

DECLASSIFIED

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

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AVHAV-AA (22 Jun 71)

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

TO DCS Comptroller FROM Aviation Officer  
ATTN: AVHDR-MR

CMT 2

CPT Ragoeta/jdm/6524

1. Comment 1 complied with.

2. Attached at inclosures 1 thru 10 is the Aviation Section input for the 4th Qtr, FY 71 Command Progress Report.

FOR THE AVIATION OFFICER:

10 Incl  
wd incl 1 & 2  
added 10 incl  
as

THORVELD R. TORGERSEN  
Colonel, Infantry  
Deputy Aviation Officer

AVHAV-1987-  
2683  
22

5 JUL 1971

2683 DISPATCHED

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ENCLOSURE

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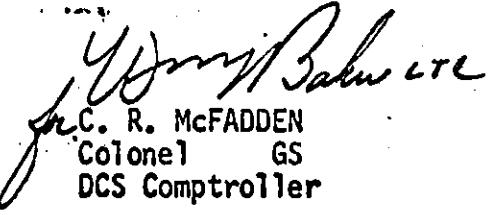
## DISPOSITION FORM

S-6 July 1971

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

|                            |                                                    |
|----------------------------|----------------------------------------------------|
| REFERENCE OR OFFICE SYMBOL | SUBJEC <del>T</del><br>[REDACTED]                  |
| AVHDR-MR                   | Command Progress Report (RCS: AVHDR-17)            |
| TO<br>SEE DISTRIBUTION     | FROM<br>DCS Comptroller                            |
|                            | DATE 22 JUN 1971<br>CMT 1<br>Mr. Reynolds/Ttt/4491 |

1. Reference: USARV Memorandum Number 1-13, 14 June 1971 (inclosure 1).
2. Feeder reports for the 4th Qtr, FY 71 Command Progress Report (CPR) (RCS: AVHDR-17) should reach this office no later than 6 July 1971. If all data is not available at that time, a partial report, with an estimated submission date for the omitted data, should be submitted.
3. Inclosure 2 is a portion of the 3d Qtr, FY 71 CPR. It is intended to assist project officers in updating charts and narratives for the 4th Qtr input. Update statistics may be indicated on the inclosed charts. The narrative portions should be submitted in the format outlined in the reference.
4. Request that new areas of significance be explored in an effort to add new material to the CPR. New items should be reviewable and/or subject to analysis. Since data included in the CPR provides a measure of the command's progress in attaining or failing to attain specified objectives or goals, only those items which provide such a measure should be included.

2 Incl  
as
  
 C. R. McFADDEN  
 Colonel GS  
 DCS Comptroller

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[REDACTED] Regraded Unclassified  
 when separated from classified inclosures

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DAIM-FAR-RR # 19 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 programmed 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.

Dick!

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

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

FOR THE COMMANDER:

OFFICIAL:

CHARLES M. GETTYS  
Major General, USA  
Chief of Staff

*C. A. Stanfield*  
C. A. STANFIELD  
Colonel, AGC  
Adjutant General

1 Appendix  
Sample Item for the Command Progress Report

DISTRIBUTION:

