUSION/FUTURE OUTLOOK: (U) The OH-6, OH-58, AR-1, and UH-1 IP/SIP

2d Qtr schools will begin on 9 January 1981 and will run continuously

at two week intervals throughout the quarter. It is expected that 132

students will receive training. Transition training in OH-6 and OH-58

aircraft will be performed locally by unit APTs. This policy change

has resulted in a reorganization of the IP/SIP school and an economy savings of

49 personnel spaces and 15 aircraft.

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PERSONNEL TRAINED

Personnel Trained

COURSE	1st QTR	2nd QTR
Aviation Supply (FLL)	149	149
Technical Inspector (TI)	35	30
UH-1 Helicopter Repair	75	63
UH-2 Helicopter Repair	0	0
UH-3 Helicopter Repair	16	20
Alt. Element (GEP)	16	15
Alt. Element (GAI)	63	37
Alt. Element (GEP)	15	20
Alt. Element (GAI)	18	22
T55 L70 Engine	3	32
T55 L70 Engine	60	25
Total	454	533

AVAILABILITY: During FY 71, AAGS presented instruction in helicopter repair for UH-1, UH-2, and UH-3 aircraft; technical inspector courses; and aviation supply (FLL) courses. A total of 454 students during 1st Qtr FY 71 and 533 students during 2d Qtr FY 71 received training. Quotas are distributed proportionately based on known unit requirements.

ACTUAL/PRO/ENTIRE OUTLOOK: Existing courses will continue during the 3d Qtr FY 71. A new two week course in UH-1 Helicopter Repair is planned during 1st Qtr FY 71.

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DATE	TIME	TEMPERATURE	WIND	SEA	REMARKS
1971	1700	18.1	12.1	1.0	1.0
1971	1800	18.1	12.1	1.0	1.0
1971	1900	18.1	12.1	1.0	1.0
1971	2000	18.1	12.1	1.0	1.0
1971	2100	18.1	12.1	1.0	1.0
1971	2200	18.1	12.1	1.0	1.0
1971	2300	18.1	12.1	1.0	1.0
1971	0000	18.1	12.1	1.0	1.0
1971	0100	18.1	12.1	1.0	1.0
1971	0200	18.1	12.1	1.0	1.0
1971	0300	18.1	12.1	1.0	1.0
1971	0400	18.1	12.1	1.0	1.0
1971	0500	18.1	12.1	1.0	1.0
1971	0600	18.1	12.1	1.0	1.0
1971	0700	18.1	12.1	1.0	1.0
1971	0800	18.1	12.1	1.0	1.0
1971	0900	18.1	12.1	1.0	1.0
1971	1000	18.1	12.1	1.0	1.0
1971	1100	18.1	12.1	1.0	1.0
1971	1200	18.1	12.1	1.0	1.0
1971	1300	18.1	12.1	1.0	1.0
1971	1400	18.1	12.1	1.0	1.0
1971	1500	18.1	12.1	1.0	1.0
1971	1600	18.1	12.1	1.0	1.0
1971	1700	18.1	12.1	1.0	1.0
1971	1800	18.1	12.1	1.0	1.0
1971	1900	18.1	12.1	1.0	1.0
1971	2000	18.1	12.1	1.0	1.0
1971	2100	18.1	12.1	1.0	1.0
1971	2200	18.1	12.1	1.0	1.0
1971	2300	18.1	12.1	1.0	1.0
1971	0000	18.1	12.1	1.0	1.0
1971	0100	18.1	12.1	1.0	1.0
1971	0200	18.1	12.1	1.0	1.0
1971	0300	18.1	12.1	1.0	1.0
1971	0400	18.1	12.1	1.0	1.0
1971	0500	18.1	12.1	1.0	1.0
1971	0600	18.1	12.1	1.0	1.0
1971	0700	18.1	12.1	1.0	1.0
1971	0800	18.1	12.1	1.0	1.0
1971	0900	18.1	12.1	1.0	1.0
1971	1000	18.1	12.1	1.0	1.0
1971	1100	18.1	12.1	1.0	1.0
1971	1200	18.1	12.1	1.0	1.0
1971	1300	18.1	12.1	1.0	1.0
1971	1400	18.1	12.1	1.0	1.0
1971	1500	18.1	12.1	1.0	1.0
1971	1600	18.1	12.1	1.0	1.0
1971	1700	18.1	12.1	1.0	1.0
1971	1800	18.1	12.1	1.0	1.0
1971	1900	18.1	12.1	1.0	1.0
1971	2000	18.1	12.1	1.0	1.0
1971	2100	18.1	12.1	1.0	1.0
1971	2200	18.1	12.1	1.0	1.0
1971	2300	18.1	12.1	1.0	1.0
1971	0000	18.1	12.1	1.0	1.0
1971	0100	18.1	12.1	1.0	1.0
1971	0200	18.1	12.1	1.0	1.0
1971	0300	18.1	12.1	1.0	1.0
1971	0400	18.1	12.1	1.0	1.0
1971	0500	18.1	12.1	1.0	1.0
1971	0600	18.1	12.1	1.0	1.0

