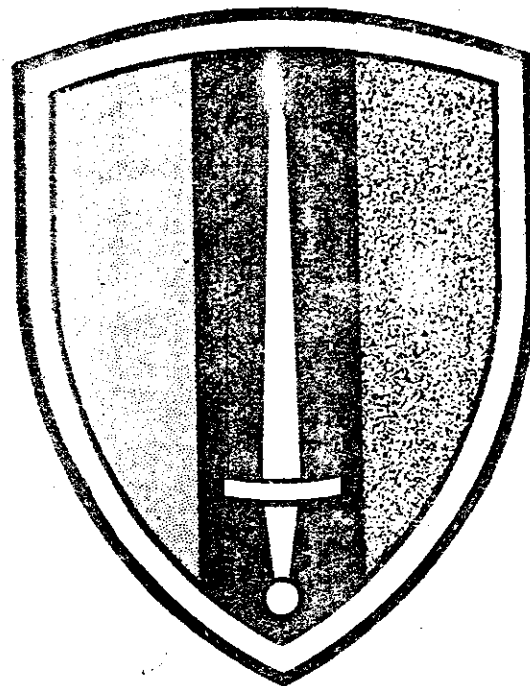


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# THE COMMAND PROGRESS REPORT

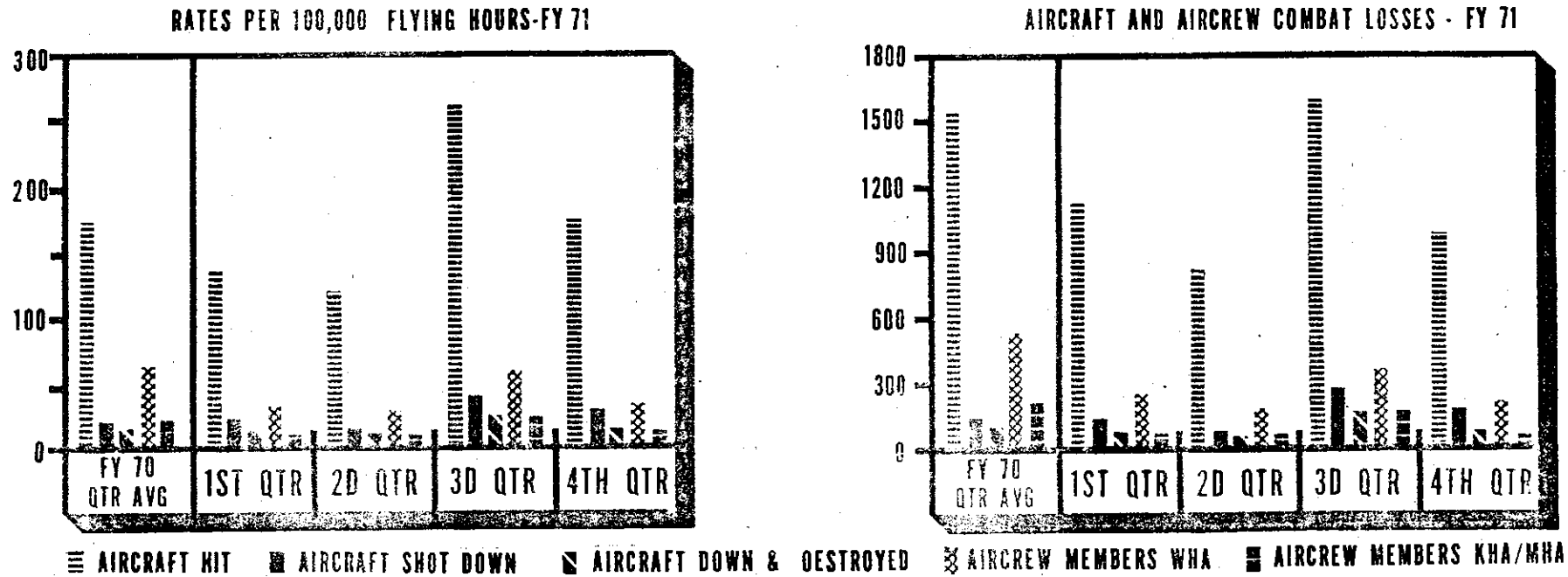


## AVIATION

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## AIRCRAFT VULNERABILITY AND AIRCREW SURVIVABILITY DATA



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

**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.

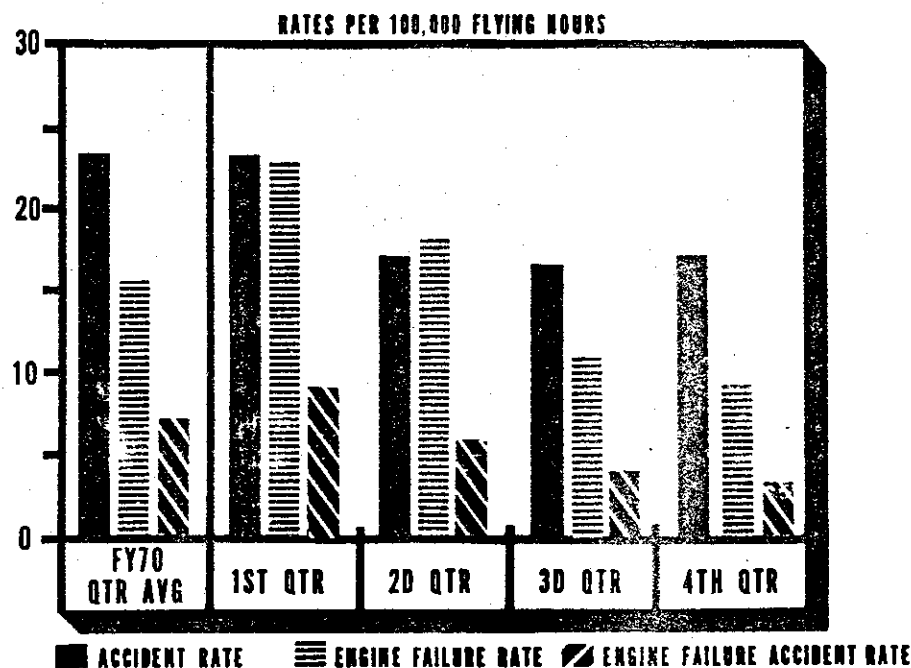
**ACTIONS/FUTURE OUTLOOK:** (C) During the 4th Qtr, FY 71 each of the aircraft and aircrew vulnerability indicators decreased to a level approximating that sustained during the 1st Qtr, FY 71 (Post Cambodian operation). Future projections as to aircraft and aircrew vulnerability are dependant upon the intensity of hostile activity and the combat operations conducted.

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# UNCLASSIFIED AVIATION SAFETY, FY 71

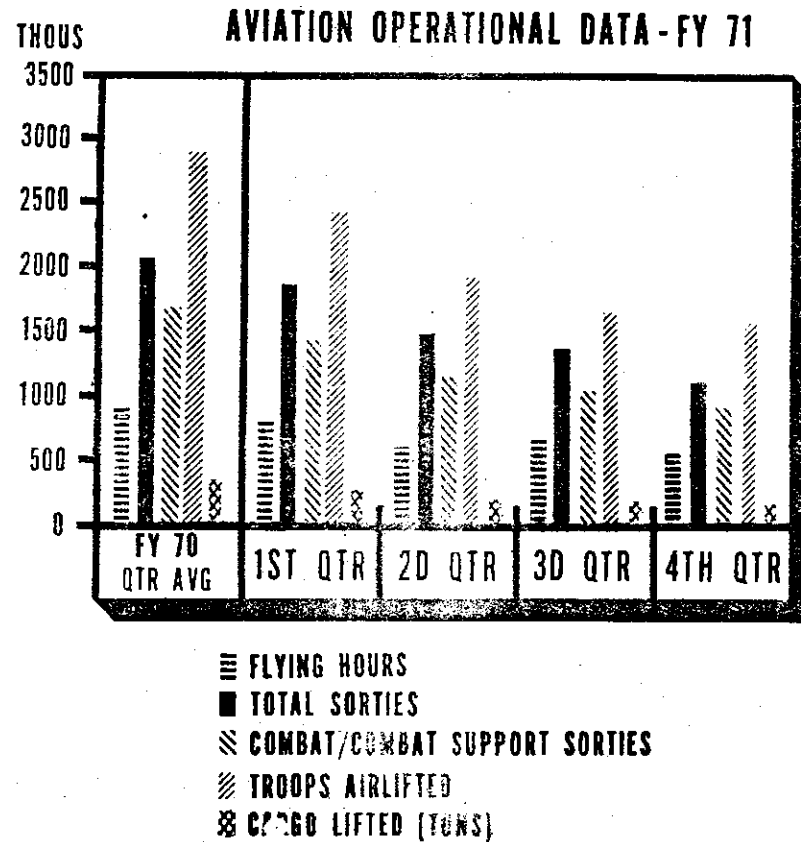


**OBJECTIVE:** To provide a summary of aviation safety data and identify significant changes in trends.

**ANALYSIS:** Total USARV accidents declined from 100 for the previous quarter to 94 for 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 Qtr, FY 71, to 15 for the 4th Qtr. Main and tail rotor strikes as an accident cause factor, however, increased 38% from 13 accidents during 3d quarter to 18 for 4th Qtr, FY 71. 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 on engine functional analysis and other aspects of engine conditioning.

**ACTIONS/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 tail rotor strikes.

# AVIATION OPERATIONAL DATA



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

**ANALYSIS:** (C) Army aviation operations during the 4th Qtr, FY 71 showed an overall reduction from the previous quarter. Flying time decreased by 8.7 percent from 3d Qtr, FY 71, cargo airlifted declined 10.1 percent and 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 by 11.1 percent and the length of the average sortie increased to 28 minutes. Combat/combat support sorties comprised 76.7 percent of the total sorties flown, a 0.3 percent decrease from the 3d Qtr, FY 71.

**ACTIONS/FUTURE OUTLOOK:** (C) The requirement for aviation support should continue to decrease during the 1st Qtr, FY 72 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 CVN increases its own aviation posture.

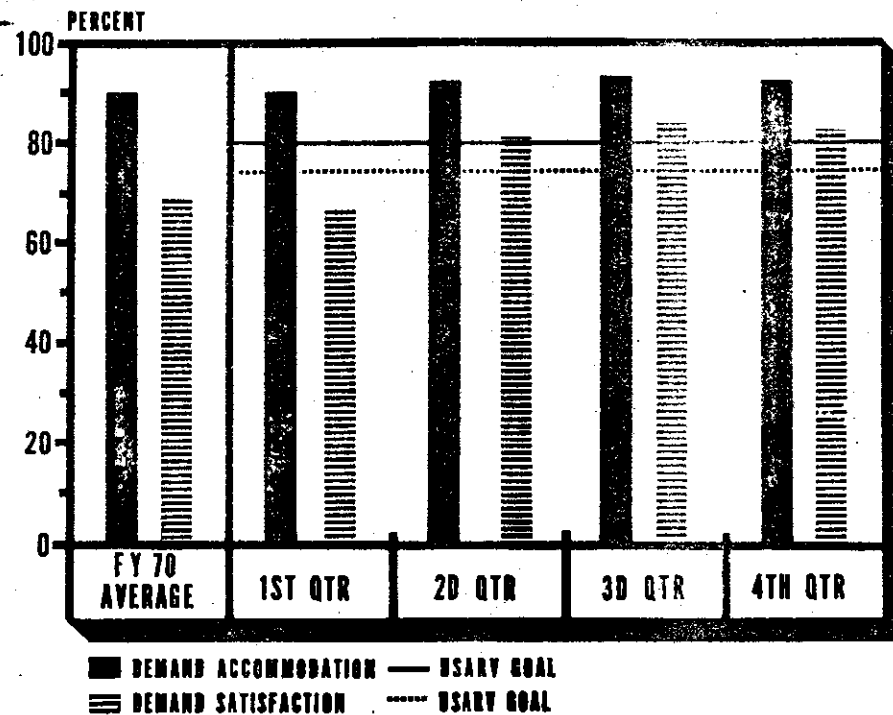
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# AVIATION SUPPLY PERFORMANCE, FY 71