5 Plus  
10 AVHDR-MR  
2 AVHAG-A  
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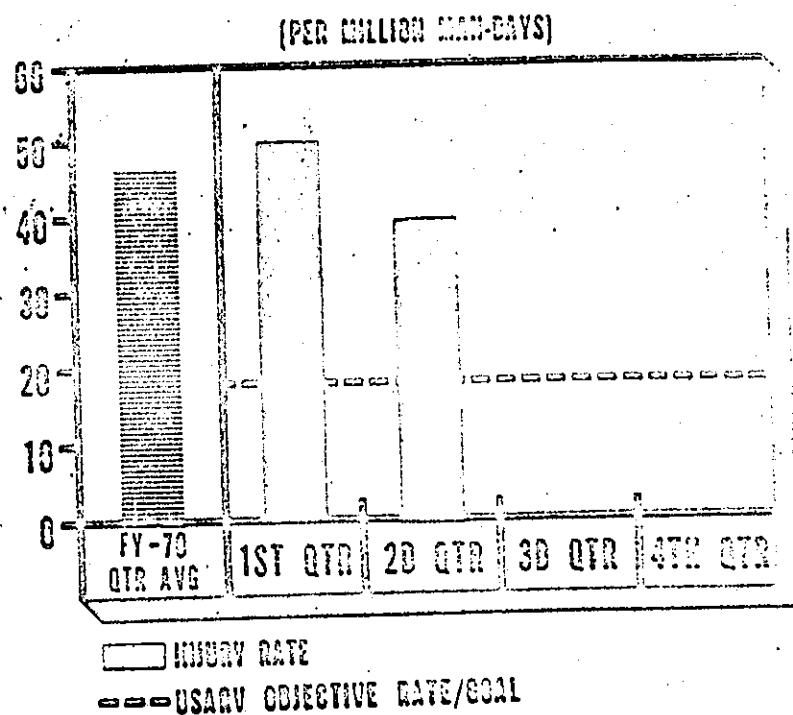
DAIM-FAR-RR # 19-3mm DATE: 17 June 1987

USARV Memo No 1-13

APPENDIX I

SAMPLE 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.

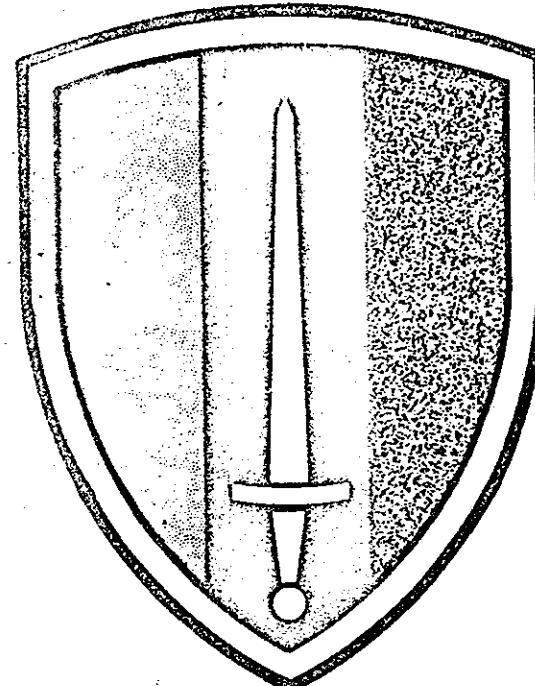
ACROSS/FUTURE OUTLOOK: Accidents resulting in lost time injuries can be attributed to the failure of front line supervisors to ensure that troops involved in operational activities follow sound safety procedures. Commanders must enforce safety requirements with emphasis on weapon, explosive, and water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

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# THE COMMAND PROGRESS REPORT



## AVIATION

Regraded unclassified  
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classified inclosures.

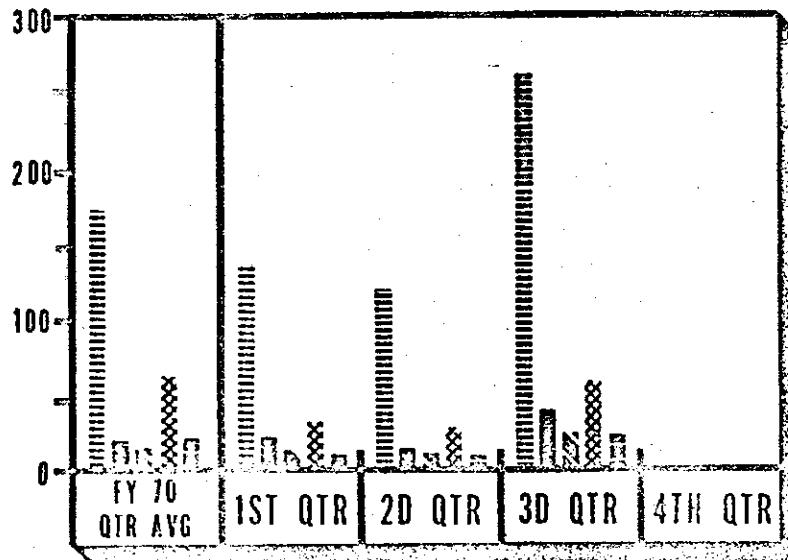
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*Incld 2*

