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DAIM-FAR-RR # 19-Ann DATE: 17 June 1987

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S: 3 Jul 71

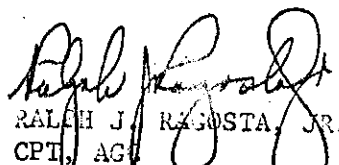
AVHAY-AA (22 Jun 71)

SUBJECT: Command Progress Report (RCS: AVHNR-17)

TO Chief, OPT Division FROM Aviation Officer DATE 23 Jun 71 CMT 2
Chief, LOG Division
Chief, SAF Division
Chief, A&M Division

1. Your attention is directed to comment 1.
2. Feeder reports will be submitted to the Administrative Division MLT 1200 hours 3 July 1971.

FOR THE AVIATION OFFICER:


RALPH J. RAGOSTA, JR.
CPT, AG
Administrative Officer

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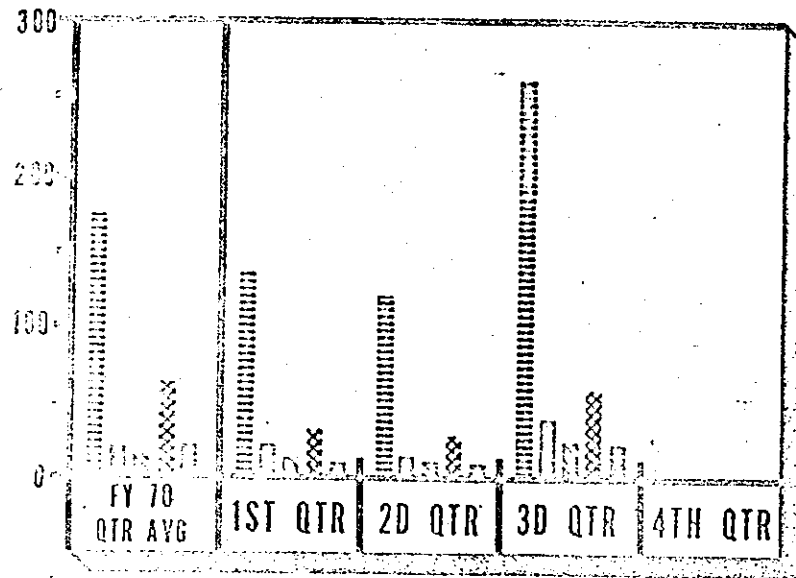
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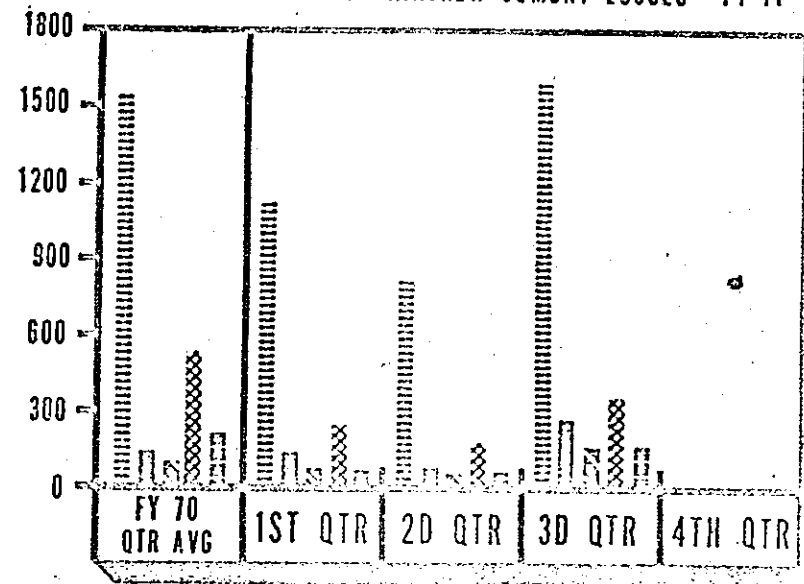
AIRCRAFT VULNERABILITY AND AIRCREW SURVIVABILITY DATA

RATES PER 100,000 FLYING HOURS-FY 71



AIRCRAFT HIT
 AIRCRAFT SHOT DOWN
 AIRCRAFT DOWN & DESTROYED
 AIRCREW MEMBERS WHA
 AIRCREW MEMBERS KHA/MHA

AIRCRAFT AND AIRCREW COMBAT LOSSES - FY 71



OBJECTIVE: (C) To provide historical data on reported US Army aircraft and aircrew survivability.

ANALYSIS: (C) The significant support provided by USARV aviation to LAM SON 719 resulted in a sharp increase in each of the aircraft and aircrew vulnerability indicators from the previous lowest quarter on record. The vulnerability rate for aircraft hit increased 144.9 per 100,000 flying hours, the shot down rate increased 35.5 per 100,000 flying hours, and the shot down and destroyed rate increased 19.4 per 100,000 flying hours. The rate for aircrew members WHA increased 33.0 per 100,000 flying hours and the rate for aircrew members KHA/MHA increased 18.5 per 100,000 flying hours.

CONCLUSION/FUTURE OUTLOOK: (C) During the 3d Qtr, FY71 each of the aircraft and aircrew vulnerability indicators increased to a level approximating the rates sustained during 4th Qtr, FY70 (Cambodian Operation). Future projections as to aircraft and aircrew vulnerability are dependent upon the intensity of hostile activity and the combat operations conducted.

AIRCRAFT VULNERABILITY AND AIRCREW SURVIVABILITY DATA (U)

OBJECTIVE: (C) To provide historical data on reported US Army aircraft and aircrew survivability.

CATEGORIES	FY71			
	1ST QTR	2ND QTR	3D QTR	4TH QTR
A/C Hits	1,126	796	1610	964
A/C Shot Down	132	63	273	158
A/C Shot Down & Destroyed	84	34	150	66
Aircrew Member WHA	245	184	369	170
Aircrew Members KHA	56	42	151	45

RATES/100,000 FLYING HOURS

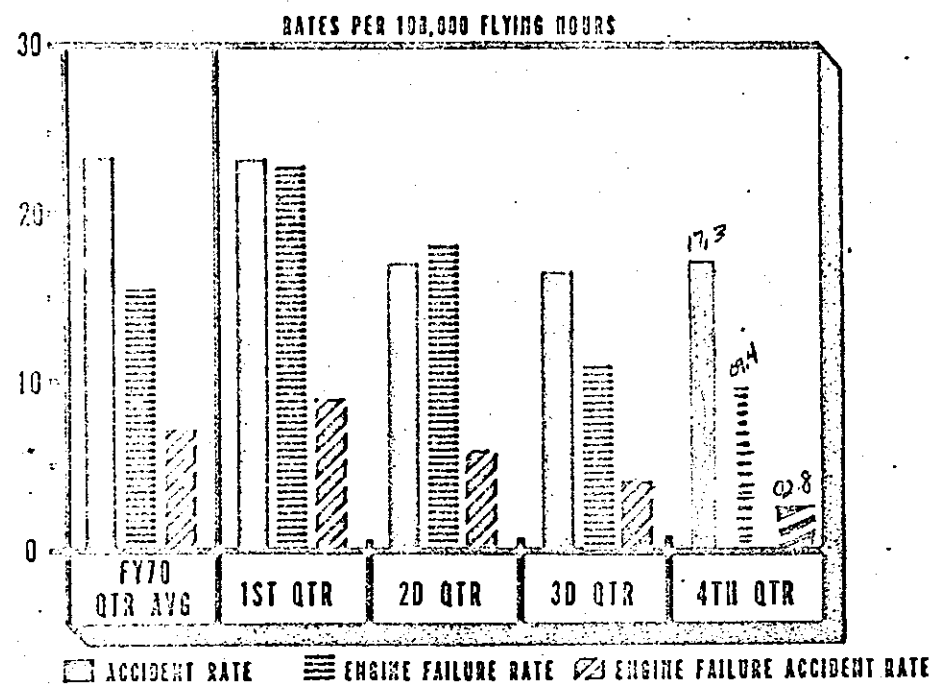
CATEGORIES	FY71			
	1ST QTR	2ND QTR	3D QTR	4TH QTR
A/C Hits	137.6	126.8	265.7	174.3
A/C Shot Down	16.1	9.6	45.1	28.6
A/C Shot Down & Destroyed	10.3	5.2	24.6	11.9
Aircrew Members WHA	29.9	27.9	60.9	30.7
Aircrew Members KHA	6.8	6.4	24.9	8.1

ANALYSIS: (C) The vulnerability rate for aircraft hit decreased 91.4 per 100,000 flying hours, the shot down rate decreased 16.5 per 100,000 flying hours, and the shot down and destroyed decreased 12.7 per 100,000 flying hours. The rate for aircrew members WHA decreased 30.2 per 100,000 flying hours and the rate for aircrew members KHA decreased 16.8 per 100,000 flying hours.

CONCLUSIONS/FUTURE OUTLOOK: (C) During the 4th QTR FY71 each of the aircraft and aircrew vulnerability indicators decreased to a level approximating that sustained during the 1st QTR FY71 (Post Cambodian operation). Future projections as to aircraft and aircrew vulnerability are dependent upon the intensity of hostile activity and the combat operations conducted.

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UNCLASSIFIED AVIATION SAFETY, FY 71



OBJECTIVE: To provide a summary of aviation safety data and identify significant changes in trends.

ANALYSIS: Total USARV aircraft accidents declined from 113 for the previous quarter to 100 for this quarter with a corresponding decrease in the accident rate per 100,000 flying hours from 17.2 to 16.5, the lowest quarterly aircraft accident rate ever achieved by USARV. The greatest single cause factor of aircraft accidents in USARV for the first three quarters has been engine failures. This accident cause factor has declined 32 percent, from 38 engine failure accidents during the previous quarter to 26 engine failure accidents this quarter. This reduction of engine failures is attributed to retrofit of the T-53-L-13B engine in the UH-1H/AH-1G aircraft and increased command emphasis on engine functional analysis and other aspects of engine maintenance.

CONCLUSION/FUTURE OUTLOOK: The effects of persistent command emphasis on the USARV Aviation Accident Prevention Program is proving successful and should continue the trend of lowering the USARV aviation accident rate. The retrofit of the T-53-L-13B engine into the UH-1C fleet is expected to make a further contribution to a continuing reduction of engine failure accidents.

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AVIATION SAFETY DATA

OBJECTIVE:

To provide a summary of aviation safety data and identify significant changes in trends.

	Accident Rate /100,000 Flying Hours	Engine Failure Rate / 100,000 Flying Hours	Engine Failure Acci- dent rate / 100,000 Flying Hours
FY 70 QTR AVG	23.3	15.1	07.0
FY 71 1ST QTR	23.1	22.8	08.6
FY 71 2D QTR	17.2	18.0	05.8
FY 71 3D QTR	16.5	11.1	04.3
FY 71 4TH QTR	17.3	09.4	02.8

ANALYSIS:

Total USARV accidents declined from 100 for the previous quarter to 94 this quarter, however an increase of 0.8 was noted in the quarterly accident rate as a result of decreased flight hours. Engine failure, the greatest single cause factor of aircraft accidents in previous quarters, declined from 26 during the 3d quarter to 15 this quarter. Main and tail rotor strikes as an accident cause factor however, increased 38% from 13 accidents during the 3d quarter to 18 this quarter. The reduction of engine failures is attributed to retrofit of the T-53-L-13B engine in the AH-1G/UH-1C/H aircraft and increased command emphasis an engine functional analysis and other aspects of engine conditioning.