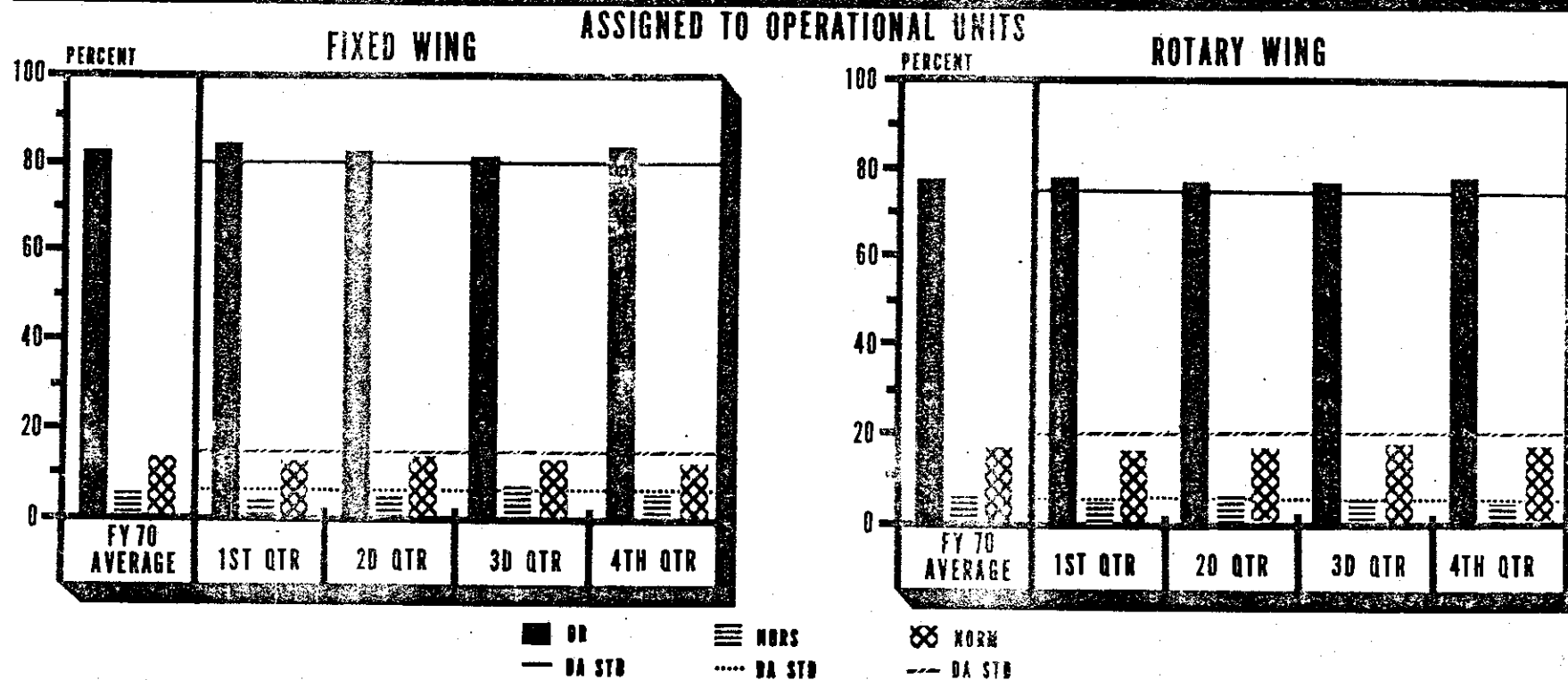
**OBJECTIVE:** To maintain demand accommodation and demand satisfaction rates within the USARV command goals.

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

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

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# 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 the Department of the Army.

**ANALYSIS:** USARV achieved Department of the Army goals through-out the 4th Qtr, FY 71. 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.

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

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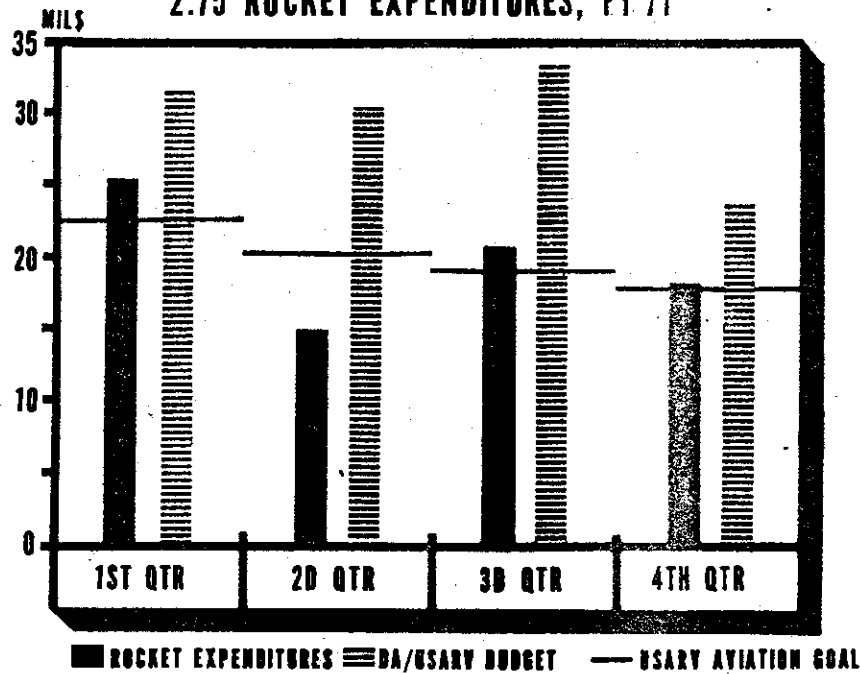
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DATE: 17 June 1987

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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.

**ACTIONS/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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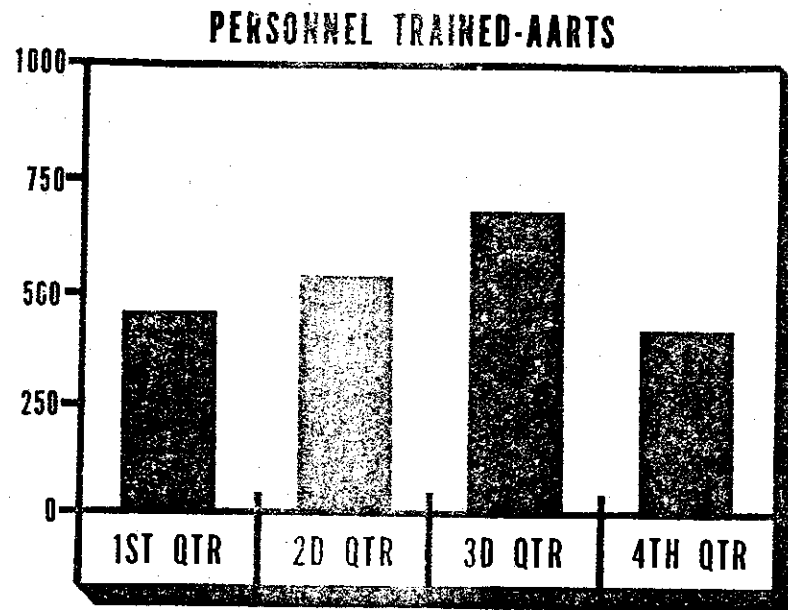
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19-Ann DATE: 17 June 1987

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# ARMY AVIATION REFRESHER TRAINING SCHOOL - FY 71



**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.

**ACTIONS/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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DATE: 19- June 1987



AVIATION FLYING HOUR SUPPORT TO US AND FWMF

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

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 ROK forces showed the largest increase in the percent distribution of flying hours.

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

AVIATION FLYING HOUR SUPPORT TO US AND FWMF\*

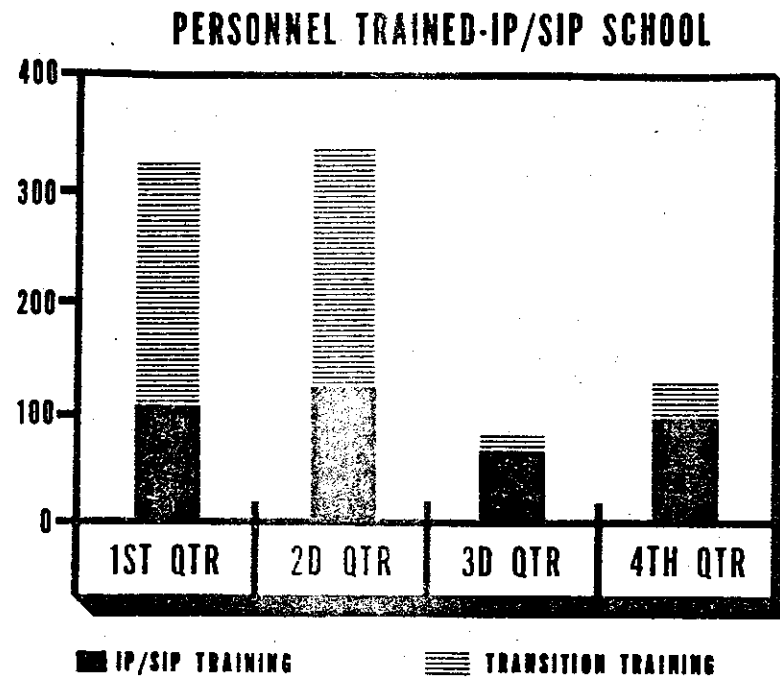
(Percent of Total)

	US	GVN	ROK	THAI/ AUST	TOTAL
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%)
4th Qtr, FY71	365,099 (69.0%)	143,917 (27.2%)	15,838 (3.0%)	4,191 (0.8%)	529,045 (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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## 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.

**ACTIONS/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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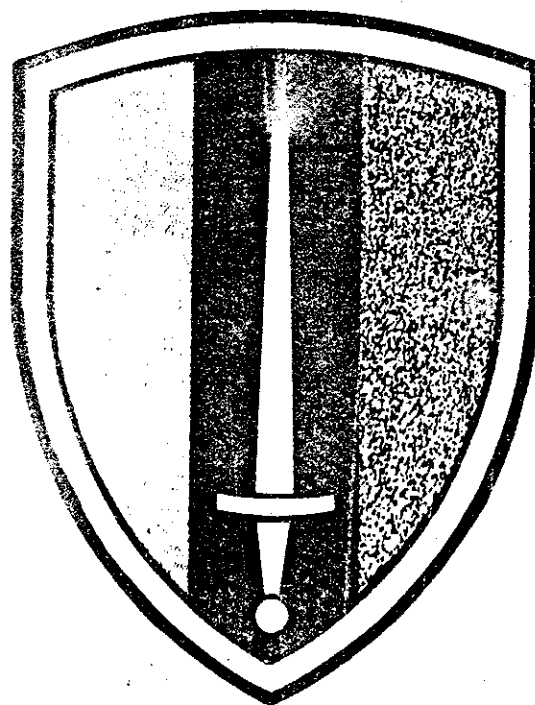
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# THE COMMAND PROGRESS REPORT