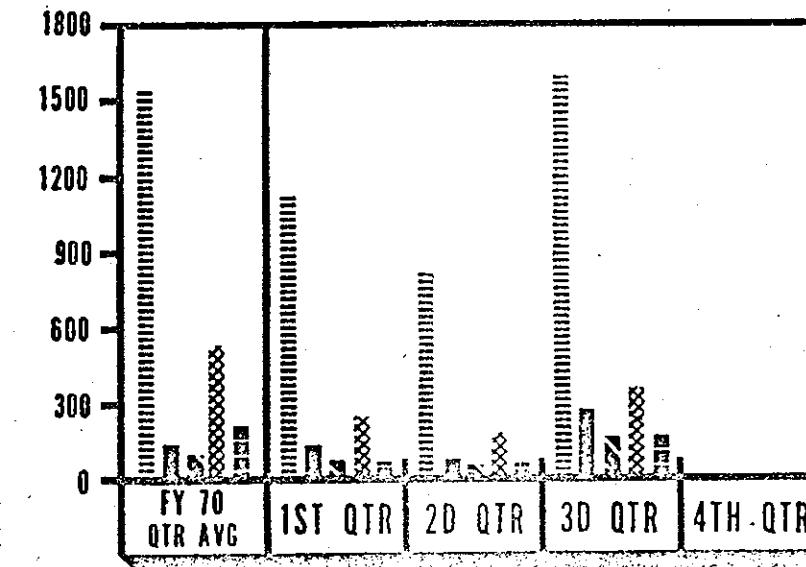
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## AIRCRAFT VULNERABILITY AND AIRCREW SURVIVABILITY DATA

RATES PER 100,000 FLYING HOURS-FY 71



AIRCRAFT AND AIRCREW COMBAT LOSSES - FY 71



■ 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.

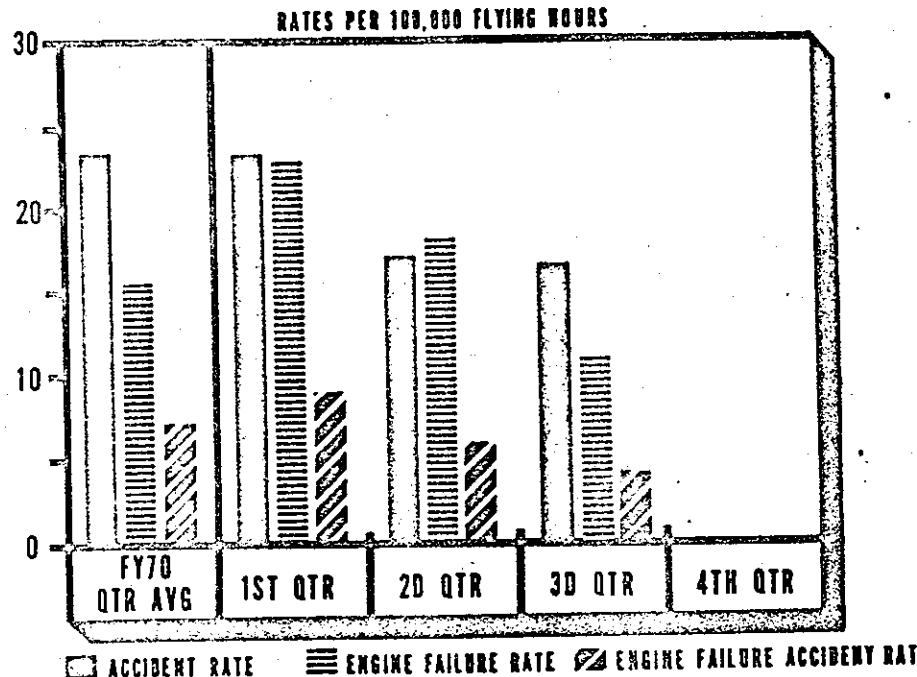
ANALYSIS: (C) The significant support provided by USARV aviation to LAM SON 719 resulted in a sharp increase in each of the aircraft and aircrew vulnerability indicators from the previous lowest quarter on record. The vulnerability rate for aircraft hit increased 144.9 per 100,000 flying hours, the shot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