CONCLUSION/FUTURE OUTLOOK:

The effects of persistent command emphasis on the USARV Aviation Accident Prevention Program is proving successful and should continue the trend of lowering the USARV aviation accident rate in FY 72. Increased stress, however, must be placed on the prevention of operational cause factor accidents, notably main and tail rotor strikes.

AVIATION SAFETY DATA

OBJECTIVE:

To provide a summary of aviation safety data and identify significant changes in trends.

	Accident Rate /100,000 Flying Hours	Engine Failure Rate / 100,000 Flying Hours	Engine Failure Acci- dent rate / 100,000 Flying Hours
FY 70 QTR AVG	23.3	15.1	07.0
FY 71 1ST QTR	23.1	22.8	08.6
FY 71 2D QTR	17.2	18.0	05.8
FY 71 3D QTR	16.5	11.1	04.3
FY 71 4TH QTR	17.3	09.4	02.8

ANALYSIS:

Total USAFV accidents declined from 100 for the previous quarter to 94 this quarter, however an increase of 0.8 was noted in the quarterly accident rate as a result of decreased flight hours. Engine failure, the greatest single cause factor of aircraft accidents in previous quarters, declined from 26 during the 3d quarter to 15 this quarter. Main and tail rotor strikes as an accident cause factor however, increased 38% from 13 accidents during the 3d quarter to 18 this quarter. The reduction of engine failures is attributed to retrofit of the T-53-L-15B engine in the AH-1G/UH-1C/H aircraft and increased command emphasis on engine functional analysis and other aspects of engine conditioning.

CONCLUSION/FUTURE OUTLOOK:

The effects of persistent command emphasis on the USAFV Aviation Accident Prevention Program is proving successful and should continue the trend of lowering the USAFV aviation accident rate in FY 72. Increased stress, however, must be placed on the prevention of operational cause factor accidents, notably main and tail rotor strikes.

19-*kmw* DATE: 17 June 1987

ATTACHED SHEET DATA

CONCLUSION:

No provide a summary of aviation safety data and identify significant changes in trends.

	Accident Rate /100,000 flying hours	Engine Failure Rate / 100,000 flying hours	Engine Failure Acci- dent rate / 100,000 flying hours
FY 70 CTR AVG	23.3	15.1	07.0
FY 71 1ST CTR	23.1	22.8	08.6
FY 71 2D CTR	17.2	18.0	05.8
FY 71 3D CTR	16.5	11.1	04.3
FY 71 LTR CTR	17.3	09.4	02.8

ANALYSIS:

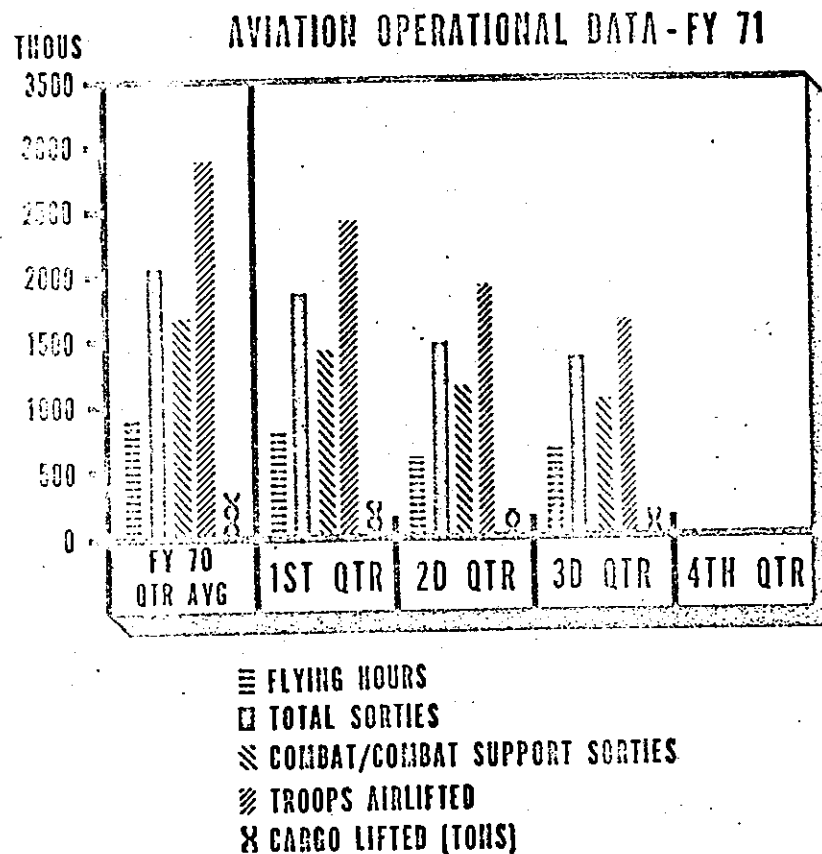
Total USN accidents declined from 100 for the previous quarter to 94 this quarter, however an increase of 0.3 was noted in the quarterly accident rate as a result of decreased flight hours. Engine failure, the greatest single cause factor of aircraft accidents in previous quarters, declined from 20 during the 3d quarter to 15 this quarter. Main and tail rotor strikes as an accident cause factor however, increased 30, from 15 accidents during the 3d quarter to 18 this quarter. The reduction of engine failures is attributed to retrofit of the F-55-1-103 engine in the AH-1G/UA-1G/H aircraft and increased command emphasis an engine functional analysis and other aspects of engine conditioning.

CONCLUSION/OUTLOOK:

The effects of persistent command emphasis on the USN aviation Accident Prevention Program is proving successful and should continue the trend of lowering the USN aviation accident rate in FY 72. Increased stress, however, must be placed on the prevention of operational cause factor accidents, notably main and tail rotor strikes.

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AVIATION OPERATIONAL DATA



OBJECTIVE: (C) To present a summary of aviation performance data and identify significant changes in trends.

ANALYSIS: (C) Army aviation operational performance during the 3d Qtr, FY71 again showed an overall decline from the previous quarter, although somewhat less than anticipated due to increased aviation requirements to support LAM SON 719 operations during Feb and Mar. Flying time decreased by 8.1 percent from 2d Qtr, FY71. Cargo airlifted declined 1.2 percent from the previous quarter; troops airlifted declined 12.5 percent. The total number of sorties flown decreased 10.3 percent, while the length of the average sortie increased to 27 minutes. Combat/ combat support sorties comprised 76.9 percent of the total sorties flown, a 0.9 percent increase from the previous quarter. The decrease in operational performance indicators reflects continued intensive management of aviation resources and the stand down operation of aviation units.

CONCLUSION/FUTURE OUTLOOK: (C) 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 intensively managing the use of aviation resources, more US units are redeployed, and the GVN increases its own aviation posture.

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Sheet 3

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AVIATION OPERATIONAL DATA

OBJECTIVE: (C) To present a summary of aviation operational data and significant changes in trends.

<u>CATEGORIES</u>	<u>1ST QTR</u>	<u>2ND QTR</u>	<u>3D QTR</u>	<u>4TH QTR</u>
FLYING HOURS*	818,033	659,237	605,844	553,088
TOTAL SORTIES**	1,859,623	1,491,761	1,328,807	1,181,938
COMBAT/COMBAT SUPPORT SORTIES**	1,429,864	1,126,719	1,021,384	906,360
TROOPS AIRLIFTED**	2,437,586	1,842,473	1,611,617	1,581,711
CARGO LIFTED	260,434	179,762	177,675	159,790

ANALYSIS: (C) Army aviation operations during the 4th QTR, FY71 showed an overall reduction from the previous quarter. Flying time decreased by 8.7 percent from 3d QTR FY71. Cargo airlifted declined 10.1 percent from the previous quarter; troops airlifted declined 1.9 percent. The decrease in the operational performance data indicators reflects the continued intensive management of aviation resources and the stand down operation of aviation units. The total number of sorties flown decreased 11.1 percent, the length of the average sortie increased to 28 mins. Combat/combat support sorties comprised 76.7 percent of the total sorties flown, a 0.3 percent decrease from the previous quarter.

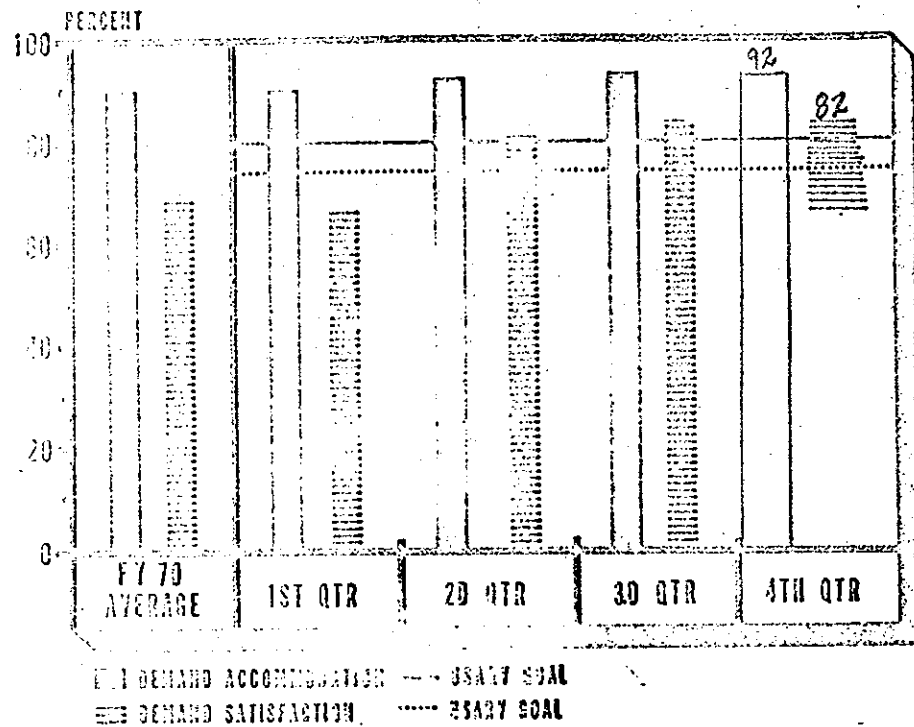
CONCLUSIONS/FUTURE OUTLOOK: (C) The requirement for aviation support should continue to decrease during the next quarter unless enemy activity increases. Additional economies will be achieved as field commanders continue the policy of intensively managing the use of aviation resources, more US units are re-deployed, and the GVN increases its own aviation posture.

*Source: Monthly 1352 report and weekly USARV Air OPREP for last reporting month. Flying hours are adjusted to include reported plus extrapolated unreported hours.
 **Source: Monthly Summary of Aviation Losses and Performance (MSLAP) (RCSCFOR-52).

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AVIATION SUPPLY PERFORMANCE, FY 71



OBJECTIVE: To maintain demand accommodation and demand satisfaction rates within the USARV command goals.

ANALYSIS: Demand accommodation and demand satisfaction remained above the USARV command goals of 80 and 75 percent respectively during 3d Qtr, FY71. Improvements from 2d Qtr in both categories noted in February at 94 percent accommodation and 90 percent satisfaction. The implementation of the Supply Management Criteria system produced an expected modest degradation in supply performance with a drop to 92 percent demand accommodation and 88 percent satisfaction, but the quarter closed with an average of 93 percent demand accommodation and 88 percent demand satisfaction being achieved.

CONCLUSION/FUTURE OUTLOOK: Demand accommodation and demand satisfaction should continue to remain above the USARV command goals.