# AVIATION

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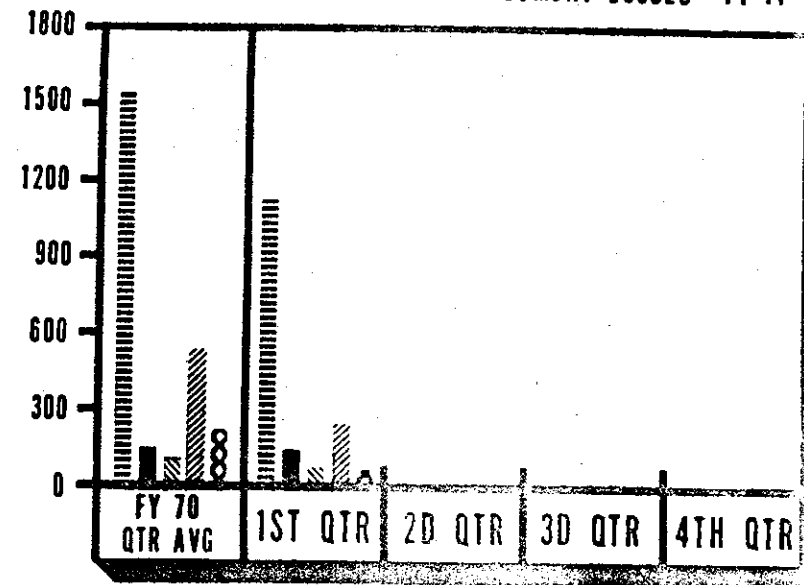
# AIRCRAFT VULNERABILITY AND AIRCREW SURVIVABILITY DATA

**OBJECTIVE:** (U) To provide historical data on reported U. S. Army aircraft and aircrew survivability

**ANALYSIS:** (C) The vulnerability rate for aircraft hit decreased 95.6 per 100,000 flying hours; the shot down rate 9.1 per 100,000 flying hours; and the shot down and destroyed rate 6.7 per 100,000 flying hours. The lowest monthly combat loss rate since CY 66 was recorded in August. The rate for aircrew members WHA decreased 41.2 per 100,000 flying hours and the rate for aircrew members KHA/MHA declined 21.2 per 100,000 flying hours. For every 6.0 aircraft hit by heavy ground fire (.50 cal or larger), one was destroyed; with light ground fire (less than .50 cal), for every 16.6 aircraft hit, one was destroyed.

**CONCLUSION/FUTURE OUTLOOK:** (C) There was an overall decline in each of the aircraft and aircrew vulnerability indicators, as evidenced by fewer aircraft hits and reduced aircrew casualties. The primary factor contributing to the decline was a reduction in enemy activity. Future projections will be dependent upon the intensity of combat operations conducted; however, the downward trend should continue in the 2d Qtr, FY 71.

AIRCRAFT AND AIRCREW COMBAT LOSSES - FY 71

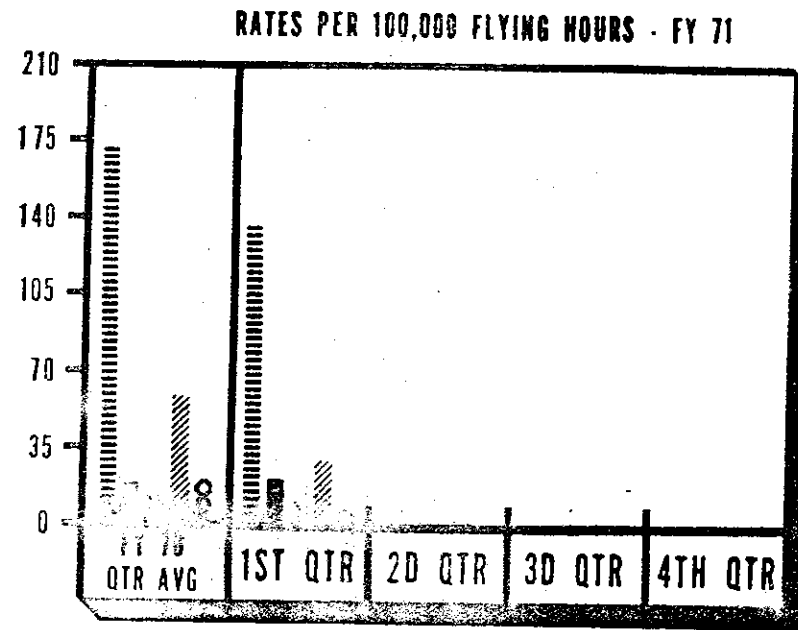


≡ AIRCRAFT HIT  
■ AIRCRAFT SHOT DOWN  
▨ AIRCRAFT DOWN & DESTROYED  
▩ AIRCREW MEMBERS WHA  
⊗ AIRCREW MEMBERS KHA/MHA

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

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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

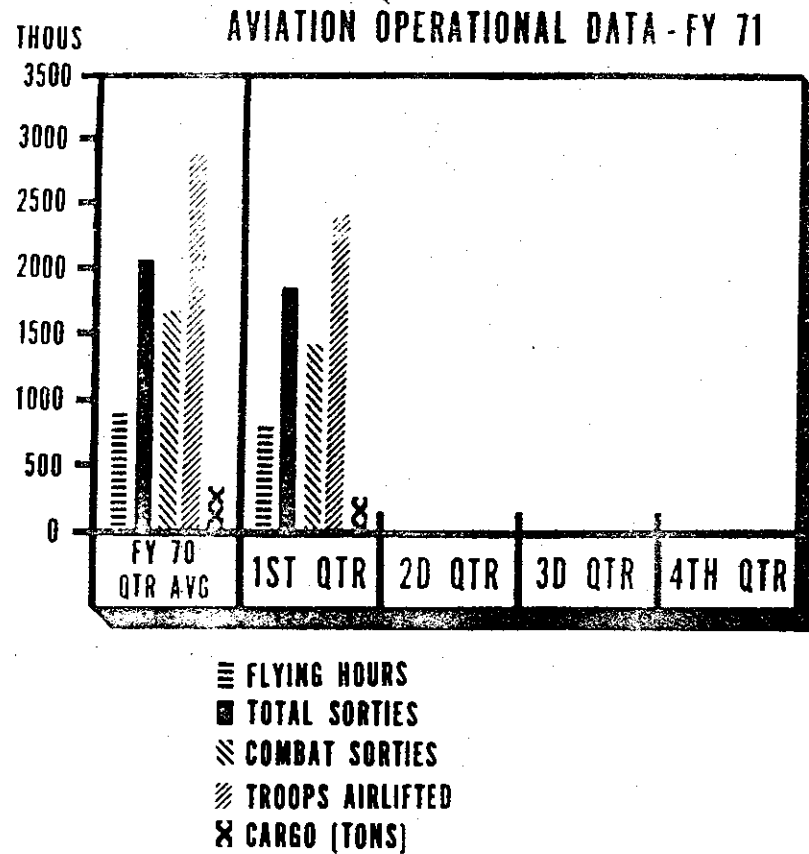
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DAIM-FAR-RR # 19-Ann DATE: 17 June 1987

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**AVIATION OPERATIONAL DATA**



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

**ANALYSIS:** (C) Operational performance showed an overall decline in all categories from the previous quarter. Flying time decreased 9.4 percent, total sorties 9.6 percent, and cargo airlifted 27.5 percent. These decreases resulted from better management, a decline in enemy activity, and the stand down of aviation units. The length of the average sortie remained at 26 minutes. Combat/combat support sorties comprised 76.9 percent of the total sorties flown.

**CONCLUSION/FUTURE OUTLOOK:** (C) The decline in combat operations involving Army aviation should continue as field commanders continue intensively managing the use of aviation resources, more U. S. units are redeployed, and the GVN increases its aviation posture.

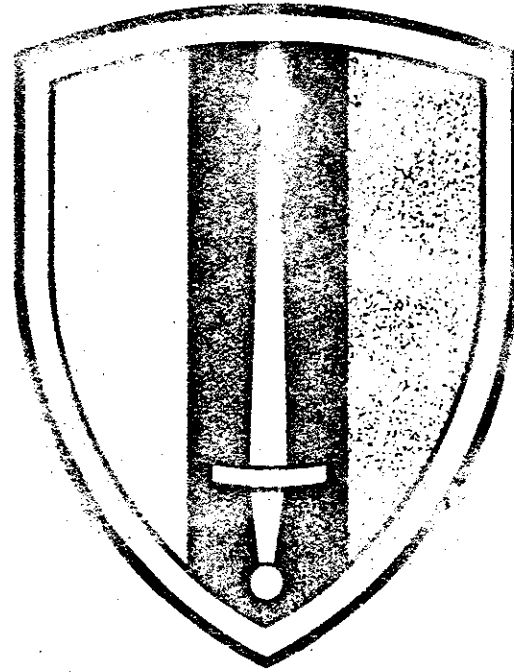
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19-*mm* DATE: 17 June 1987

# THE COMMAND PROGRESS REPORT

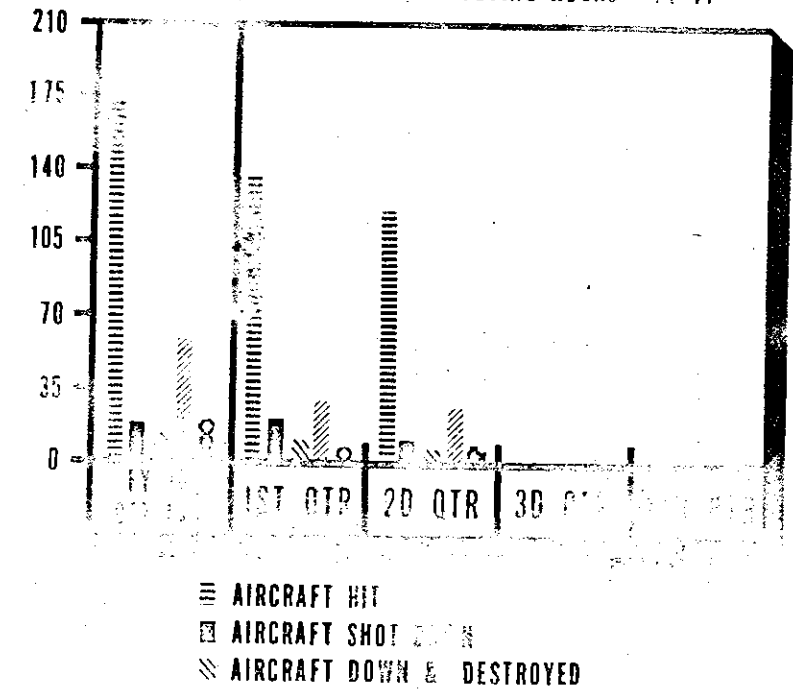


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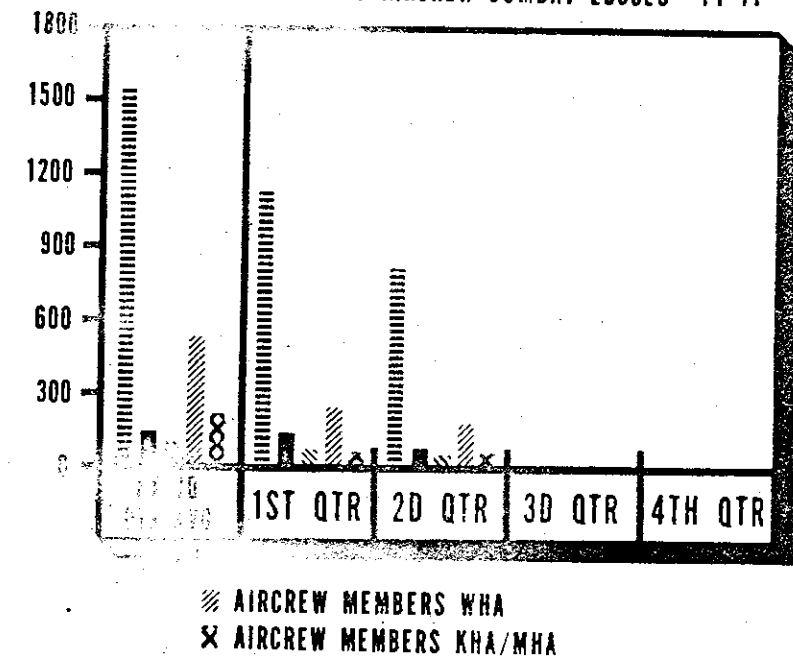
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# AIRCRAFT VULNERABILITY AND AIRCREW SURVIVABILITY DATA

RATES PER 100,000 FLYING HOURS - FY 71



AIRCRAFT AND AIRCREW COMBAT LOSSES - FY 71



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

**ANALYSIS:** (C) The vulnerability rate for aircraft hit decreased 16.8 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 5.1 per 100,000 flying hours. The lowest monthly loss rate confirmed through CY66 was recorded in November 1970. The rate for aircrew members WHA decreased 2.0 per 100,000 flying hours and the rate for aircrew members KHA/MHA declined 0.4 per 100,000 flying hours. During the 2d Qtr, FY71, for every 9.4 aircraft hit by heavy ground fire (.50 cal or larger), one was destroyed; with light ground fire (less than .50 cal), for every 23.7 aircraft hit, one was destroyed.