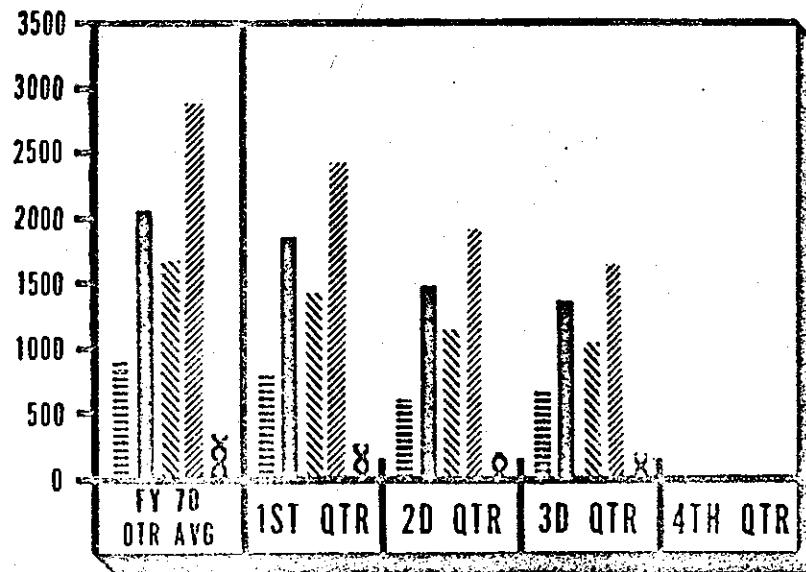
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# AVIATION OPERATIONAL DATA

THOUS

## AVIATION OPERATIONAL DATA - FY 71



- FLYING HOURS
- ▨ TOTAL SORTIES
- ▨ COMBAT/COMBAT SUPPORT SORTIES
- ▨ TROOPS AIRLIFTED
- ☒ CARGO LIFTED (TONS)

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

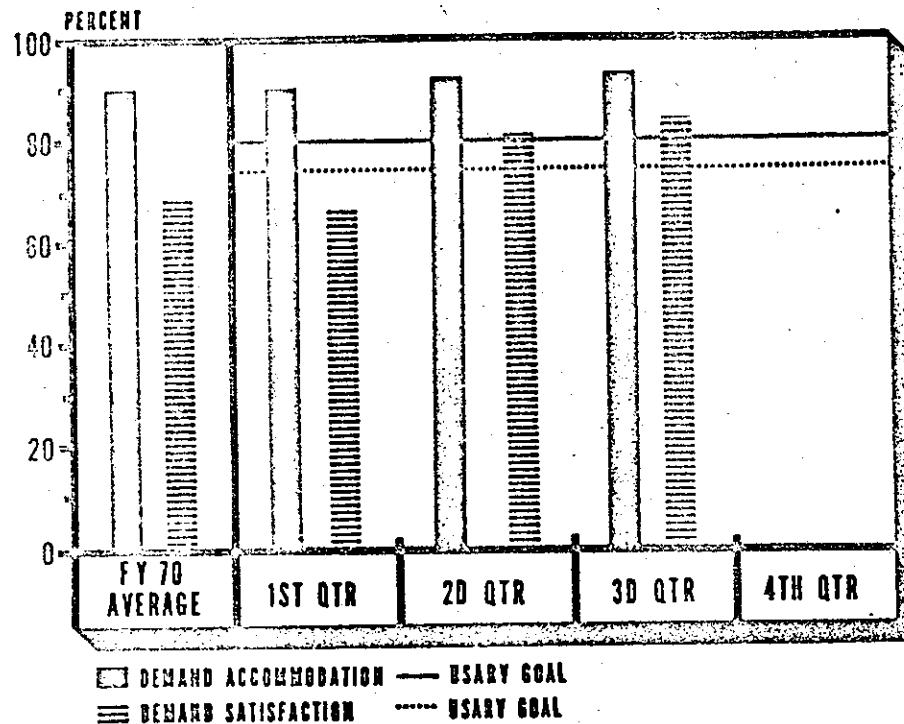
ANALYSIS: (C) Army aviation operational performance during the 3d Qtr, FY71 again showed an overall decline from the previous quarter, although somewhat less than anticipated due to increased aviation requirements to support LAM SON 719 operations during Feb and Mar. Flying time decreased by 8.1 percent 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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# AVIATION SUPPLY PERFORMANCE, FY 71