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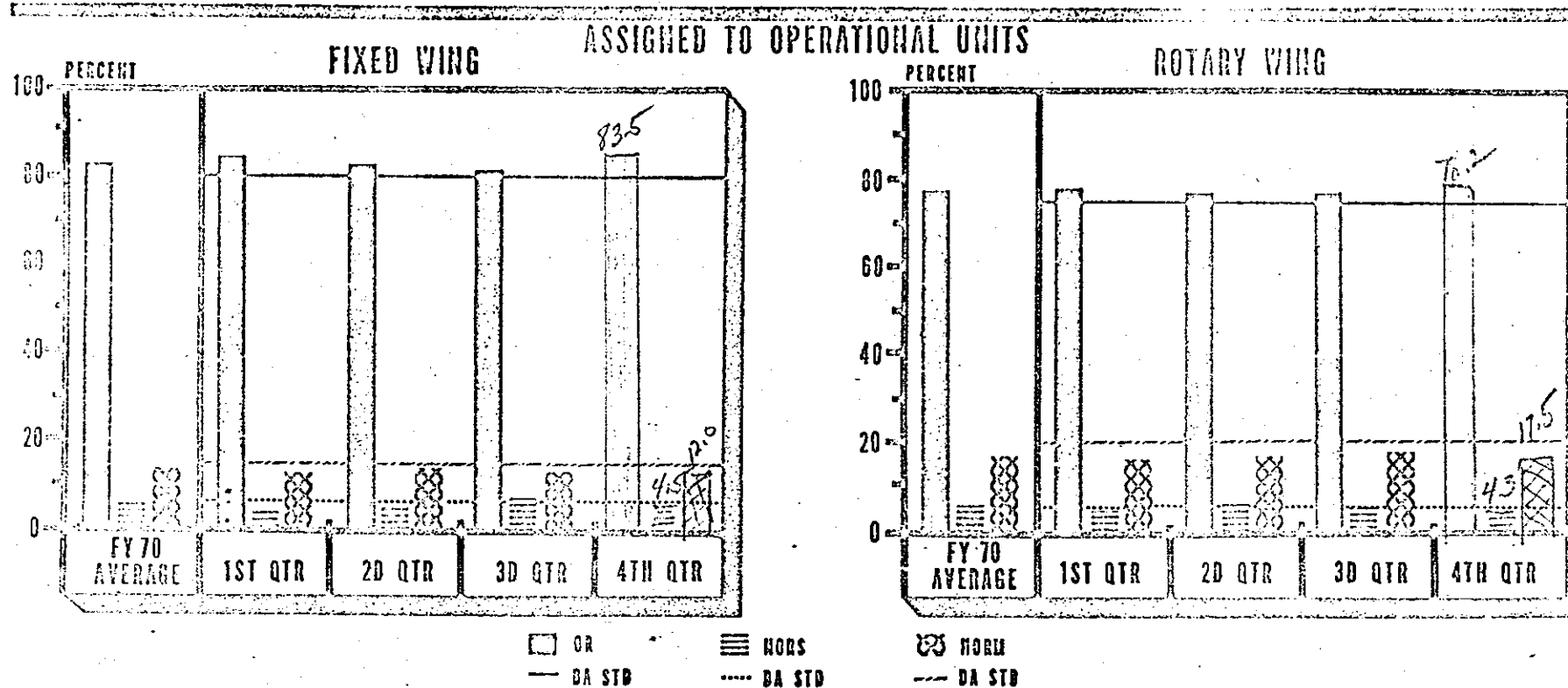
AVIATION SUPPLY PERFORMANCE, FY 71

OBJECTIVE: To maintain demand accomodation and demand satisfaction rates within the USARV command goals.

ANALYSIS: Demand accomodation and demand satisfaction remained above the USARV command goals of 80 and 75 percent respectively during 4th Qtr, FY 71. Demand accomodation remained constant at 92% throughout the quarter due to the continuing effect of Systems Stockage Criteria. Demand satisfaction fell to 79% in April due to the impact of increased operations during March in MR 1. Demand satisfaction rose, however, to 84% by June to average 82% for the quarter.

CONCLUSION/FUTURE OUTLOOK: Demand accomodation and demand satisfaction should continue to remain above the USARV command goals.

UNCLASSIFIED AIRCRAFT READINESS, FY 71



OBJECTIVE: To maintain USARV aircraft operationally ready (OR), not operationally ready supply (NORS), and not operationally ready maintenance (NORM) rates within the standards set by Department of the Army.

ANALYSIS: Although overall operationally ready (OR) rates are within the standards set by the Department of the Army, fixed wing NORS rates exceeded the standard by 1 percent. During January, the fixed wing NORS rate climbed to 7.5 percent due to a significant increase in requests for a few specific aircraft repair parts. Actions were taken to incorporate these items into the Theater Aviation Repairable Program (TARP) for in-country production, and during February and March, the NORS rate dropped to 6 percent and 4.6 percent respectively. Remaining rates continued within DA standards, with no significant deviations.

CONCLUSION/FUTURE OUTLOOK: OR, NORS, and NORM rates should remain within DA standards.

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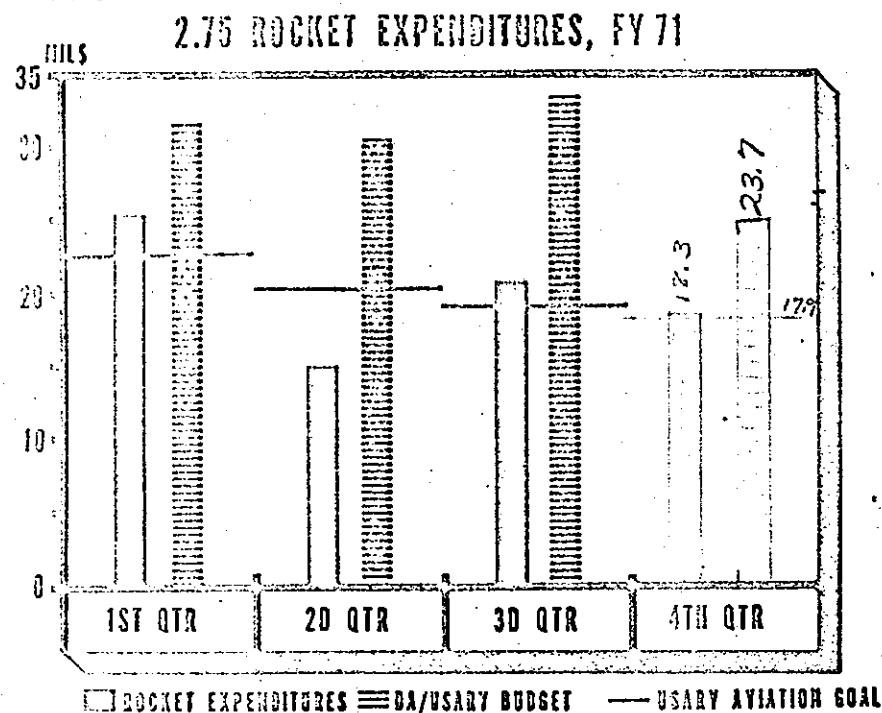
AIRCRAFT READINESS, FY 71

OBJECTIVE: To maintain USARV aircraft operationally ready (OR), not operationally ready supply (NORS), and not operationally ready maintenance (NORM) rates within the standards set by the Department of the Army.

ANALYSIS: USARV achieved Department of the Army goals through-out the quarter. The rotary wing aircraft operationally ready (OR) rate increased monthly while the not operationally ready supply (NORS) and the not operationally ready maintenance (NORM) rate decreased proportionally.

CONCLUSION/FUTURE OUTLOOK: OR, NORS and NORM rates should remain within DA standards

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OBJECTIVE: To remain below the established DA/USARV budget levels and the supplemental USARV Aviation expenditure goal.

ANALYSIS: Rocket expenditures in the 3d Qtr FY 71, were 5.6 million dollars above the previous quarter. This was six percent above the USARV Aviation goal, but 40 percent below the DA/USARV budget, and can be attributed primarily to increased activity in MR I and MR IV.

CONCLUSION/FUTURE OUTLOOK: With continued force reductions, emphasis on management and low enemy activity, expenditures are expected to decline during the 4th Qtr.

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2.75 ROCKET EXPENDITURES, FY 71

OBJECTIVE: To remain below the established DA/USARV budget levels and the supplemental USARV Aviation expenditure goal.

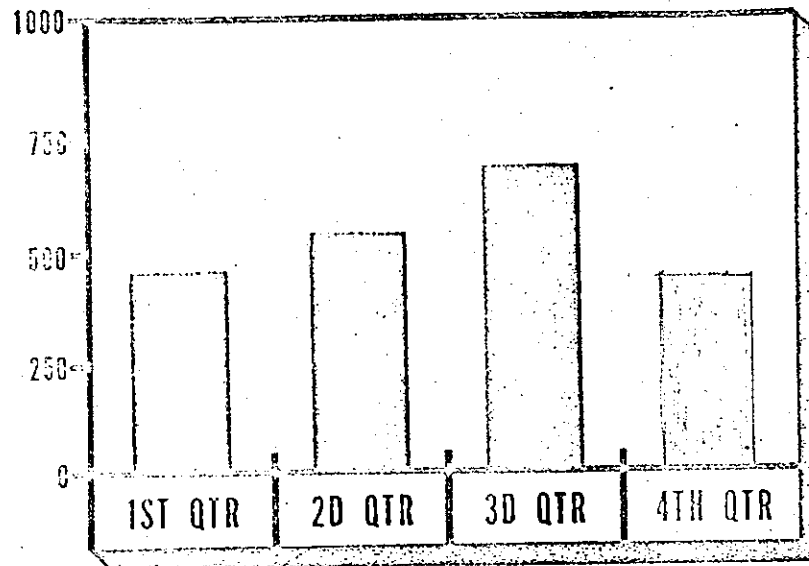
ANALYSIS: Rocket expenditures in the 4th Qtr FY-71, were 2.2 million dollars below the previous quarter. This was two percent above the USARV Aviation goal, but 23 percent below the DA/USARV budget and can be attributed primarily to decreased enemy activity.

CONCLUSION/FUTURE OUTLOOK: With continued force reductions, emphasis on management and low enemy activity, expenditures are expected to decline during FY-72.

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ARMY AVIATION REFRESHER TRAINING SCHOOL FY 71

PERSONNEL TRAINED-AARTS



OBJECTIVE: To provide refresher training in selective maintenance and supply skills in order to meet command requirements for personnel possessing these qualifications.

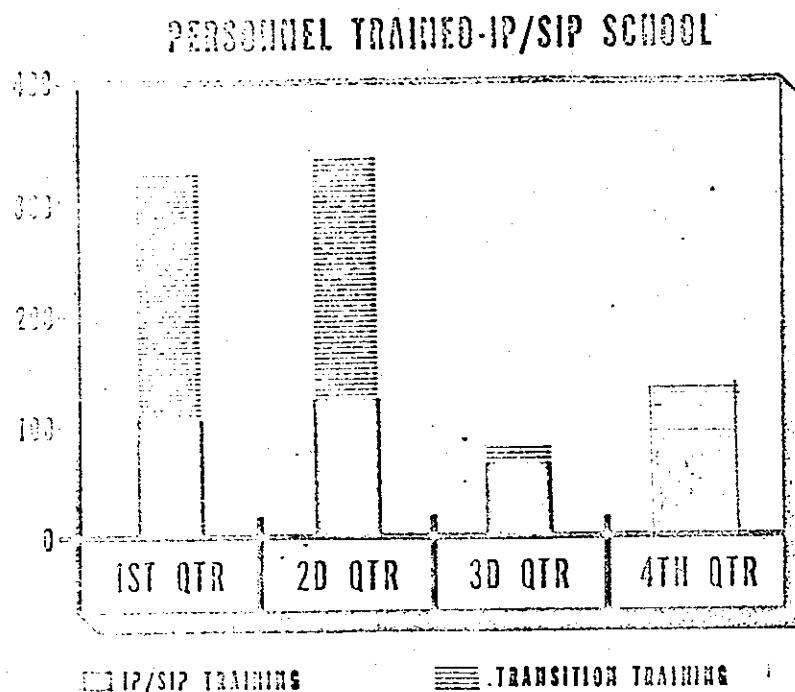
ANALYSIS: During FY 71, AARTS presented instruction in helicopter repair for UH-1, OH-6, AH-1G and CH-47; technical inspector courses; aviation supply (PLL) courses and three different turbine engine repair courses. Quotas for attendance to the different courses are allocated in accordance with requirements stated by individual units.