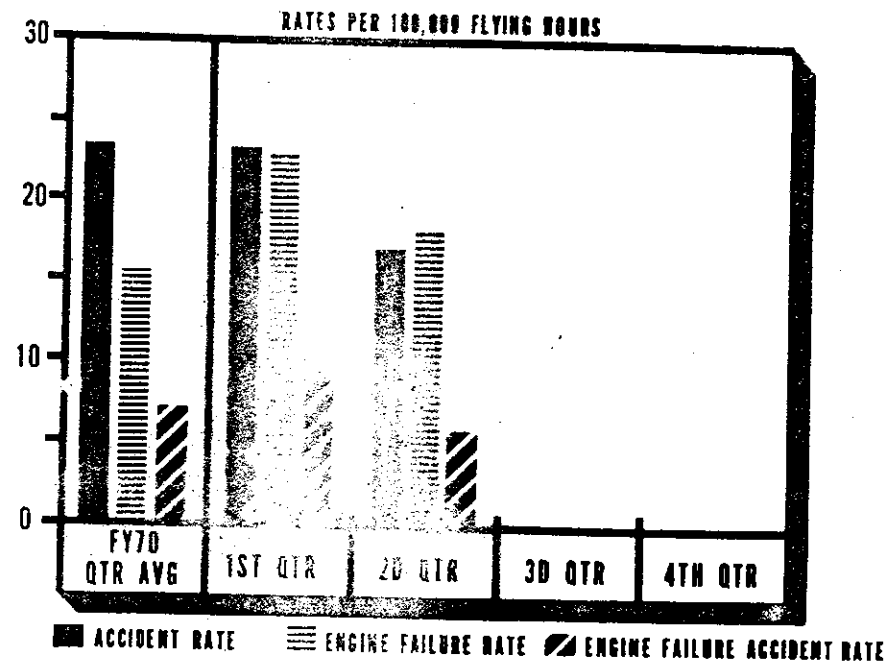
**CONCLUSION/FUTURE OUTLOOK:** (C) During the 2d Qtr, FY71 there was a decline in each of the aircraft and aircrew vulnerability indicators. This is evidenced by the diminished rate at which aircraft were hit and the reduced number of aircrew casualties. Factors contributing to the decline from the past quarter were a continuation in the low level of enemy activity and the application of lessons learned in a continuing refinement of airmobile tactics. Future projections as to aircraft and aircrew vulnerability are to a large measure dependent upon the intensity of the combat operations conducted; however, the downward trend continued this quarter and should persist during the 3d Qtr, FY71.

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



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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 188 for the 1st Qtr, FY71 to 113 for the current quarter with a corresponding decrease in the accident rate per 100,000 flying hours from 23.1 to 17.2. This is the lowest quarterly aircraft accident rate ever achieved by USARV. The greatest single cause factor of aircraft accidents was engine failures. This accident cause factor declined 45 percent from 70 engine failure accidents during the previous quarter to 38 engine failure accidents this quarter. This reduction of engine failures is due primarily to the increased command emphasis on engine functional analysis and other aspects of engine maintenance.

**CONCLUSION/FUTURE OUTLOOK:** 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 in the UH-1H/AH-1G fleet is also expected to contribute to a continuing reduction of engine failure accidents.

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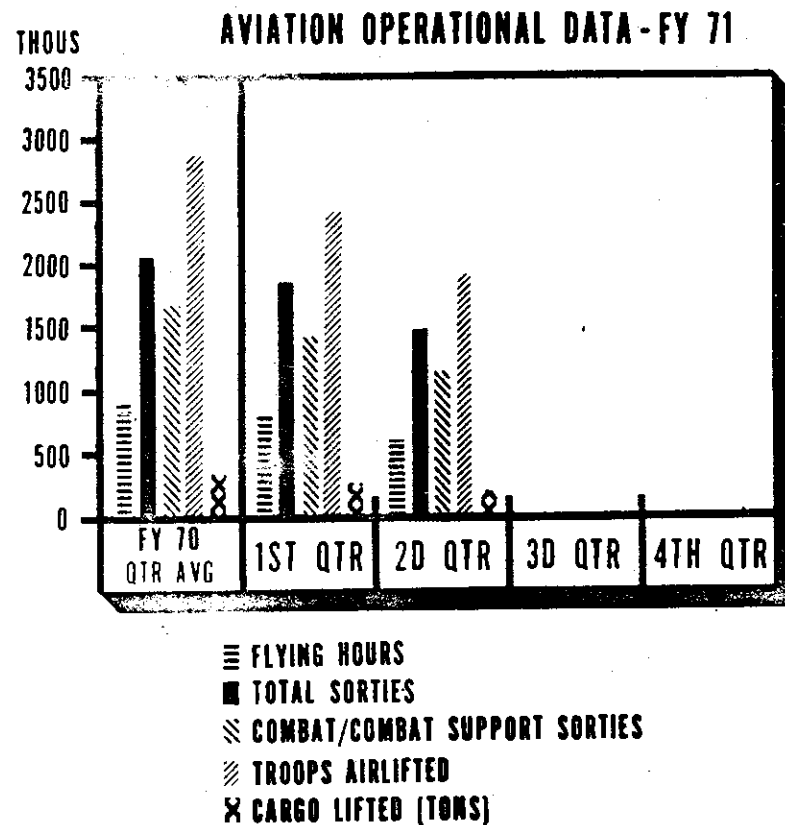
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## AVIATION OPERATIONAL DATA



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

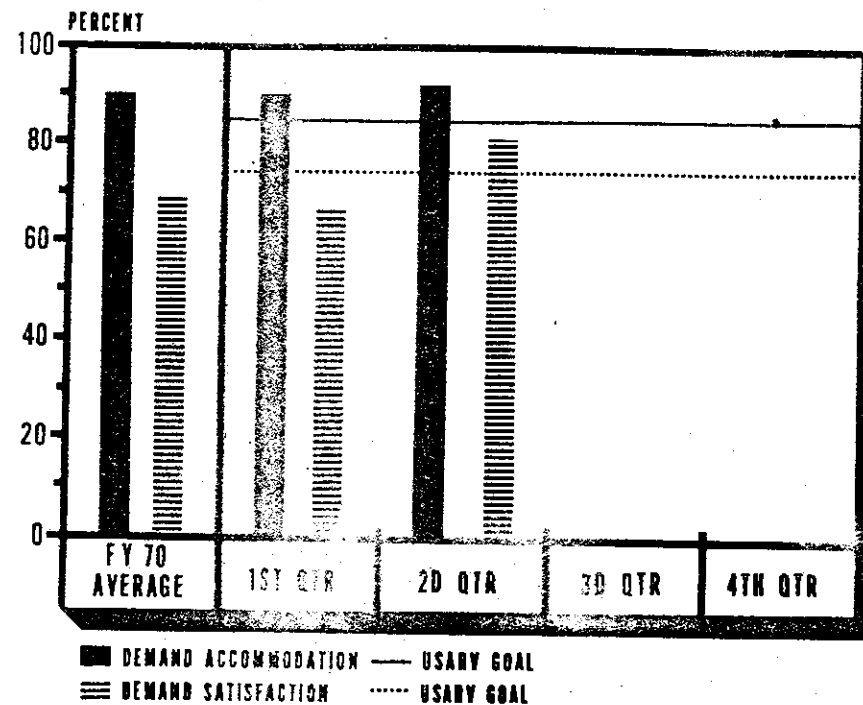
**ANALYSIS:** (C) Army aviation operational performance during the 2d Qtr, FY71 again showed an overall decline from the previous quarter. Flying time decreased by 19.5 percent. Cargo airlifted declined 31.0 percent and troops airlifted declined 24.4 percent. The decrease in the operational performance indicators 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 0.9 percent decrease from the previous quarter.

**CONCLUSION/FUTURE OUTLOOK:** (C) Combat operations involving Army aviation declined during the 2d Qtr, FY71 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 to intensively manage 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 prescribed USARV command goals.

**ANALYSIS:** Demand accommodation and demand satisfaction improved during 2d Qtr, FY71, with both categories exceeding the USARV command goals. The significant increase in the demand satisfaction rate resulted from USARV conversion to the USARPAC standard supply system in June 1970. The turbulence 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 FY70. Recovery from the June 70 conversion absorbed what normally would have been high demand satisfaction in the 1st Qtr, FY71. As the upward trend continued throughout 2d Qtr, FY71, demand satisfaction increased from the 1st Qtr, FY71 by 15 percent.

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

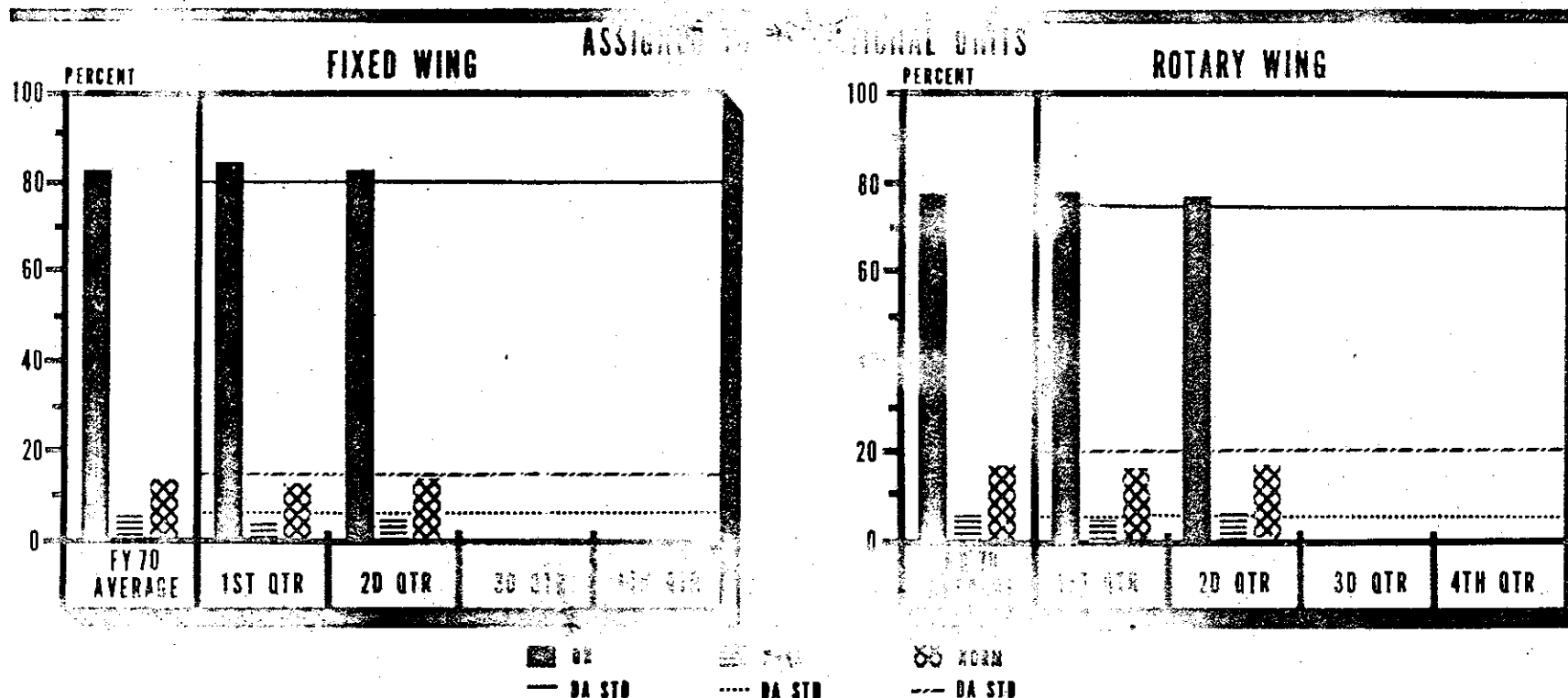
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DAIM-FAR-RR #