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

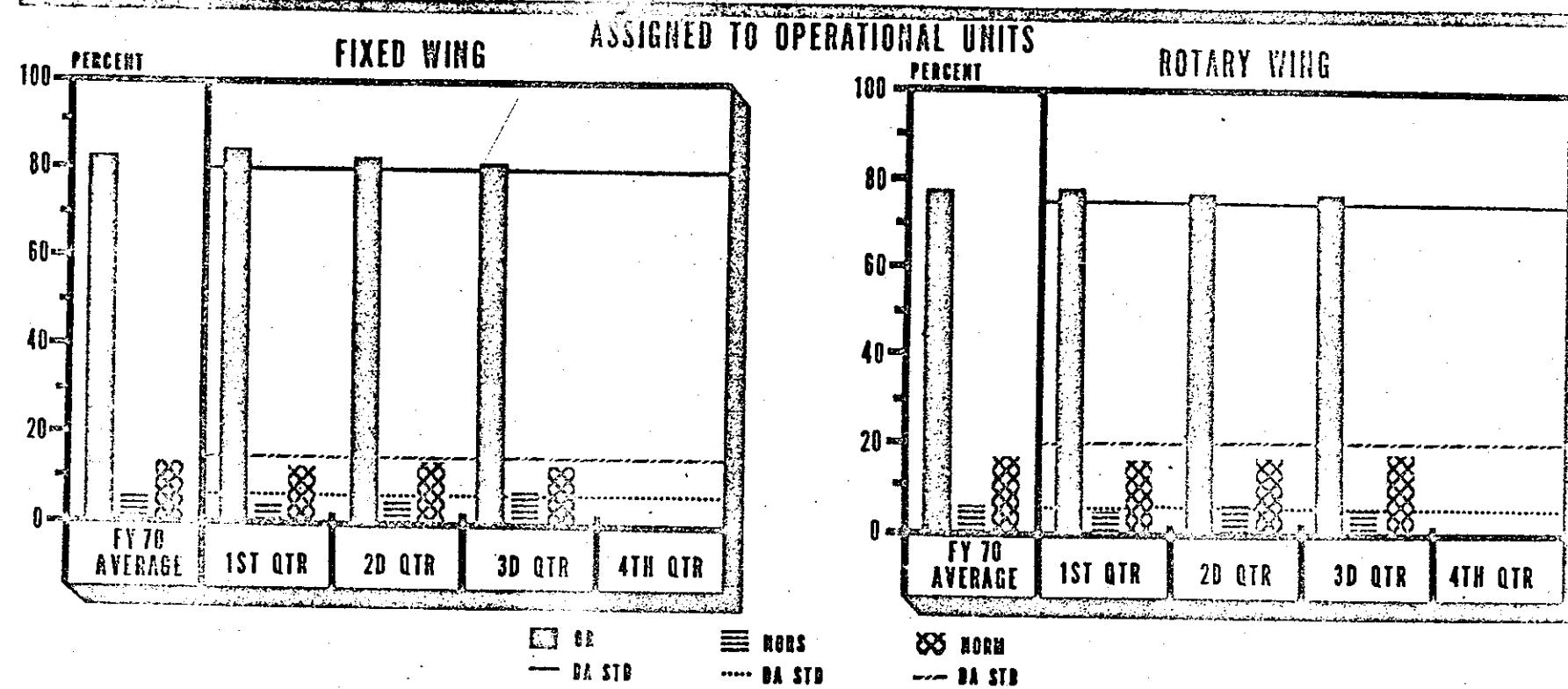
ANALYSIS: Demand accommodation and demand satisfaction remained above the USARV command goals of 80 and 75 percent respectively during 3d Qtr, FY71. Improvements from 2d Qtr in both categories peaked in February at 94 percent accommodation and 90 percent satisfaction. The implementation of the System 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.