CONCLUSION/FUTURE OUTLOOK: Existing courses will continue during 1st Qtr FY 72. Pending completion of lesson plans and receipt of training aids, an OH-58 repair course is scheduled to start in 1st Qtr FY 72. Based on Keystone plans, AARTS courses will continue to reflect changes as appropriate during FY 72.

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TRANSITION - IP/SIP TRAINING, FY 71



OBJECTIVE: To produce qualified instructor pilots (IP) and standardization instructor pilots (SIP) and to conduct transition training for selected aviators as an augmentation to CONUS trained replacements.

ANALYSIS: To meet continuing requirements for IP/SIP in the units, the 5th Aviation Det trains approximately 22 personnel each two week period when all four sections are operating. When operational commitments will not permit students to attend the formal IP/SIP course, the training team instructor pilots are placed on TDY with the unit to conduct training. Student output has been reduced due to reorganization of the four training teams into one detachment and the closeout of OH-6 and OH-58 transition courses. OH-6 and OH-58 transition is now accomplished at unit level and AH-1G transition training is conducted on an as required basis by the 5th Aviation Detachment.

CONCLUSION/FUTURE OUTLOOK: The OH-6, OH-58 and UH-1 IP/SIP will continue at the present level during 1st Qtr FY 72. As aviation resources decrease, a corresponding decrease in IP/SIP requirement can be anticipated allowing a reduction in assets devoted to this training.

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~~CONFIDENTIAL~~AVIATION FLYING HOUR SUPPORT TO US AND FWMAF (U)

OBJECTIVE: (C) To present a summary of the flying hour support provided by US Army aircraft to US and FWMAF.

ANALYSIS: (C) Although there was a continued decrease in the number of flying hours flown in support of US and FWMAF in 3d Qtr, FY71, the percent of US support provided FWMAF again increased from the previous quarter. Support for GVN forces showed the largest increase in the percent distribution of flying hours. This is attributed to the sharp increase in MR 1 from 5,452 hours in Jan to 16,074 in Feb, and 21,809 in Mar.

CONCLUSION/FUTURE OUTLOOK: (C) The percent support for the FWMAF (GVN in particular) should increase as more US combat units are withdrawn.

AVIATION FLYING HOUR SUPPORT TO US AND FWMAF •
(Percent of Total)

	<u>US</u>	<u>GVN</u>	<u>ROK</u>	<u>THAI/ AUST</u>	<u>TOTAL</u>
1st Qtr, FY71	557,888 (75.7%)	153,176 (20.8%)	19,136 (2.6%)	6,898 (0.9%)	737,098 (100.0%)
2d Qtr, FY71	454,983 (73.5%)	142,536 (23.0%)	15,078 (2.5%)	6,422 (1.0%)	619,019 (100.0%)
3d Qtr, FY71	410,994 (69.4%)	163,251 (27.5%)	12,210 (2.1%)	6,125 (1.0%)	592,580 (100.0%)

*Includes reported hours only. Flying hours presented to show general trends; are not adjusted to represent the total fleet.

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AVIATION FLYING HOUR SUPPORT TO US AND FVNF (C)

OBJECTIVE: (C) To present a summary of the flying hour support provided by US Army aircraft to US and FVNF.

AVIATION FLYING HOUR SUPPORT TO US AND FVNF*
(Percent of Total)

	<u>US</u>	<u>GVN</u>	<u>ROK</u>	<u>THAI/ARST</u>	<u>TOTAL</u>
1QFY71	577,888 (75.7%)	153,176 (20.8%)	19,136 (2.6%)	6,898 (0.9%)	737,098 (100%)
2QFY71	454,983 (73.5%)	142,536 (23.0%)	15,078 (2.5%)	6,422 (1.0%)	619,019 (100%)
3QFY71	410,994 (69.4%)	163,251 (27.5%)	12,210 (2.1%)	6,125 (1.0%)	592,580 (100%)
4QFY71	365,099 (69.0%)	143,917 (27.2%)	15,838 (3.0%)	4,191 (0.8%)	529,045 (100%)

ANALYSIS: (C) Although there was a continued decrease in the number of flying hours in support of US and FVNF in 4th QTR FY71, the percent of US support provided FVNF again increased from the previous quarter. Support for ^{Rok} Forces showed the largest increase in the percent distribution of flying hours.

CONCLUSIONS/FUTURE OUTLOOK: (C) The percent support for FVNF (GVN in particular) should increase as more US combat units are withdrawn.

*Includes reported hours only. Flying hours presented to show general trends are not adjusted to represent the total fleet.

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For use of this form, see AR 340-15; the proponent agency is The Adjutant General's Office.

REFERENCE OR OFFICE SYMBOL

AVHAV-A

SUBJECT

Command Progress Report, 4th QTR, FY71

Deputy Aviation Officer

FROM Chief, A&M Division

DATE 3 Jul 71

CMT 1

Cpt Krueger/mrr/2226

1. (U) PROBLEM: To provide the Comptroller with the Aviation Command Progress Report, 4th QTR, FY71 (Suspense: 6 Jul 71).
2. (C) DISCUSSION: a. The aviation section is required to furnish the Comptroller a report reviewing aviation activities for the past quarter. Major areas emphasized are aviation operational data, aircraft vulnerability, and aircrew survivability.
b. Using 3rd QTR FY71 as a comparison, highlights of the report for 4th QTR, FY71 include a 11.1 percent decline in total sorties and a 8.7 percent reduction in hours, and a significant decrease in the number of aircraft hit, shot down, and shot down and destroyed. Aviation Command Progress Report, 4th QTR, FY71, at Tab A. Summary of compilations used to derive data in Aviation Command Progress Report at Tab B.
3. (U) RECOMMENDATION: That the Deputy Aviation Officer approve and sign input to Comptroller at Tab A.

LIST OF TABS:

- A - Command Progress Report
- B - Summary of Compilations


 WAYNE C. HOGAN

LTC, IN

Chief, A&M Division

~~CONFIDENTIAL~~DA FORM 2496
1 FEB 62REPLACES DD FORM 96, EXISTING SUPPLIES OF WHICH WILL BE
ISSUED AND USED UNTIL 1 FEB 82 UNLESS SOONER EXHAUSTED.

☆ GPO: 1969-343-787/775

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SUMMARY OF COMPUTATIONS

FLYING HOURS:	<u>MONTH</u>	<u>SOURCE</u>	<u>HOURS</u>
	APRIL	1352 (Section 9)	189,591
	MAY	1352 (Section 9)	189,365
	JUNE	OPREP-5 (:PLUS 4.0%)	<u>174,132</u>
			553,088

The source for the following categories is the monthly Summary of Aviation

Losses and Performance (MSLAP)

TOTAL SORTIES:	<u>MONTH</u>	<u>SORTIES</u>
	APRIL	403,032
	MAY	403,965
	JUNE	<u>374,941</u>
		1,181,938

COMBAT SORTIES:	<u>MONTH</u>	<u>COMBAT SORTIES</u>
	APRIL	311,231
	MAY	308,299
	JUNE	<u>286,830</u>
		906,360

TROOPS AIRLIFTED	<u>MONTH</u>	<u>TROOPS AIRLIFTED</u>
	APRIL	512,090
	MAY	570,918
	JUNE	<u>498,703</u>
		1,581,711

CARGO AIRLIFTED(TONS):	<u>MONTH</u>	<u>TONS CARGO</u>
	APRIL	52,302
	MAY	53,041
	JUNE	<u>54,447</u>
		159,790

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The source for the following categories is the daily OPRP-5.

AIRCRAFT HITS: Includes combat losses and damages; does not include parked hits.

<u>MONTH</u>	<u>HITS</u>
APRIL	412
MAY	320
JUNE	<u>232</u> 964

AIRCRAFT SHOT DOWN: <u>MONTH</u>	<u>SHOT DOWN</u>
APRIL	68
MAY	62
JUNE	<u>28</u> 158

AIRCRAFT SHOT DOWN AND DESTROYED:

<u>MONTH</u>	<u>SHOT DOWN AND DESTROYED</u>
APRIL	31
MAY	24
JUNE	<u>11</u> 66

AIRCREW MEMBERS WHA: Includes WIA resulting from combat losses or damages.

<u>MONTH</u>	<u>WHA</u>
APRIL	41
MAY	83
JUNE	<u>46</u> 170

AIRCREW MEMBERS KHA: Includes KIA resulting from combat losses or damages.

<u>MONTH</u>	<u>KHA</u>
APRIL	15
MAY	17
JUNE	<u>13</u> 45

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RATES/100,000 FLYING HOURS:	<u>3DQTR</u>	<u>4TH QTR</u>	<u>(+/-)</u>
A/C HLT	265.7	174.3	-91.4
A/C Shot Down	45.1	28.6	-16.5
A/C Shot Down & Destroyed	24.6	11.9	-12.7
Aircrew Members WHA	60.9	30.7	-30.2
Aircrew Members KHA	24.9	8.1	-16.8

The source for the following is OPREP-5 Sector 16.

FWMF SUPPORT:

<u>MONTH</u>	<u>US</u>	<u>GVN</u>	<u>ROK</u>	<u>THAI/AUST</u>	<u>TOTAL</u>
APRIL	128,304	46,559	5,213	1,143	181,219
MAY	124,314	48,731	5,549	1,797	180,391
JUNE	<u>112,481</u>	<u>48,627</u>	<u>5,076</u>	<u>1,251</u>	<u>167,435</u>
	365,099	143,917	15,838	4,191	529,045
	69.0%	27.2%	3.0%	0.8%	100%

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AVHAY-1

Command Progress Report, 4th QTR, FY71

Deputy Aviation Officer

Chief, A&M Division

3 Jul 71

Cpt Krueger/mrr/2226

1. (U) PROBLEM: To provide the Comptroller with the Aviation Command Progress Report, 4th QTR, FY71 (Suspense: 6 Jul 71).
2. (C) DISCUSSION:
 - a. The aviation section is required to furnish the Comptroller a report reviewing aviation activities for the past quarter. Major areas emphasized are aviation operational data, aircraft vulnerability, and aircrew survivability.
 - b. Using 3rd QTR FY71 as a comparison, highlights of the report for 4th QTR, FY71 include a 11.1 percent decline in total sorties and a 8.7 percent reduction in hours, and a significant decrease in the number of aircraft hit, shot down, and shot down and destroyed. Aviation Command Progress Report, 4th QTR, FY71, at Tab A. Summary of compilations used to derive data in Aviation Command Progress Report at Tab B.
3. (U) RECOMMENDATION: That the Deputy Aviation Officer approve and sign input to Comptroller at Tab A.