19 - *Ann* DATE: 17 June 1987

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# UNCLASSIFIED AIRCRAFT READINESS, FY 71



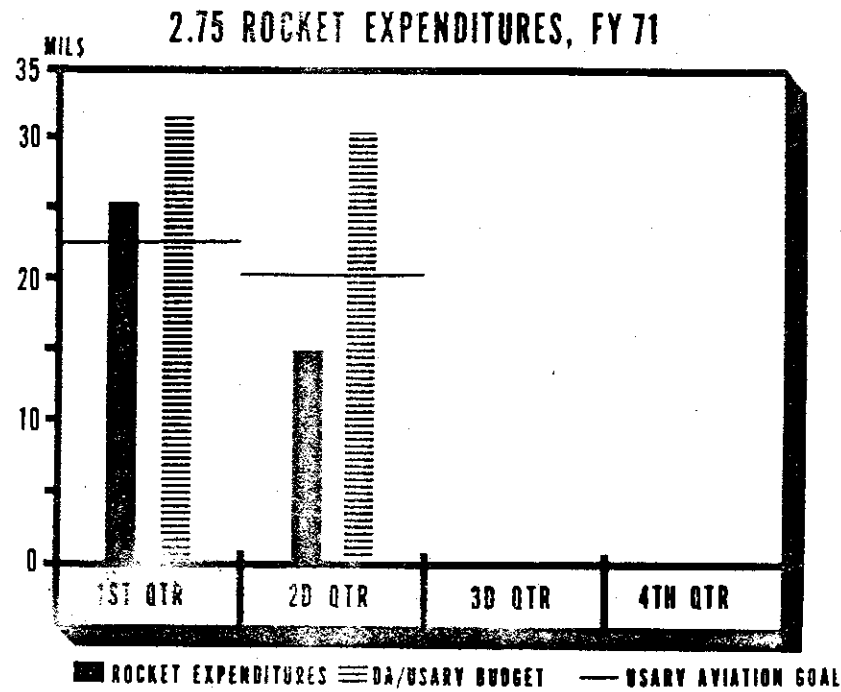
**OBJECTIVE:** To maintain USARV aircraft operationally ready (OR), not operationally ready supply (NORS) and not operationally ready maintenance (NORM) rates within the standards set by Department of the Army.

**ANALYSIS:** Despite a decrease of 2.1 and 1.0 in the OR rates of the FW and RW fleets respectively, readiness rates are within the standards set by the Department of the Army. The decline in readiness for 2d Qtr FY 71 is attributable to the combination of minor increases in the NORS and NORM rates throughout the aircraft fleet, and to the grounding of 53 CH-47C aircraft for T55-L11 engine problems during October and November.

**CONCLUSION/FUTURE OUTLOOK:** A slight increase in the NORS rates for the next quarter is anticipated due to supply economies initiated within the command; however, OR, NORS, and NORM rates should remain within DA standards.

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

**ANALYSIS:** Rocket expenditures in the 2d Qtr, FY71 were 10.1 million dollars below previous quarter, 50 percent below the DA/USARV budget, and 27 percent below the USARV aviation goal. This reduction is attributable to a decrease in enemy activity, establishment of an available supply rate, and emphasis on munitions management.

**CONCLUSION/FUTURE OUTLOOK:** With continued combat force reductions, emphasis on management, and low enemy activity, the declining trend is expected to continue.

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DAIM-FAR-RR #

19 June 1987  
DATE: 17 June 1987

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ARMY AVIATION REFRESHER TRAINING SCHOOL (AARTS)

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

ANALYSIS: During FY71, AARTS presented instruction in helicopter repair for UH-1, CH-47, and OH-6 aircraft; technical inspector courses; and aviation supply (PLL) courses. A total of 454 students during 1st Qtr, FY71 and 533 students during 2d Qtr, FY71 received training. Quotas are distributed proportionately based on known unit requirements.

CONCLUSION/FUTURE OUTLOOK: Existing courses will continue during 3d Qtr, FY71. A new two week course in AH-1 helicopter repair is also planned.

## PERSONNEL TRAINED

COURSE	1st Qtr	2nd Qtr
Aviation Supply (PLL)	149	106
Technical Inspector (TI)	35	70
UH-1 Helicopter Repair	75	63
OH-6 Helicopter Repair	0	28
CH-47 Helicopter Repair	16	46
AH-1 Armament (OFF)	16	15
AH-1 Armament (Enl)	65	37
UH-1 Armament (OFF)	15	19
UH-1 Armament (Enl)	18	22
T55 L7C Engine	5	32
T53 L13 Engine	60	95
TOTAL	454	533

TRANSITION-IP/SIP TRAINING

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 the continuing request for IP/SIP's in the units, 30 more aviators were trained this quarter than the previous quarter. Aviators receiving transition training decreased from 214 to 198.

CONCLUSION/FUTURE OUTLOOK: The OH-6, OH-58, AH-1, and UH-1 IP/SIP 3d Qtr schools will begin on 9 January 1971 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 IP's. This policy change has resulted in a reorganization of the IP/SIP school and an economy savings of 49 personnel spaces and 15 aircraft.

## PERSONNEL TRAINED

COURSE	1st Qtr	2nd Qtr
UH-1 IP/SIP	43	56
AH-1 IP/SIP	24	36
AH-1 Transition	64	48
OH-58 IP/SIP	16	16
OH-58 Transition	70	72
OH-6 IP/SIP	23	28
OH-6 Transition	80	78
TOTAL	320	334

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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 the FWMAF.

ANALYSIS: (C) Although there was a general decrease in the number of flying hours flown in 2d Qtr, FY71, the percent of US support provided FWMAF increased over the previous quarter. Support for GVN forces showed the largest increase in the percent distribution for flying hours.

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%)
2nd Qtr, FY71	454,983 (73.5%)	142,536 (23.0%)	15,078 (2.5%)	6,422 (1.0%)	619,019 (100.0%)

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DAIM-FAR-RR # 19

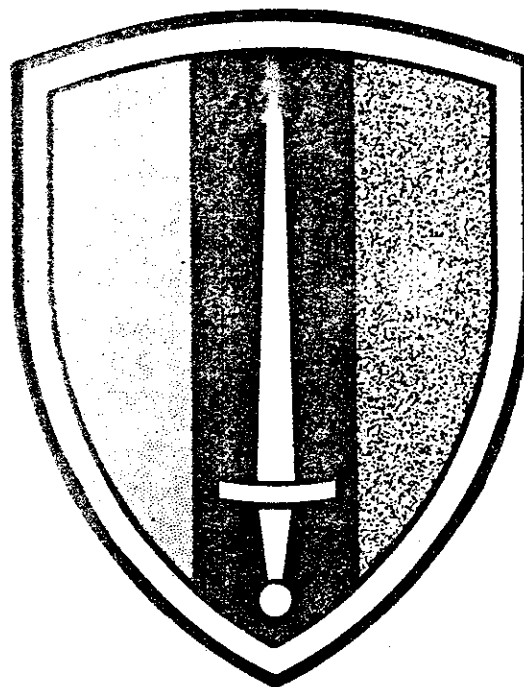
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# THE COMMAND PROGRESS REPORT



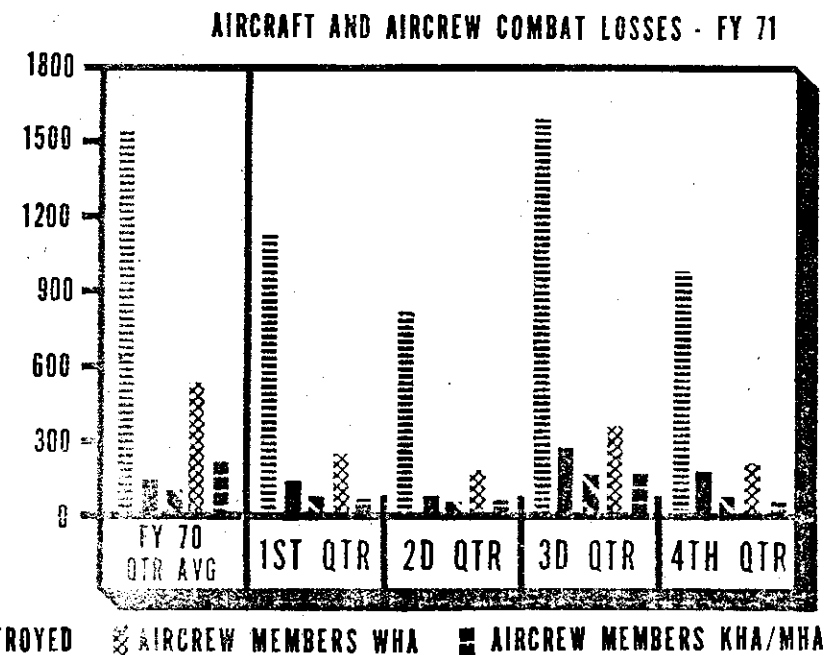
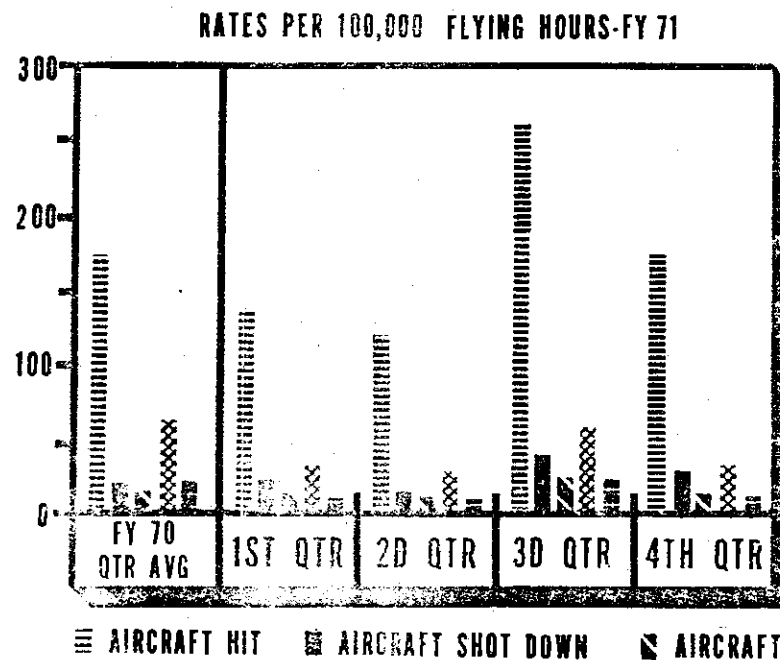
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# AIRCRAFT VULNERABILITY AND AIRCREW SURVIVABILITY DATA



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

**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.

**ACTIONS/FUTURE OUTLOOK:** (C) During the 4th Qtr, FY 71 each of the aircraft and aircrew vulnerability indicators decreased to a level approximating that sustained during the 1st Qtr, FY 71 (Post Cambodian operation). Future projections as to aircraft and aircrew vulnerability are dependant upon the intensity of hostile activity and the combat operations conducted.