availability of 2.1 and 1.7 in the OR units of the 1st and 12th Fleet. Repair and readiness rates are within the standard set by the Department of the Army. The decline in readiness for 24FY71 is attributable to the combination of minor increases in the NOR3 and NOR4 rates throughout the current fleet down to the grounding of 52 G4-10 aircraft for T55-L11 engine problems during GWT and NOR.

ADDITIONAL COMMENTS BY DR. JOHNSON: Although there is an HEMS issue for 3Q1971 in total, Japan can supply economies indicated with the oil shock; however, OR, HEMS and HMR rates should remain within DA standards.

* Attorney General's Report

" Name: Army Distribution Report: 30. Asia (HSC/AS-7)

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	<u>Accident Rate /100,000 Flying Hours</u>	<u>Engine Failure Rate / 100,000 Flying Hours</u>	<u>Logbook Errors Failure Rate /100,000 Flying Hours</u>
QTR AVG	23.3	19.1	2.2
FY 71 1ST QTR	23.1	22.8	0.1
FY 71 2ND QTR	17.2	18.0	0.2

ANALYSIS:

Total USARP aircraft accidents declined from 189 for the previous quarter to 127 for this quarter with a corresponding decrease in the accident rate per 100,000 flying hours from 23.1 to 17.2, the lowest quarterly aircraft accident rate ever achieved by USARP.

The greatest single cause category of aircraft accidents in USARP for the first two quarters has been engine failures. In a accident cause factor ~~has~~ declined in percentage from 70 engine failure accidents during the previous quarter to 38 engine failure accidents this quarter. This reduction in engine failures is attributed to increased demand for tests on engine functional reliability and for aspects of engine maintenance.

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ACKNOWLEDGMENTS

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	<u>ROCKET</u> <u>EXPENDITURES</u>	<u>USARV</u> <u>EXPENDITURES</u>	<u>USAF</u> <u>EXPENDITURES</u>
1971	\$25.1 mil	\$32.2 mil	\$2.6 mil
1972	\$15.0 mil	\$30.6 mil	\$0.6 mil

ANALYSIS: Rocket expenditures in the 2QFY71 were \$10.1 million below 1971, 20% below the 1971-72 target, and 27% below the 1971-72 budget. This reduction is attributable to a decrease in crew activity, establishment of an ASR, and emphasis on munitions management.

COMPARISONS/FUTURE TRENDS: With continued combat force reductions, emphasis on management, and low enemy activity, the declining trend is expected to continue during the 3FY71.

Notes: *Source: Weekly USARV Air (TIME-0) Report, reported rocket expenditures multiplied by a cost of \$1.00 per rocket.

**Budget figures provided by USARV DCSICG-2000.

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ADDITIONAL: (U) Demand accommodation and demand satisfaction improved during 2d Qtr FY 71, with both categories exceeding the USAF demand goals. The slight over increase in the demand accommodation rate for 2d Qtr FY 71 resulted from USAF conversion to the new demand supply system in June 1970. The correlation associated with this conversion caused a sharp drop in the demand satisfaction rate and reversed the steadily rising trend realized during the first 11 months of FY 70. Recovery from the June 1970 conversion absorbed what normally would have been high demand satisfaction in the 1st Qtr FY 71. As the upward trend continued throughout 2d Qtr FY 71, demand satisfaction increased from the 1st Qtr of 15 percent.

CONCLUSION/OUTLOOK: (U) Demand accommodation and demand satisfaction should remain above the USAF demand goals in 3rd Qtr FY 71.

NOTE: Demand Accommodation Quarterly Report.

Source: USAF DAIM-FAR-RR # 19-*mm*, dated 17 June 1987. Subject: Demand Accommodation and Maintenance Activities.

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