LIST OF TABS:

A - Command Progress Report
B - Summary of Compilations

WAYNE C. HOGAN
LTC, IN
Chief, A&M Division

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AVIATION OPERATIONAL DATA

OBJECTIVE: (C) To present a summary of aviation operational data and significant changes in trends.

<u>CATEGORIES</u>	<u>1ST QTR</u>	<u>2ND QTR</u>	<u>3D QTR</u>	<u>4TH QTR</u>
FLYING HOURS*	818,033	659,237	605,844	553,088
TOTAL SORTIES**	1,859,623	1,481,761	1,328,807	1,181,938
COMBAT/COMBAT SUPPORT SORTIES**	1,429,864	1,126,719	1,021,384	906,360
TROOPS AIRLIFTED**	2,437,586	1,842,473	1,611,617	1,581,711
CARGO LIFTED	250,434	179,762	177,675	159,790

ANALYSIS: (C) Army aviation operations during the 4th QTR, FY71 showed an overall reduction from the previous quarter. Flying time decreased by 3.7 percent from 3d QTR FY71. Cargo airlifted declined 10.1 percent from the previous quarter; troops airlifted declined 1.9 percent. The decrease in the operational performance data indicators reflects the continued intensive management of aviation resources and the stand down operation of aviation units. The total number of sorties flown decreased 11.1 percent, the length of the average sortie increased to 28 mins. Combat/combat support sorties comprised 76.7 percent of the total sorties flown, a 0.3 percent decrease from the previous quarter.

CONCLUSIONS/FUTURE OUTLOOK: (C) 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 intensively managing the use of aviation resources, more US units are re-deployed, and the GVN increases its own aviation posture.

*Source: Monthly 1352 report and weekly USAFV Air OPREP for last reporting month. Flying hours are adjusted to include reported plus extrapolated unreported hours.
 **Source: Monthly Summary of Aviation Losses and Performance (MSLAP) (RCSCFOR-52).

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AIRCRAFT VULNERABILITY AND AIRCREW SURVIVABILITY DATA (U)

OBJECTIVE: (C) To provide historical data on reported US Army aircraft and aircrew survivability.

<u>CATEGORIES</u>	FY71			
	<u>1ST QTR</u>	<u>2ND QTR</u>	<u>3D QTR</u>	<u>4TH QTR</u>
A/C Hits	1,126	796	1610	964
A/C Shot Down	132	63	273	158
A/C Shot Down & Destroyed	84	34	150	66
Aircrew Member WHA	245	184	369	170
Aircrew Members KHA	56	42	151	45

RATES/100,000 FLYING HOURS

<u>CATEGORIES</u>	FY71			
	<u>1ST QTR</u>	<u>2ND QTR</u>	<u>3D QTR</u>	<u>4TH QTR</u>
A/C Hits	137.6	126.8	265.7	174.3
A/C Shot Down	16.1	9.6	45.1	28.6
A/C Shot Down & Destroyed	10.3	5.2	24.6	11.9
Aircrew Members WHA	29.9	27.9	60.9	30.7
Aircrew Members KHA	6.8	6.4	24.9	8.1

ANALYSIS: (C) The vulnerability rate for aircraft hit decreased 91.4 per 100,000 flying hours, the shot down rate decreased 16.5 per 100,000 flying hours, and the shot down and destroyed decreased 12.7 per 100,000 flying hours. The rate for aircrew members WHA decreased 30.2 per 100,000 flying hours and the rate for aircrew members KHA decreased 16.8 per 100,000 flying hours.

CONCLUSIONS/FUTURE OUTLOOK: (C) During the 4th QTR FY71 each of the aircraft and aircrew vulnerability indicators decreased to a level approximating that sustained during the 1st QTR FY71 (Post Cambodian operation). Future projections as to aircraft and aircrew vulnerability are dependant upon the intensity of hostile activity and the combat operations conducted.

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AVIATION FLYING HOUR SUPPORT TO US AND FWMF (U)

OBJECTIVE: (C) To present a summary of the flying hour support provided by US Army aircraft to US and FWMF.

AVIATION FLYING HOUR SUPPORT TO US AND FWMF*
(Percent of Total)

	<u>US</u>	<u>GVN</u>	<u>ROK</u>	<u>THAI/AUST</u>	<u>TOTAL</u>
1QFY71	577,888 (75.7%)	153,176 (20.8%)	19,136 (2.6%)	6,898 (0.9%)	737,098 (100%)
2QFY71	454,983 (73.5%)	142,536 (23.0%)	15,078 (2.5%)	6,422 (1.0%)	619,019 (100%)
3QFY71	410,994 (69.4%)	163,251 (27.5%)	12,210 (2.1%)	6,125 (1.0%)	592,580 (100%)
4QFY71	365,999 (69.0%)	143,917 (27.2%)	15,838 (3.0%)	4,191 (0.8%)	529,045 (100%)

ANALYSIS: (C) Although there was a continued decrease in the number of flying hours in support of US and FWMF in 4th QTR FY71, the percent of US support provided FWMF again increased from the previous quarter. Support for GVN forces showed the largest increase in the percent distribution of flying hours.

CONCLUSIONS/FUTURE OUTLOOK: (C) The percent support for FWMF (GVN in particular) should increase as more US combat units are withdrawn.

*Includes reported hours only. Flying hours presented to show general trends are not adjusted to represent the total fleet.

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SUMMARY OF COMPUTATIONS

FLYING HOURS:	<u>MONTH</u>	<u>SOURCE</u>	<u>HOURS</u>
	APRIL	1352 (Section 9)	189,591
	MAY	1352 (Section 9)	189,365
	JUNE	OPREP-5 (PLUS 4.0%)	<u>174,132</u> 553,088

The source for the following categories is the monthly Summary of Aviation
Losses and Performance (MSLAP)

TOTAL SORTIES:	<u>MONTH</u>	<u>SORTIES</u>
	APRIL	403,032
	MAY	403,965
	JUNE	<u>374,941</u> 1,181,938

COMBAT SORTIES:	<u>MONTH</u>	<u>COMBAT SORTIES</u>
	APRIL	311,231
	MAY	308,299
	JUNE	<u>286,830</u> 906,360

TROOPS AIRLIFTED	<u>MONTH</u>	<u>TROOPS AIRLIFTED</u>
	APRIL	512,090
	MAY	570,918
	JUNE	<u>498,703</u> 1,581,711

CARGO AIRLIFTED (TONS):	<u>MONTH</u>	<u>TONS CARGO</u>
	APRIL	52,302
	MAY	53,041
	JUNE	<u>54,447</u> 159,790

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The source for the following categories is the daily OPREP-5.

AIRCRAFT HITS: Includes combat losses and damages; does not include parked hits.

<u>MONTH</u>	<u>HITS</u>
APRIL	412
MAY	320
JUNE	<u>232</u> 964

<u>AIRCRAFT SHOT DOWN: MONTH</u>	<u>SHOT DOWN</u>
APRIL	68
MAY	62
JUNE	<u>28</u> 158

AIRCRAFT SHOT DOWN AND DESTROYED:

<u>MONTH</u>	<u>SHOT DOWN AND DESTROYED</u>
APRIL	31
MAY	24
JUNE	<u>11</u> 66

AIRCREW MEMBERS WHA: Includes WIA resulting from combat losses or damages.

<u>MONTH</u>	<u>WHA</u>
APRIL	41
MAY	83
JUNE	<u>46</u> 170

AIRCREW MEMBERS KHA: Includes KIA resulting from combat losses or damages.

<u>MONTH</u>	<u>KHA</u>
APRIL	15
MAY	17
JUNE	<u>13</u> 45

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RATES/100,000 FLYING HOURS:

	<u>3EQTR</u>	<u>4THQTR</u>	<u>(+/-)</u>
A/C HIT	265.7	174.3	-91.4
A/C Shot Down	45.1	28.6	-16.5
A/C Shot Down & Destroyed	24.6	11.9	-12.7
Aircrew Members WHA	60.9	30.7	-30.2
Aircrew Members KHA	24.9	8.1	-16.8

The source for the following is OPRP-S Sector 16.

FWMF SUPPORT:

<u>MONTH</u>	<u>US</u>	<u>GVN</u>	<u>ROK</u>	<u>THAI/AUST</u>	<u>TOTAL</u>
APRIL	128,304	46,559	5,213	1,143	181,219
MAY	124,314	48,731	5,349	1,797	180,391
JUNE	<u>112,481</u>	<u>48,627</u>	<u>5,076</u>	<u>1,251</u>	<u>167,435</u>
	365,099	143,917	15,838	4,191	529,045
	69.0%	27.2%	3.0%	0.8%	100%

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AVIATION SAFETY DATA

OBJECTIVE:

To provide a summary of aviation safety data and identify significant changes in trends.

	<u>Accident Rate /100,000 Flying Hours</u>	<u>Engine Failure Rate / 100,000 Flying Hours</u>	<u>Engine Failure Acci- dent rate / 100,000 Flying Hours</u>
FY 70 QTR AVG	23.3	15.1	07.0
FY 71 1ST QTR	23.1	22.8	08.6
FY 71 2D QTR	17.2	18.0	05.8
FY 71 3D QTR	16.5	11.1	04.3
FY 71 4TH QTR	17.3	09.4	02.8

ANALYSIS:

Total USARV accidents declined from 100 for the previous quarter to 94 this quarter, however an increase of 0.8 was noted in the quarterly accident rate as a result of decreased flight hours. Engine failure, the greatest single cause factor of aircraft accidents in previous quarters, declined from 26 during the 3d quarter to 15 this quarter. Main and tail rotor strikes as an accident cause factor however, increased 38% from 13 accidents during the 3d quarter to 18 this quarter. The reduction of engine failures is attributed to retrofit of the T-53-L-13B engine in the AH-1G/UH-1C/H aircraft and increased command emphasis an engine functional analysis and other aspects of engine conditioning.

CONCLUSION/FUTURE OUTLOOK:

The effects of persistent command emphasis on the USARV Aviation Accident Prevention Program is proving successful and should continue the trend of lowering the USARV aviation accident rate in FY 72. Increased stress, however, must be placed on the prevention of operational cause factor accidents, notably main and tail rotor strikes.

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DAIM-FAR-RR # 19-Ann DATE: 17 June 1987

*USARV Memo No 1-13

HEADQUARTERS UNITED STATES ARMY VIETNAM
APO San Francisco 96375

MEMORANDUM
NUMBER 1-13

14 June 1971

Administration
COMMAND PROGRESS REPORT (RCS: AVHDR-17)

1. PURPOSE: To establish responsibilities and prescribe requirements for preparation of the Command Progress Report published by this headquarters.
2. APPLICABILITY: This memorandum applies to all staff sections of this headquarters.
- **3. OBJECTIVE: The Command Progress Report is prepared to depict the command's measure of performance against its objectives and priorities and to assist in decisions designed to enhance mission accomplishment. The report reflects quarterly status of selected command activities; compares accomplishments with programed objectives of this and higher headquarters; indicates trends by comparing current and past performances; and highlights significant trends, favorable or unfavorable.
- **4. RESPONSIBILITIES:
 - a. The DCSCOMPT will —
 - (1) Provide guidance to staff sections prior to each quarterly publication pertaining to selected items for coverage in the Command Progress Report.
 - (2) Provide technical assistance to staff sections in the development of report items.
 - (3) Assemble, edit and illustrate the input from the staff sections.
 - (4) Develop the highlights section of the report.
 - b. Staff sections chiefs will —
 - (1) Based on guidance furnished by the DCSCOMPT, develop input for the report.
 - (2) Review the previous quarter's publication from the standpoint of current or future significance in relation to the overall mission, and make recommendations for additions or deletions based on the principle of reporting only items of general command significance. Accomplishment of functions which show only routine activity should not be reported.
 - (3) Recommend areas for special coverage in the "highlights" section of the report, whether favorable or unfavorable. Highlight subjects will be limited to those items requiring command attention.