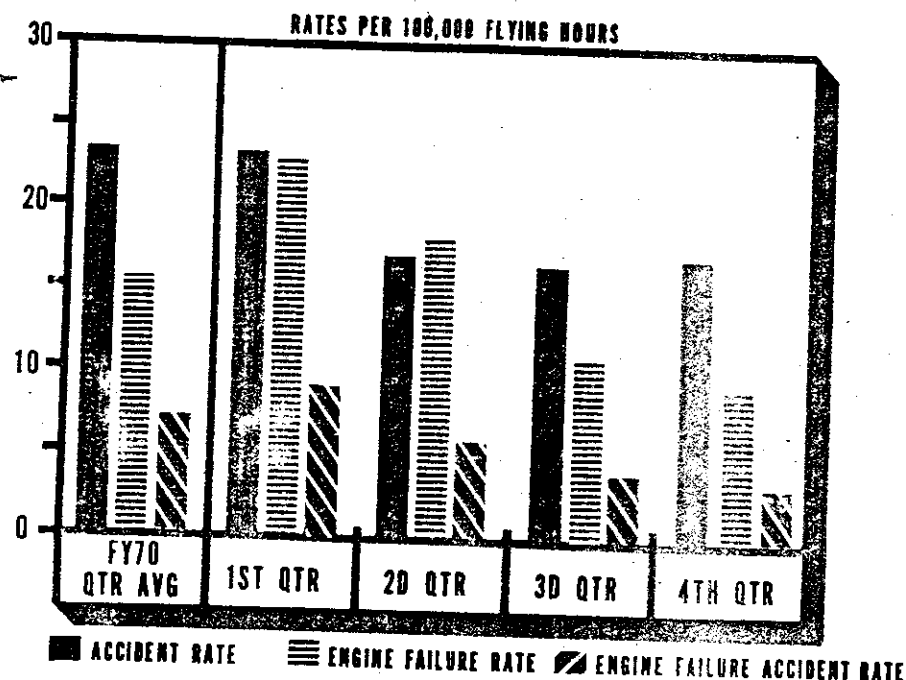
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DATE: 17 June 1987

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# UNCLASSIFIED AVIATION SAFETY, FY 71



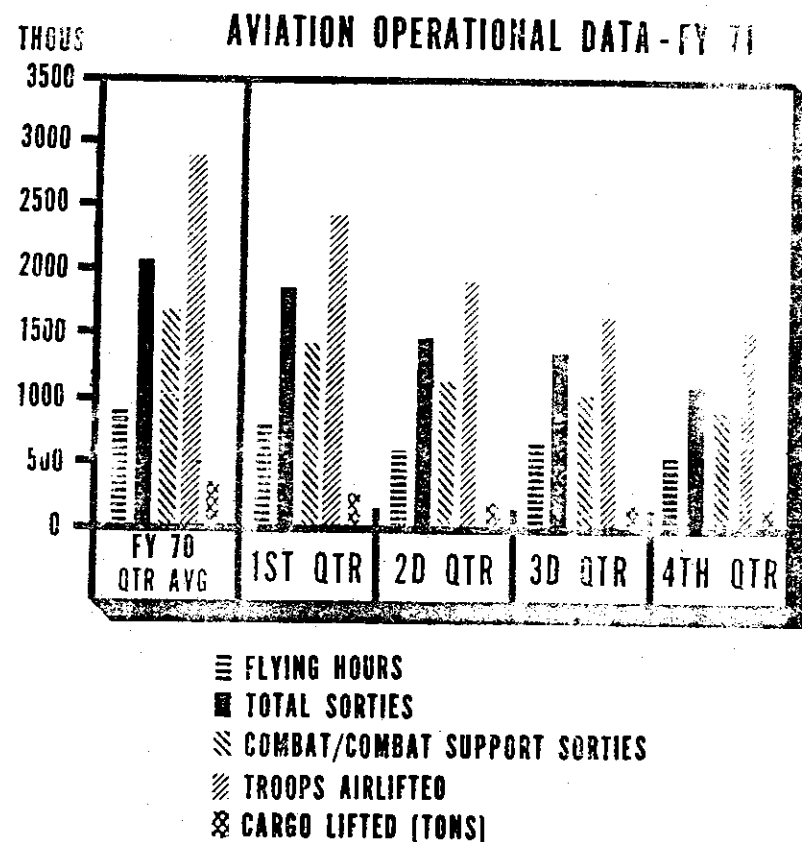
**OBJECTIVE:** To provide a summary of aviation safety data and identify significant changes in trends.

**ANALYSIS:** Total USARV accidents declined from 100 for the previous quarter to 94 for 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 Qtr, FY 71, to 15 for the 4th Qtr. Main and tail rotor strikes as an accident cause factor, however, increased 38% from 13 accidents during 3d quarter to 18 for 4th Qtr, FY 71. 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 on engine functional analysis and other aspects of engine conditioning.

**ACTIONS/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 tail rotor strikes.

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## AVIATION OPERATIONAL DATA



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

**ANALYSIS:** (C) Army aviation operations during the 4th Qtr, FY 71 showed an overall reduction from the previous quarter. Flying time decreased by 8.7 percent from 3d Qtr, FY 71, cargo airlifted declined 10.1 percent and 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 by 11.1 percent and the length of the average sortie increased to 28 minutes. Combat/combat support sorties comprised 76.7 percent of the total sorties flown, a 0.3 percent decrease from the 3d Qtr, FY 71.

**ACTIONS/FUTURE OUTLOOK:** (C) The requirement for aviation support should continue to decrease during the 1st Qtr, FY 72 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 CVN increases its own aviation posture.

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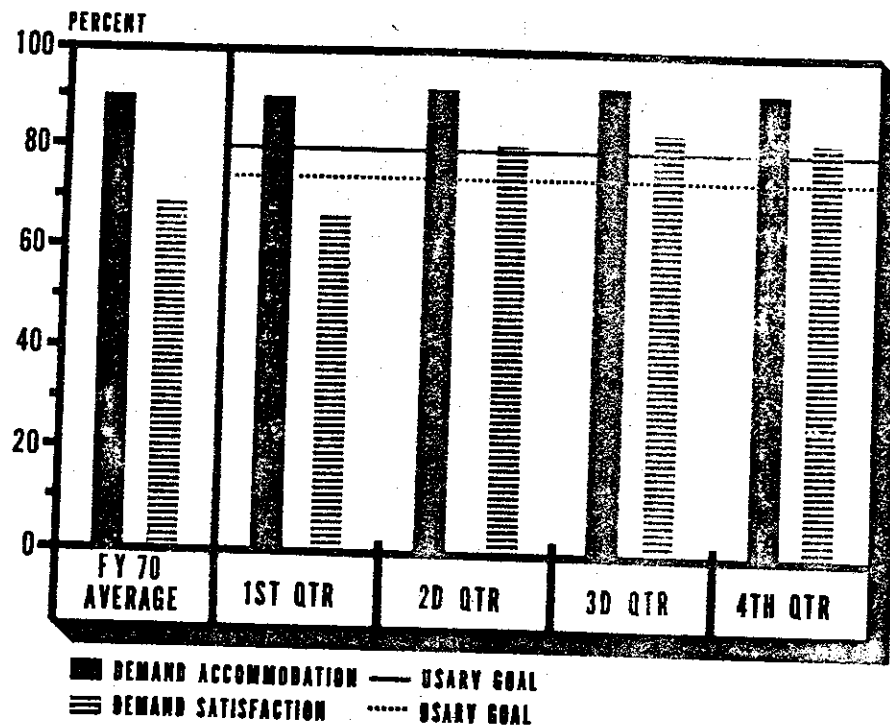
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## AVIATION SUPPLY PERFORMANCE, FY 71

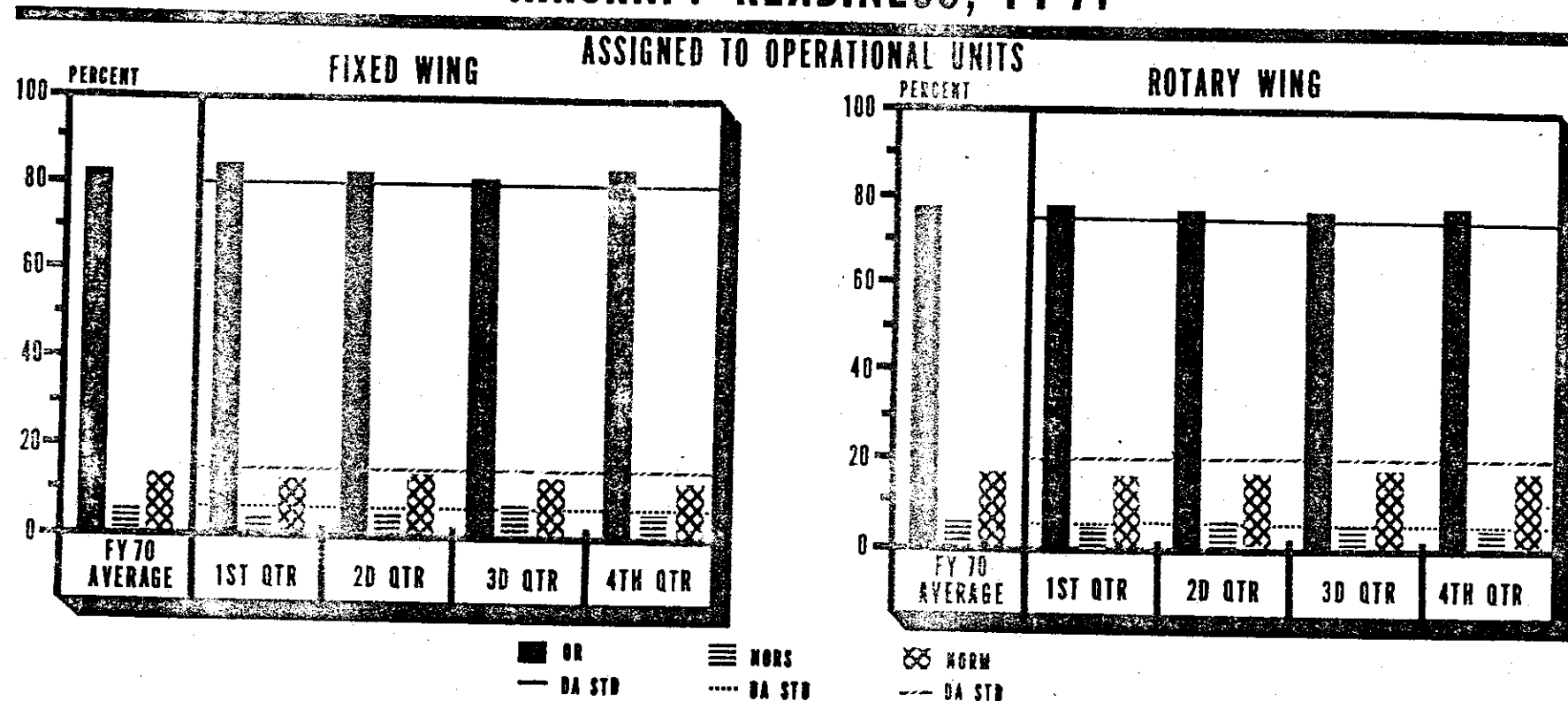


**OBJECTIVE:** To maintain demand accommodation and demand satisfaction rates within the USARV command goals.

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

**ACTIONS/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 the Department of the Army.

**ANALYSIS:** USARV achieved Department of the Army goals through-out the 4th Qtr, FY 71. 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.