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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 Department of the Army.

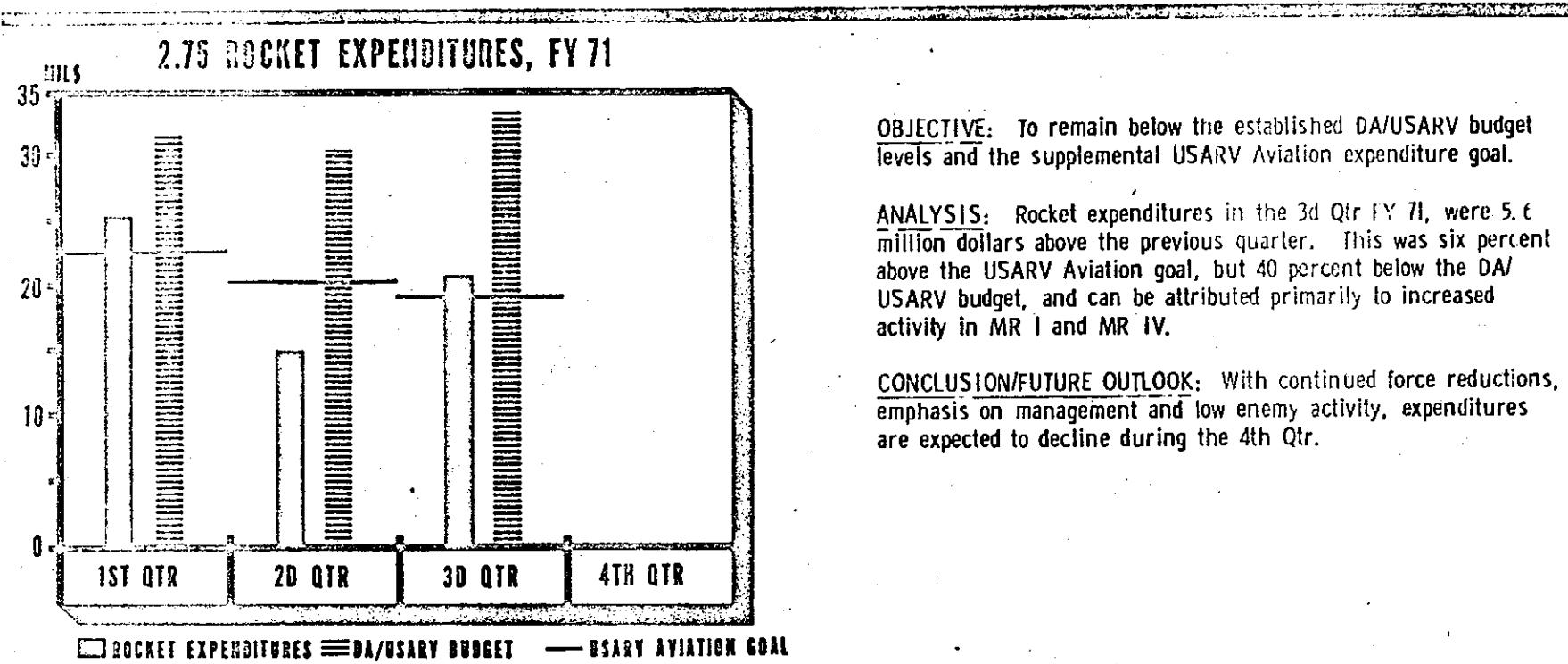
**ANALYSIS:** Although overall operationally ready (OR) rates are within the standards set by the Department of the Army, fixed wing NORS rates exceeded the standard by 1 percent. During January, the fixed wing NORS rate climbed to 7.5 percent due to a significant increase in requests for a few specific 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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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.