*This memo supersedes USARV Memo 1-13, 19 Apr 68.

**Indicates new or revised material.

Incl 1

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DAIM-FAR-RR # 19-Imm DATE: 17 June 1987

Memo No 1-13, HQ USARV, APO 96375, 14 Jun 71 (Cont)

c. The AG will reproduce and distribute the report.

****5. PREPARATION INSTRUCTIONS:** a. Divide each item into three sections. Objective, Analysis, and Actions/Future Outlook (see Appendix I). Prepare each submission in draft form, double-spaced, on bond paper, with a security classification no higher than CONFIDENTIAL. Guidelines for preparation are as follows:

(1) Objective. State briefly the purpose of the item being reported. Include a definite goal toward which the action is directed.

(2) Analysis. Give a concise narrative evaluation of the accomplishments toward satisfaction of the objective. Supplement the narrative with a table or chart whenever appropriate. When presenting statistical data, include comparisons with the objective and previous data. For items previously reported, use the Actions/Future Outlook section of the last report, in conjunction with new developments, as a basis for the analysis of the current quarter's performance.

(a) When performance did not meet the objective for the quarter, explain why and include measures taken or planned to correct the unfavorable situation.

(b) Explain significant changes from previous progress trends; if unfavorable, state corrective actions planned or already taken.

(3) Actions/Future Outlook. Give a summary of expected progress toward the attainment of the objective based on information presented in the Analysis section. Include comments on the anticipated effect known conditions will have on performance. Indicate action required to overcome deficiencies and improve performance.

b. Use strength figures (to determine rates, averages, and percentages) published by DCS P&A in the Periodic Personnel Report (PPR). Use the strength in the PPR published nearest the first of the month to determine the beginning strength for that month. (Note: Average monthly strengths will be the average of the beginning and ending strengths of that month; the average strength for the quarter will be the average of the average strengths for each of the 3 months.)

6. REPORTS: Staff sections' input for the Command Progress Report (RCS: AVHDR-17) will be forwarded to the DCSCOMPT, ATTN: AVHDR-MR by the sixth of the month following the end of the reported quarter. If all are not available at that time, a partial report, with an estimated submission date for the omitted data, will be submitted.

(AVHDR-MR)

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19-*ann* DATE: 17 June 1987

Memo No 1-13, HQ USARV, APO 96375, 14 Jan 71 (Cont)

FOR THE COMMANDER:

OFFICIAL:

CHARLES M. GETTYS
Major General, USA
Chief of Staff


C. A. STANFIELD
Colonel, AGC
Adjutant General

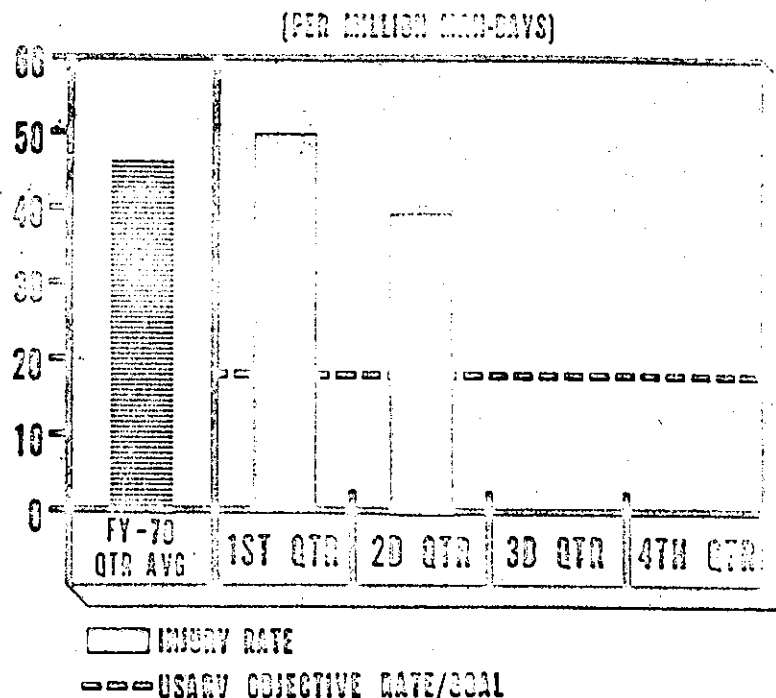
1 Appendix
Sample Item for the Command Progress Report

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USARV Memo No 1-13

APPENDIX ISAMPLE ITEM FOR THE COMMAND PROGRESS REPORT

Military Personnel Injuries



OBJECTIVE: To reduce and keep to a minimum injury-producing accidents.

ANALYSIS: The military injury rate of 39.1 injuries per million mandays for the 2d Qtr, FY71 reflects a 22 percent decrease from the 1st Qtr rate of 50.0 injuries per million mandays. Injuries and fatalities resulting from small arm, explosive device, and drowning incidents continue as the main problem area.

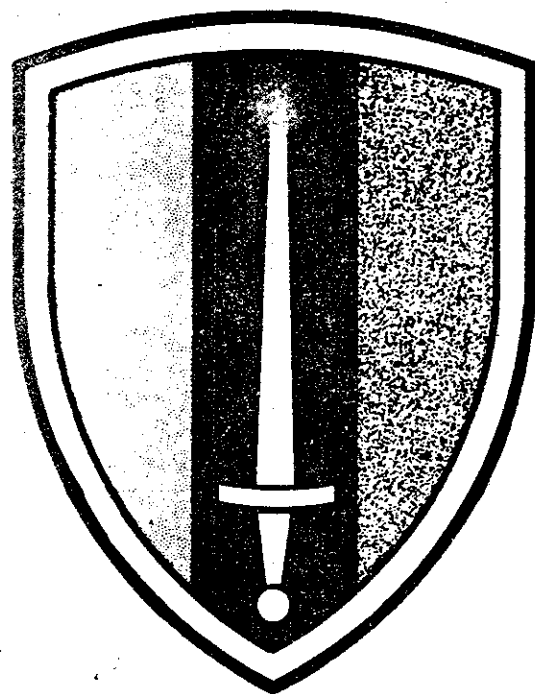
ACTIONS/FUTURE OUTLOOK: Accidents resulting in lost time injuries can be attributed to the failure of front line supervisors to ensure that troops involved in operational activities follow sound safety procedures. Commanders must enforce safety requirements with emphasis on weapon, explosive, and water safety, procedures and requirements.

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THE COMMAND PROGRESS REPORT

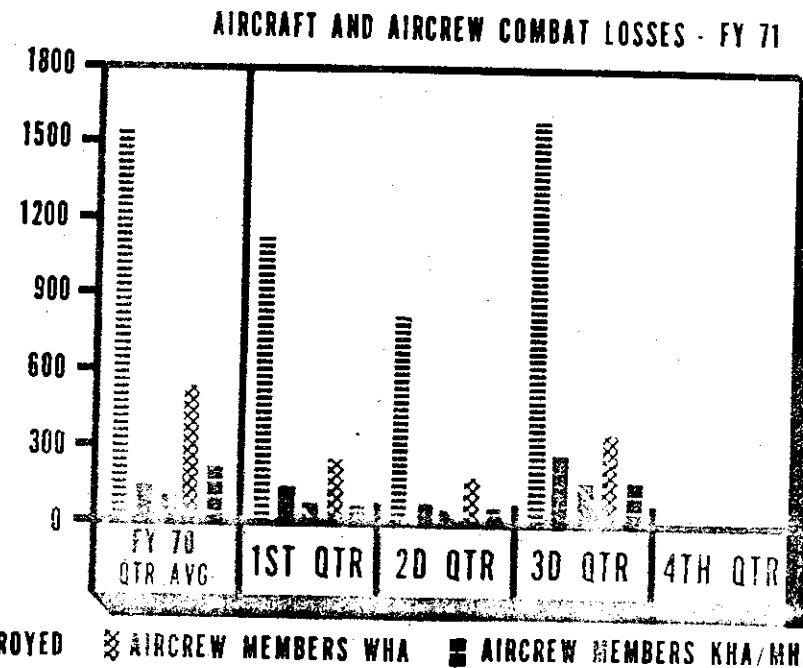
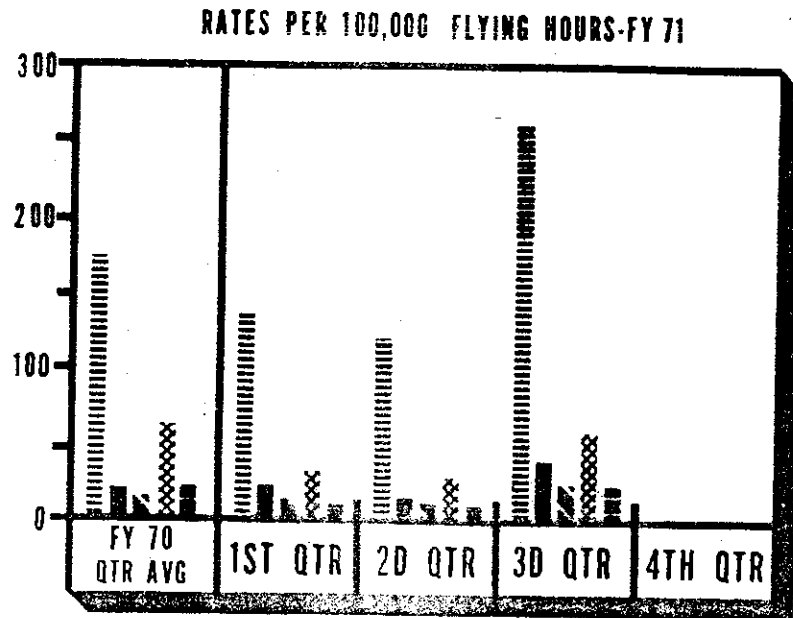


AVIATION

Regraded unclassified
when separated from
classified inclosures.

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AIRCRAFT VULNERABILITY AND AIRCREW SURVIVABILITY DATA



≡ AIRCRAFT HIT ■ AIRCRAFT SHOT DOWN ■ AIRCRAFT DOWN & DESTROYED ✕ AIRCREW MEMBERS WHA ■ AIRCREW MEMBERS KHA/MHA

OBJECTIVE: (C) To provide historical data on reported US Army aircraft and aircrew survivability.