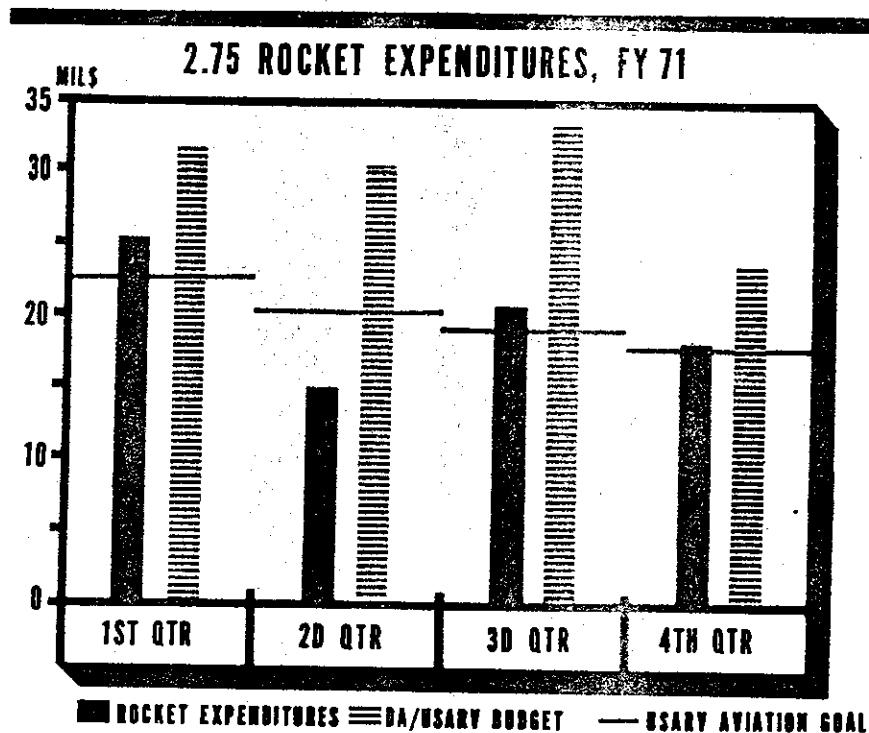
**ACTIONS/FUTURE OUTLOOK:** OR, NORS and NORM rates should remain within DA standards.

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

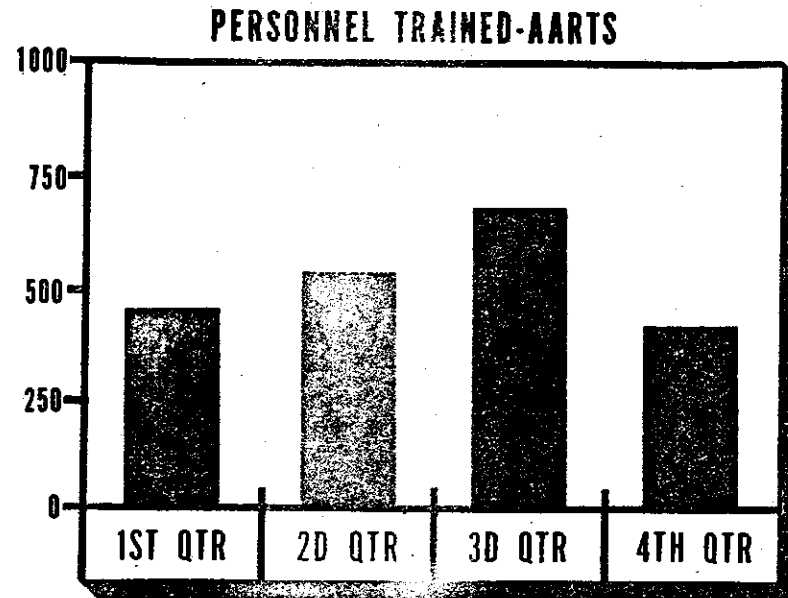
**ANALYSIS:** Rocket expenditures in the 4th Qtr, FY 71, were 2.2 million dollars below the previous quarter. This was two percent above the USARV Aviation goal, but 23 percent below the DA/USARV budget and can be attributed primarily to decreased enemy activity.

**ACTIONS/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



**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.

**ACTIONS/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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AVIATION FLYING HOUR SUPPORT TO US AND FWMF

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

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 ROK forces showed the largest increase in the percent distribution of flying hours.

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

AVIATION FLYING HOUR SUPPORT TO US AND FWMF\*

	(Percent of Total)				
	US	GVN	ROK	THAI/AUST	TOTAL
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%)
4th Qtr, FY71	365,099 (69.0%)	143,917 (27.2%)	15,838 (3.0%)	4,191 (0.8%)	529,045 (100.0%)

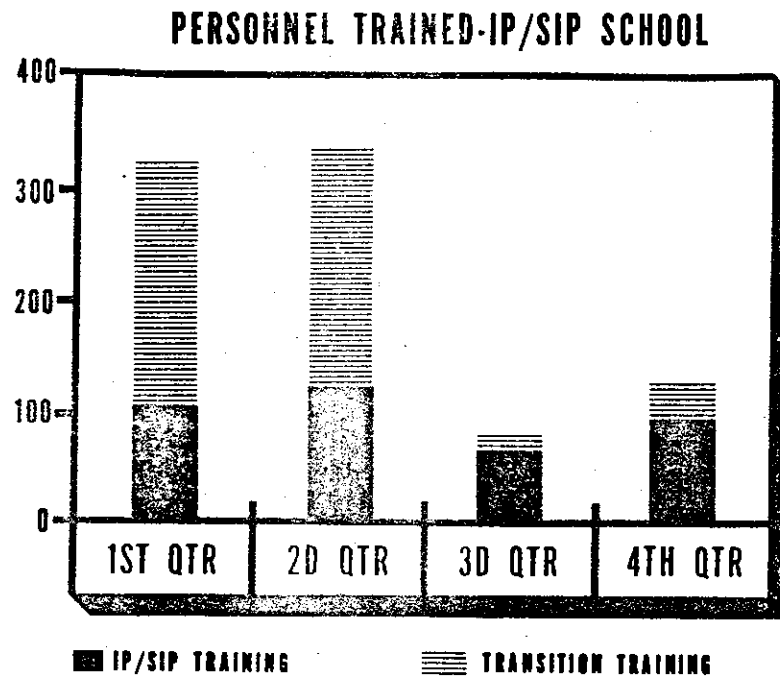
\*Includes reported hours only. Flying hours presented to show general trends; are not adjusted to represent the total fleet.

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## 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.

**ACTIONS/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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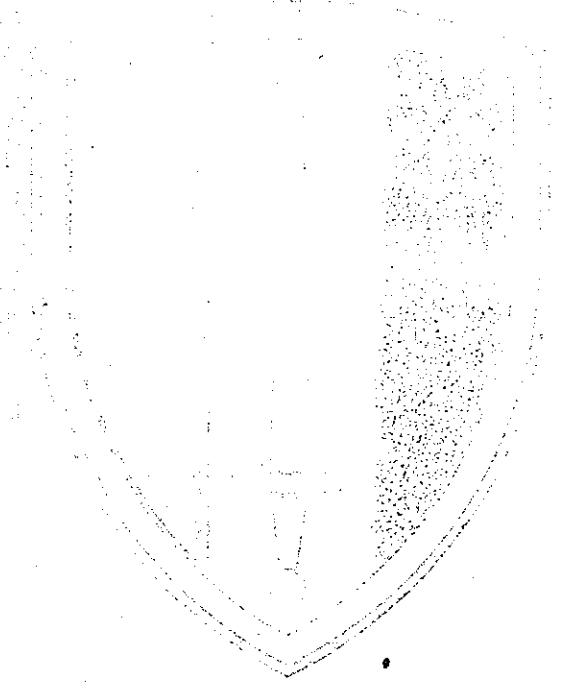
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# THE MILITARY PROGRESS REPORT



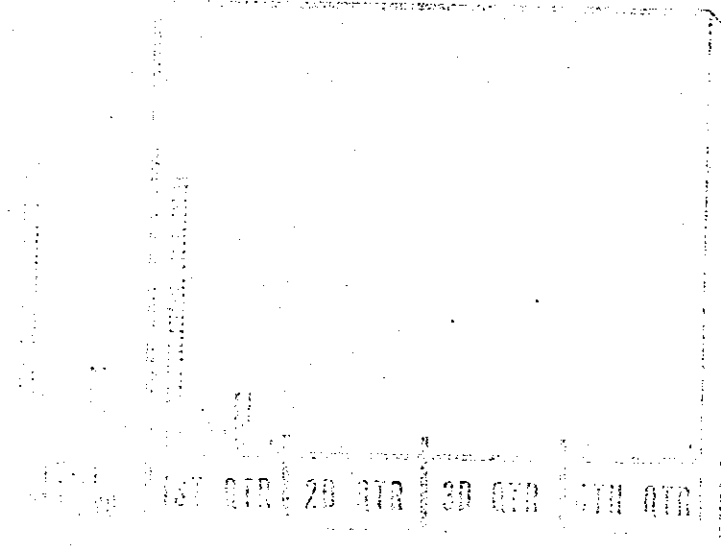
## AVIATION

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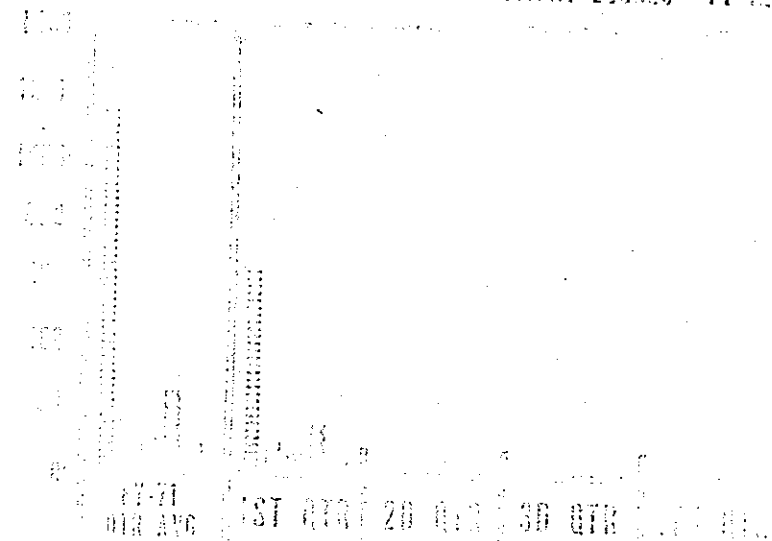
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## AIRCRAFT VULNERABILITY AND AIRCREW SURVIVABILITY

RATES PER 100,000 FLYING HOURS - FY 72



AIRCRAFT AND AIRCREW CASUALTIES - FY 72



AIRCRAFT HIT - (C) AIRCRAFT SHOT DOWN

(C) AIRCRAFT DOWN AND DESTROYED

(C) AIRCREW MEMBERS KIA

(C) AIRCREW MEMBERS KIA/DEAD

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

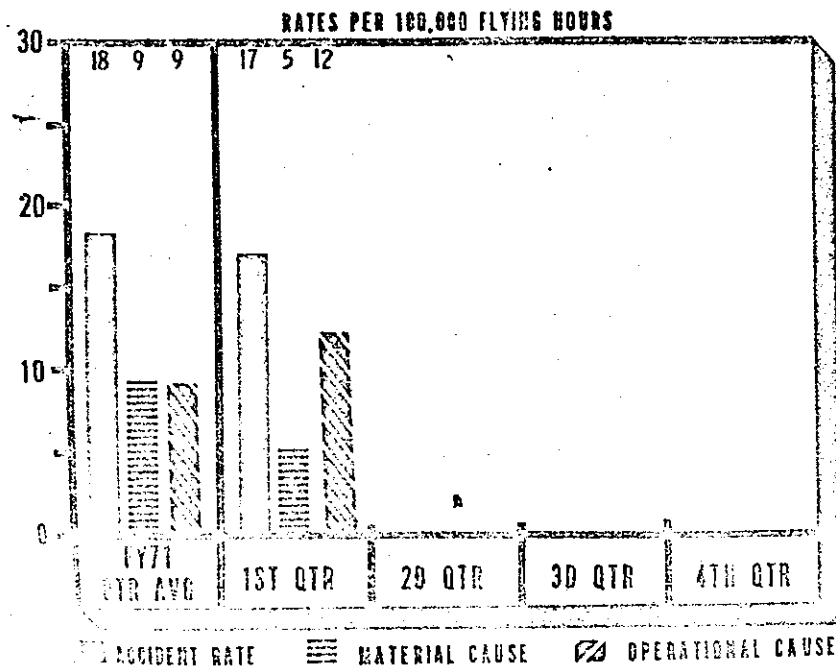
ANALYSIS: (C) The vulnerability rate for aircraft hit decreased 28.9 percent per 100 thousand Flying Hours, the shot down rate decreased 34.6 percent per 100 thousand Flying Hours, and the shot down and destroyed rate decreased 13.4 percent per 100 thousand Flying Hours. The rate for aircrew members KIA decreased 7.5 percent per 100 thousand flying hours and the rate for aircrew members KIA decreased 23.5 percent per 100 thousand flying hours.