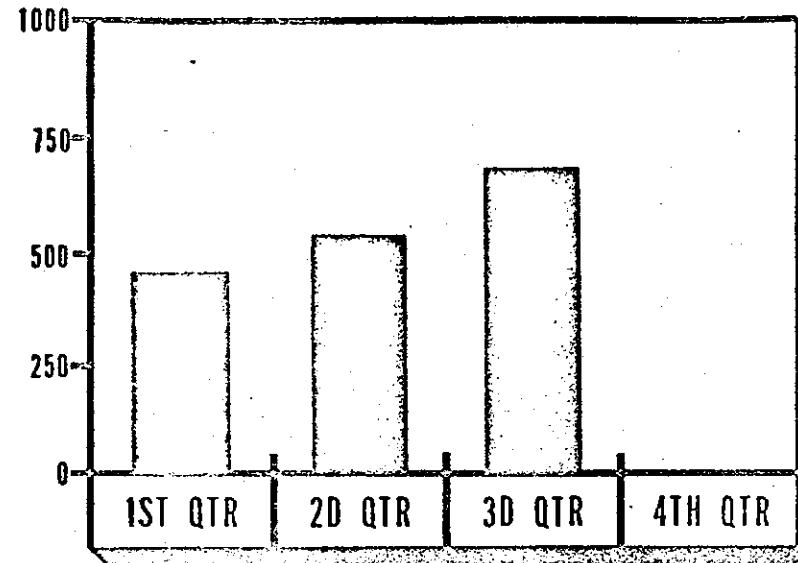
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# ARMY AVIATION REFRESHER TRAINING SCHOOL FY 71

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.

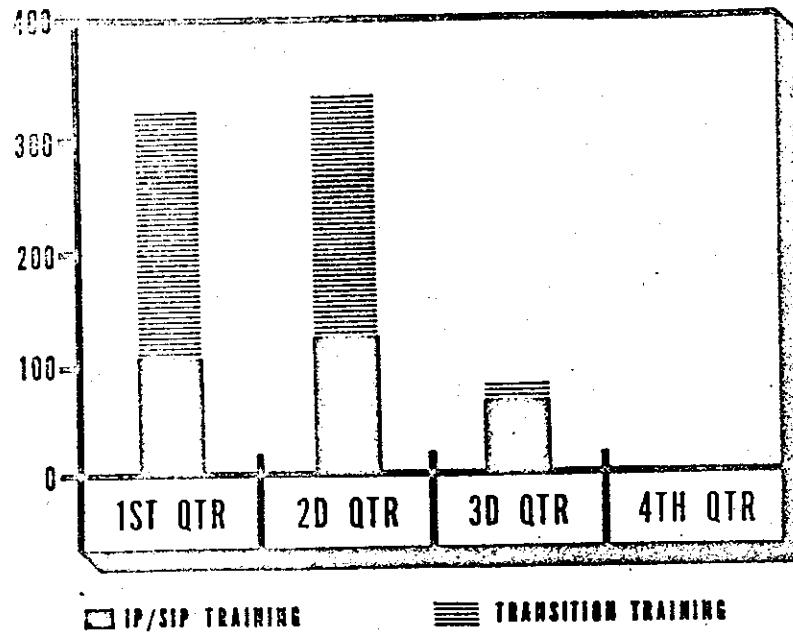
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# TRANSITION - IP/SIP TRAINING, FY 71

## PERSONNEL TRAINED-IP/SIP SCHOOL



**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.

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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<br>(75.7%) | 153,176<br>(20.8%) | 19,136<br>(2.6%) | 6,898<br>(0.9%)  | 737,098<br>(100.0%) |
| 2d Qtr, FY71  | 454,983<br>(73.5%) | 142,536<br>(23.0%) | 15,078<br>(2.5%) | 6,422<br>(1.0%)  | 619,019<br>(100.0%) |
| 3d Qtr, FY71  | 410,994<br>(69.4%) | 163,251<br>(27.5%) | 12,210<br>(2.1%) | 6,125<br>(1.0%)  | 592,580<br>(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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