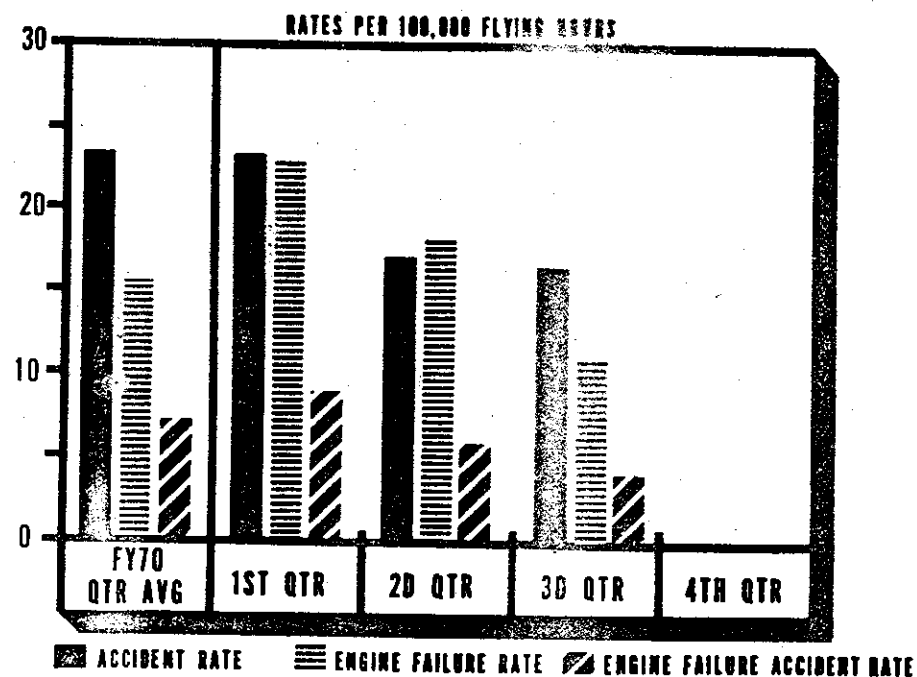
ANALYSIS: (C) The significant support provided by USARV aviation to LAM SON 719 resulted in a sharp increase in each of the aircraft and aircrew vulnerability indicators from the previous lowest quarter on record. The vulnerability rate for aircraft hit increased 144.9 per 100,000 flying hours, the shot down rate increased 35.5 per 100,000 flying hours, and the shot down and destroyed rate increased 19.4 per 100,000 flying hours. The rate for aircrew members WHA increased 33.0 per 100,000 flying hours and the rate for aircrew members KHA/MHA increased 18.5 per 100,000 flying hours.

CONCLUSION/FUTURE OUTLOOK: (C) During the 3d Qtr, FY71 each of the aircraft and aircrew vulnerability indicators increased to a level approximating the rates sustained during 4th Qtr, FY70 (Cambodian Operation). Future projections as to aircraft and aircrew vulnerability are dependent upon the intensity of hostile activity and the combat operations conducted.

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UNCLASSIFIED AVIATION SAFETY, FY 71



OBJECTIVE: To provide a summary of aviation safety data and identify significant changes in trends.

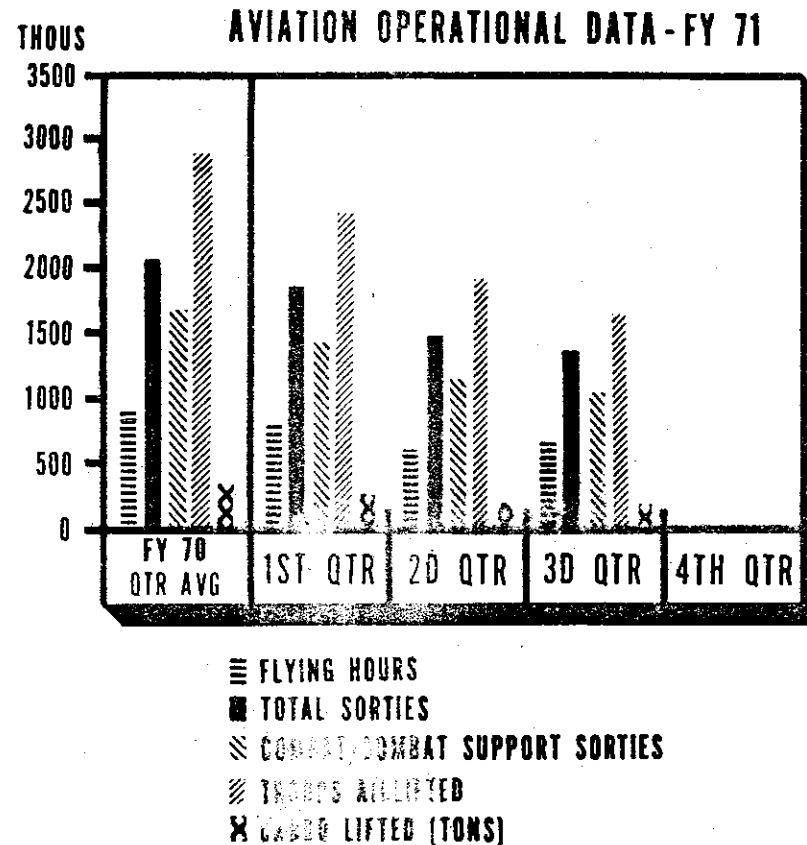
ANALYSIS: Total USARV aircraft accidents declined from 113 for the previous quarter to 100 for this quarter with a corresponding decrease in the accident rate per 100,000 flying hours from 17.2 to 16.5, the lowest quarterly aircraft accident rate ever achieved by USARV. The greatest single cause factor of aircraft accidents in USARV for the first three quarters has been engine failures. This accident cause factor has declined 32 percent, from 38 engine failure accidents during the previous quarter to 26 engine failure accidents this quarter. This reduction of engine failures is attributed to retrofit of the T-53-L-13B engine in the UH-1H/AH-1G aircraft and increased command emphasis on engine functional analysis and other aspects of engine maintenance.

CONCLUSION/FUTURE OUTLOOK: The effects of persistent command emphasis on the USARV Aviation Accident Prevention Program is proving successful and should continue the trend of lowering the USARV aviation accident rate. The retrofit of the T-53-L-13B engine into the UH-1C fleet is expected to make a further contribution to a continuing reduction of engine failure accidents.

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AVIATION OPERATIONAL DATA



OBJECTIVE: (C) To present a summary of aviation performance data and identify significant changes in trends.

ANALYSIS: (C) Army aviation operational performance during the 3d Qtr, FY71 again showed an overall decline from the previous quarter, although somewhat less than anticipated due to increased aviation requirements to support LAM SON 719 operations during Feb and Mar. Flying time decreased by 8.1 percent from 2d Qtr, FY71. Cargo airlifted declined 1.2 percent from the previous quarter; troops airlifted declined 12.5 percent. The total number of sorties flown decreased 10.3 percent, while the length of the average sortie increased to 27 minutes. Combat/ combat support sorties comprised 76.9 percent of the total sorties flown, a 0.9 percent increase from the previous quarter. The decrease in operational performance indicators reflects continued intensive management of aviation resources and the stand down operation of aviation units.

CONCLUSION/FUTURE OUTLOOK: (C) 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 intensively managing the use of aviation resources, more US units are redeployed, and the GVN increases its own aviation posture.

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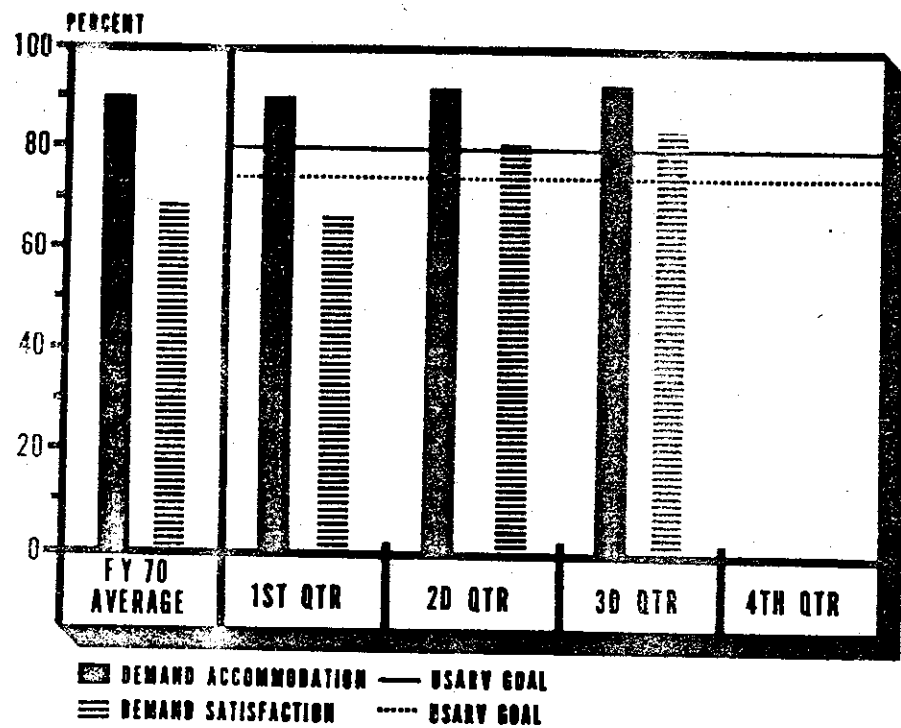
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AVIATION SUPPLY PERFORMANCE, FY 71

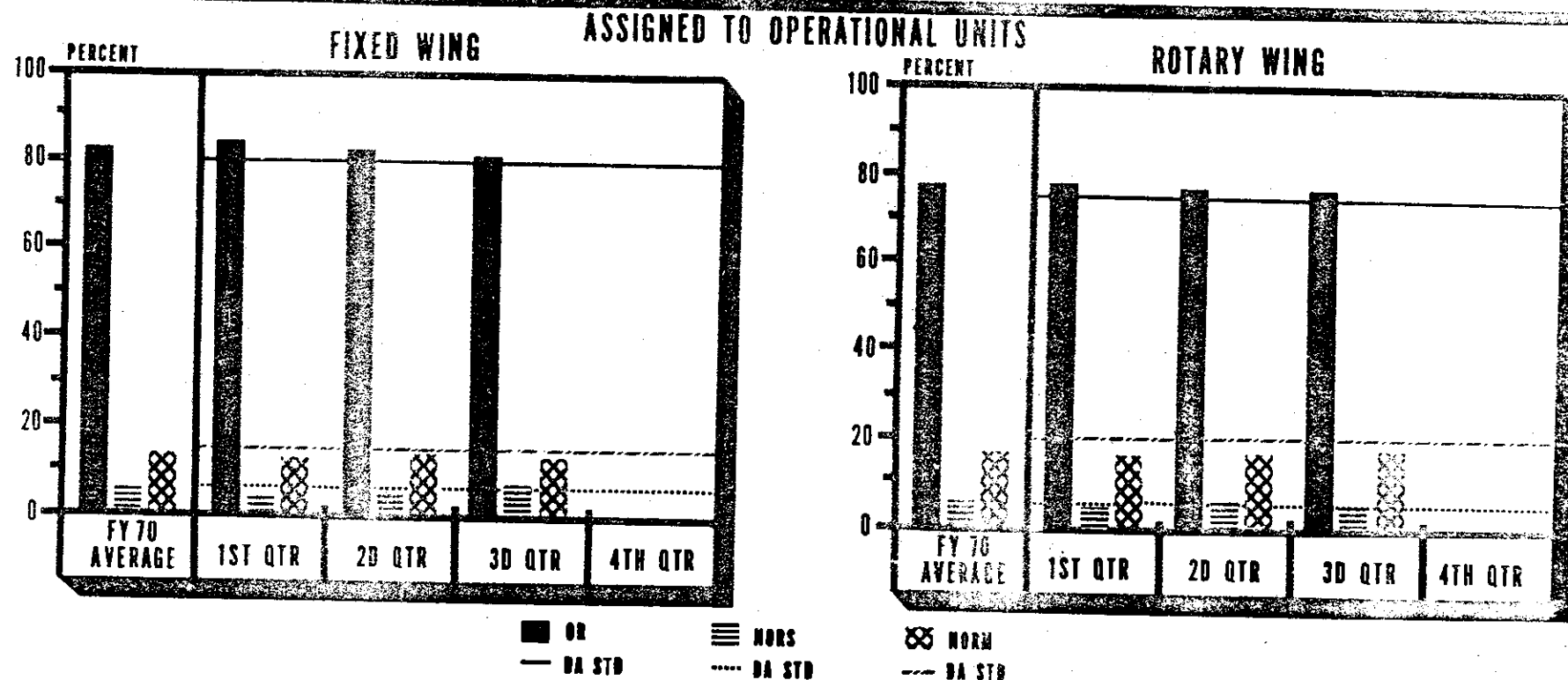


OBJECTIVE: To maintain demand accommodation and demand satisfaction rates within the USARV command goals.

ANALYSIS: Demand accommodation and demand satisfaction remained above the USARV command goals of 80 and 75 percent respectively during 3d Qtr, FY71. Improvements from 2d Qtr in both categories peaked in February at 94 percent accommodation and 90 percent satisfaction. The implementation of the System Stockage Criteria by aircraft system produced an expected but modest degradation of supply performance with a drop to 92 percent demand accommodation and 88 percent satisfaction, but the quarter closed with an average of 93 percent demand accommodation and 88 percent demand satisfaction being achieved.

CONCLUSION/FUTURE OUTLOOK: Demand accommodation and demand satisfaction should continue to remain above the USARV command goals.

UNCLASSIFIED AIRCRAFT READINESS, FY 71



OBJECTIVE: To maintain USARV aircraft operationally ready (OR), not operationally ready supply (NORS), and not operationally ready maintenance (NORM) rates within the standards set by Department of the Army.

ANALYSIS: Although overall operationally ready (OR) rates are within the standards set by the Department of the Army, fixed wing NORS rates exceeded the standard by 1 percent. During January, the fixed wing NORS rate climbed to 7.5 percent due to a significant increase in requests for a few specific aircraft repair parts. Actions were taken to incorporate these items into the Theater Aviation Repairable Program (TARP) for in-country production, and during February and March, the NORS rate dropped to 6 percent and 4.6 percent respectively. Remaining rates continued within DA standards, with no significant deviations.

CONCLUSION/FUTURE OUTLOOK: OR, NORS, and NORM rates should remain within DA standards.

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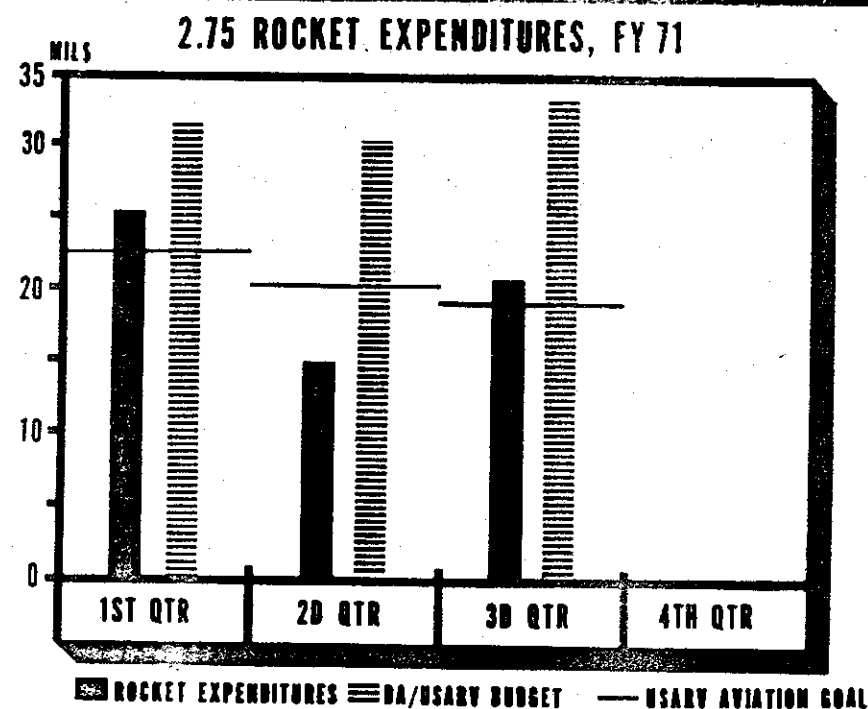
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OBJECTIVE: To remain below the established DA/USARV budget levels and the supplemental USARV Aviation expenditure goal.

ANALYSIS: Rocket expenditures in the 3d Qtr FY 71, were 5.6 million dollars above the previous quarter. This was six percent above the USARV Aviation goal, but 40 percent below the DA/USARV budget, and can be attributed primarily to increased activity in MR I and MR IV.

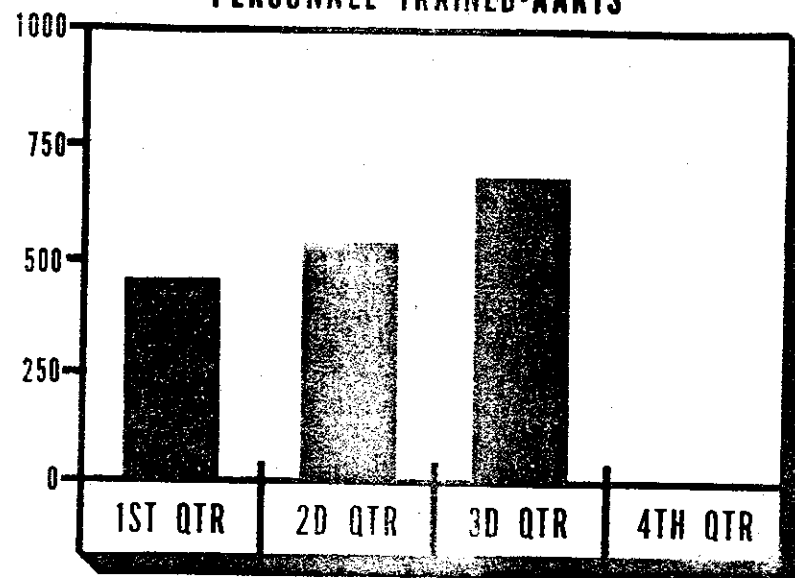
CONCLUSION/FUTURE OUTLOOK: With continued force reductions, emphasis on management and low enemy activity, expenditures are expected to decline during the 4th Qtr.

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ARMY AVIATION REFRESHER TRAINING SCHOOL FY 71

PERSONNEL TRAINED-AARTS



OBJECTIVE: To provide refresher training in selective maintenance and supply skills in order to meet command requirements for personnel possessing these qualifications.

ANALYSIS: During FY 71, AARTS presented instruction in helicopter repair for UH-1, OH-6, AH-1G and CH-47; technical inspector courses; aviation supply (PLL) courses and three different turbine engine repair courses. Quotas for attendance to the different courses are allocated in accordance with requirements stated by individual units.

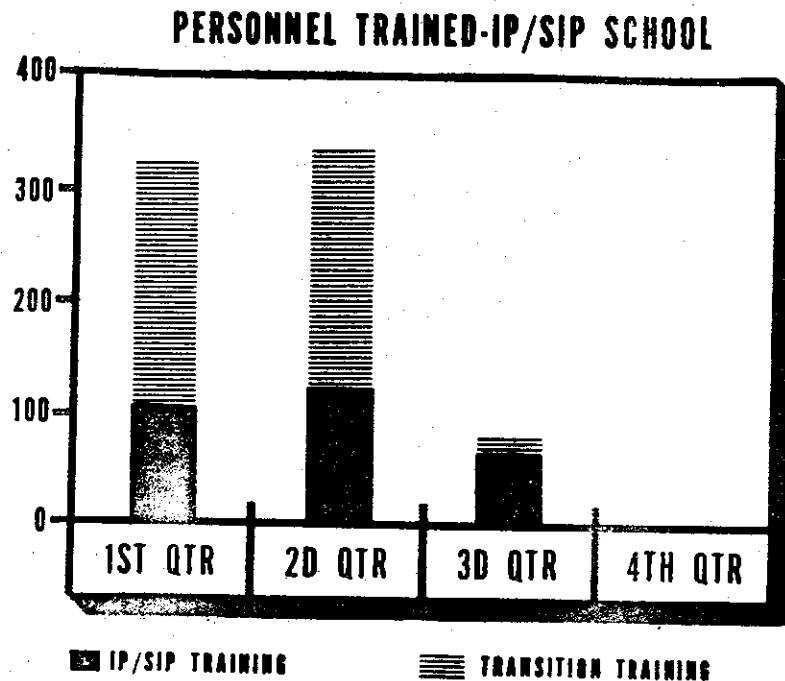
CONCLUSION/FUTURE OUTLOOK: Existing courses will continue during 4th Qtr FY 71. A repair course for the OH-58 will be started when all the necessary lesson plans and training aids can be obtained.

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UNCLASSIFIED TRANSITION - IP/SIP TRAINING, FY 71



OBJECTIVE: To produce qualified instructor pilots (IP) and standardization instructor pilots (SIP) and to conduct transition training for selected aviators as an augmentation to CONUS trained replacements.

ANALYSIS: To meet continuing requirements for IP/SIP in the units, the 5th Aviation Det trains approximately 22 personnel each two week period when all four sections are operating. When operational commitments will not permit students to attend the formal IP/SIP course, the training team instructor pilots are placed on TDY with the unit to conduct training. Student output has been reduced due to reorganization of the four training teams into one detachment and the closeout of OH-6 and OH-58 transition courses. OH-6 and OH-58 transition is now accomplished at unit level and AH-IG transition training is conducted on an as required basis by the 5th Aviation Detachment.

CONCLUSION/FUTURE OUTLOOK: The OH-6, OH-58 and UH-1 IP/SIP 4th Qtr FY71 classes commence on 3 April 1971 and will run continuously at two week intervals throughout the quarter. AH-IG IP/SIP courses were temporarily suspended on 25 Feb 71 due to high priority requirement for aircraft and crews in support of LAM SON 719. AH-IG IP/SIP courses will be resumed during 4th Qtr FY71 when aircraft and maintenance personnel are released.

AVIATION FLYING HOUR SUPPORT TO US AND FWMAF (U)

OBJECTIVE: (C) To present a summary of the flying hour support provided by US Army aircraft to US and FWMAF.

ANALYSIS: (C) Although there was a continued decrease in the number of flying hours flown in support of US and FWMAF in 3d Qtr, FY71, the percent of US support provided FWMAF again increased from the previous quarter. Support for GVN forces showed the largest increase in the percent distribution of flying hours. This is attributed to the sharp increase in MR 1 from 5,452 hours in Jan to 16,074 in Feb, and 21,809 in Mar.

CONCLUSION/FUTURE OUTLOOK: (C) The percent support for the FWMAF (GVN in particular) should increase as more US combat units are withdrawn.

**AVIATION FLYING HOUR SUPPORT TO US AND FWMAF •
(Percent of Total)**

	<u>US</u>	<u>GVN</u>	<u>ROK</u>	<u>THAI/ AUST</u>	<u>TOTAL</u>
1st Qtr, FY71	557,888 (75.7%)	153,176 (20.8%)	19,136 (2.6%)	6,898 (0.9%)	737,098 (100.0%)
2d Qtr, FY71	454,983 (73.5%)	142,536 (23.0%)	15,078 (2.5%)	6,422 (1.0%)	619,019 (100.0%)
3d Qtr, FY71	410,994 (69.4%)	163,251 (27.5%)	12,210 (2.1%)	6,125 (1.0%)	592,580 (100.0%)

*Includes reported hours only. Flying hours presented to show general trends; are not adjusted to represent the total fleet.

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