ACTIONS/FUTURE OUTLOOKS: (C) The overall decrease in aircraft and crew vulnerability is attributed to the stand down of aviation units and the increased capability of the GVN. 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 72



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

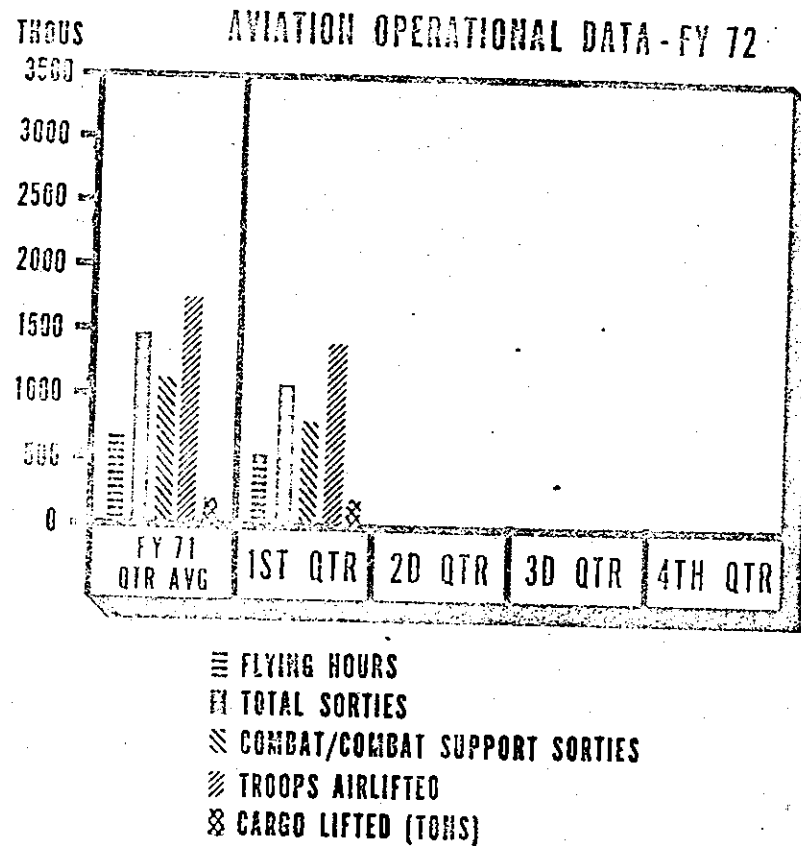
**ANALYSIS:** Total USARV accidents declined from 94 for the previous quarter to 85 this quarter. This was accompanied by a decline in rate from 17.3 4th quarter 71 to 16.9 this quarter. However, when the rate is divided between operational and materiel cause factors it can be noted that the marked decline in materiel cause factors is over-shadowed by the increase in rate for operational cause factors. The marked reduction in engine failures since the introduction of the T-53-L-13B engine in the AH-1G/UH-1C/H aircraft accounts for the reduction in materiel cause factor accidents.

**ACTIONS/FUTURE OUTLOOK:** The effects of persistent materiel improvement have proven effective in reducing materiel related accidents. Continued command influence is now necessary at all levels of command to overcome the costly results of operational-type accidents.

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19-ann DATE: 17 June 1987

# AVIATION OPERATIONAL DATA



## AVIATION OPERATIONAL DATA (U)

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

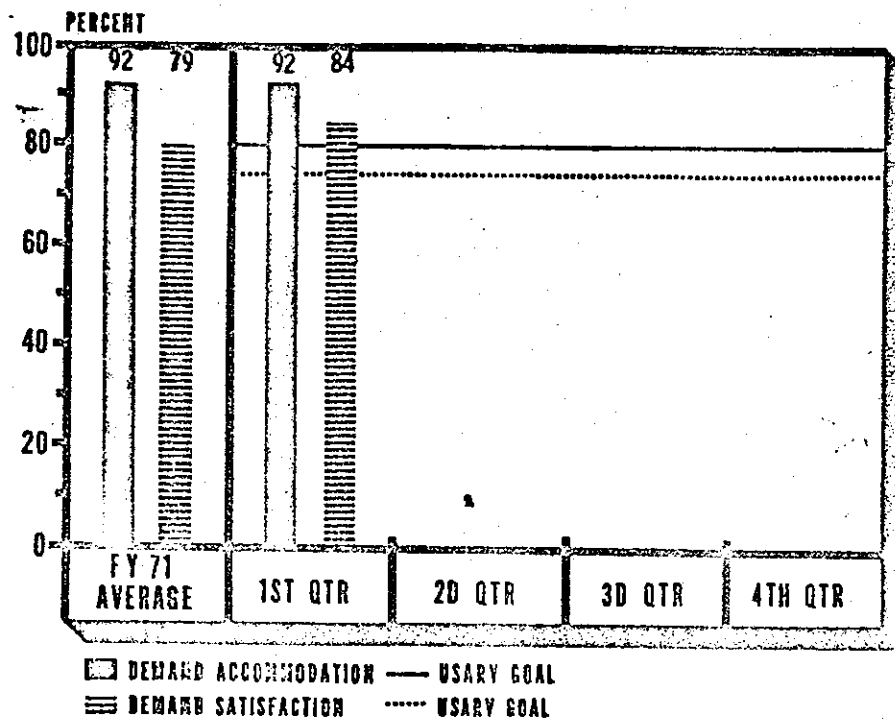
**ANALYSIS:** (C) Army Aviation Operational performance during the 1st Qtr, FY 72, showed a decline from the previous quarter except in cargo lifted. Flying time decreased by 7.2 percent from 4th Qtr, FY 71, cargo airlifted increased 10.8 percent from the previous quarter, troops airlifted declined 7.7 percent. The decrease in the operational performance indicators reflect continued intensive management of aviation resources and the stand down operation of aviation units. The total number of sorties flown decreased 7.8 percent. Combat/combat support sorties comprised 75.1 percent of the total sorties flown, a 2.1 percent decrease from the previous quarter.

CATEGORIES	FY71		FY72	
	2nd QTR	3rd QTR	4th QTR	1st QTR
Flying Hours	659,237	605,844	554,476	514,726
Total Sorties	1,481,761	1,328,807	1,181,938	1,089,178
Combat/				
Combat Support Sorties	1,126,719	1,021,384	906,360	817,797
Troops Airlifted	1,842,473	1,611,617	1,581,711	1,459,047
Cargo Lifted (Tons)	179,762	177,675	159,790	176,974

**ACTIONS/FUTURE OUTLOOK:** (C) The requirement for aviation support should continue to decrease during the next quarter unless enemy activity increases. Additional economics will be achieved as field commanders continue the policy of intensively managing the use of aviation resources, more U. S. units are redeployed, and GVN increases its own aviation posture.

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# AVIATION SUPPLY PERFORMANCE FY 72



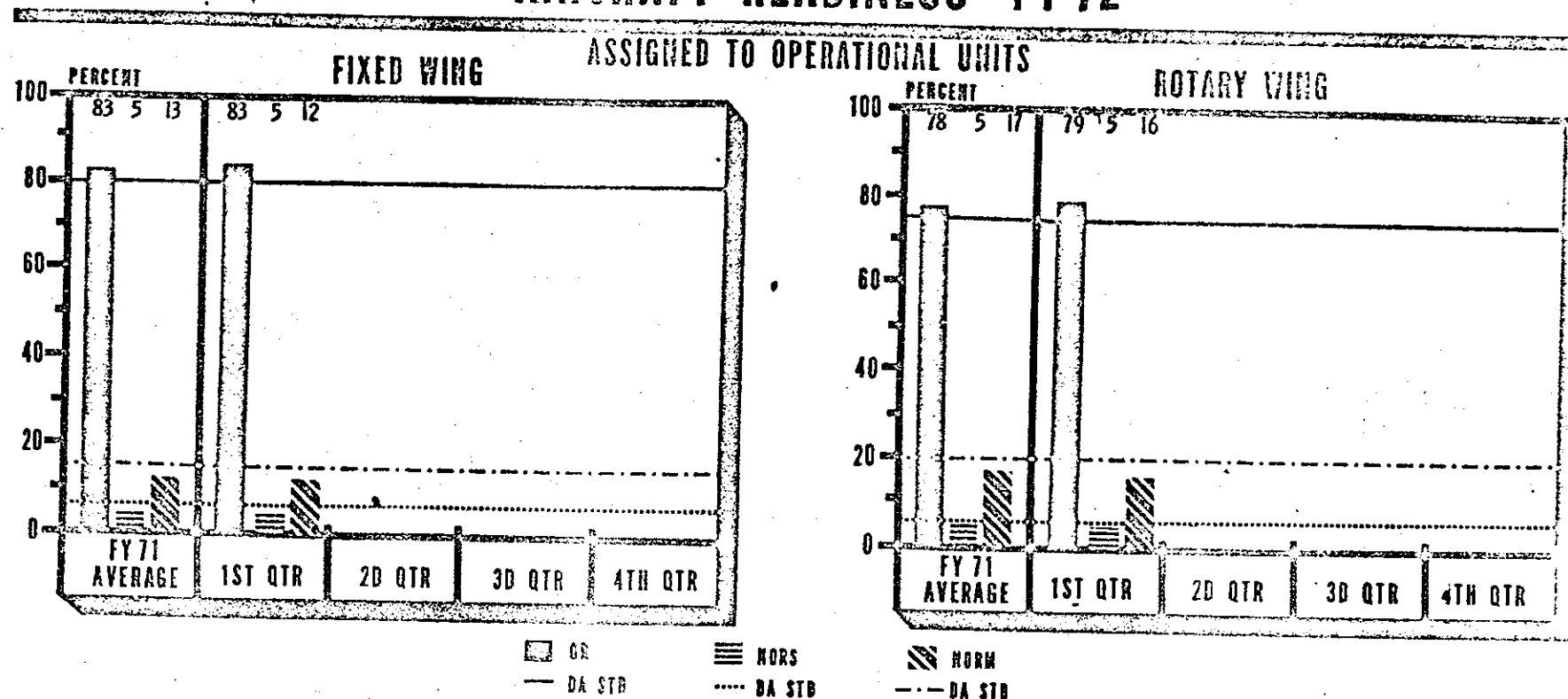
**OBJECTIVE:** To maintain demand accommodation and demand satisfaction rates within the USARV command goals.

**ANALYSIS:** Demand accommodation and demand satisfaction remained above the USARV command goals of 80 and 75 percent respectively during 1st Qtr, FY 72. Demand accommodation remained constant at 92 percent throughout the quarter due to the continuing effect of Systems Stockage Criteria. Demand satisfaction rose to 84 percent as stocks consumed in follow-on support of increased activity in MR I during March were replenished.

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

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# UNCLASSIFIED AIRCRAFT READINESS FY 72



**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.

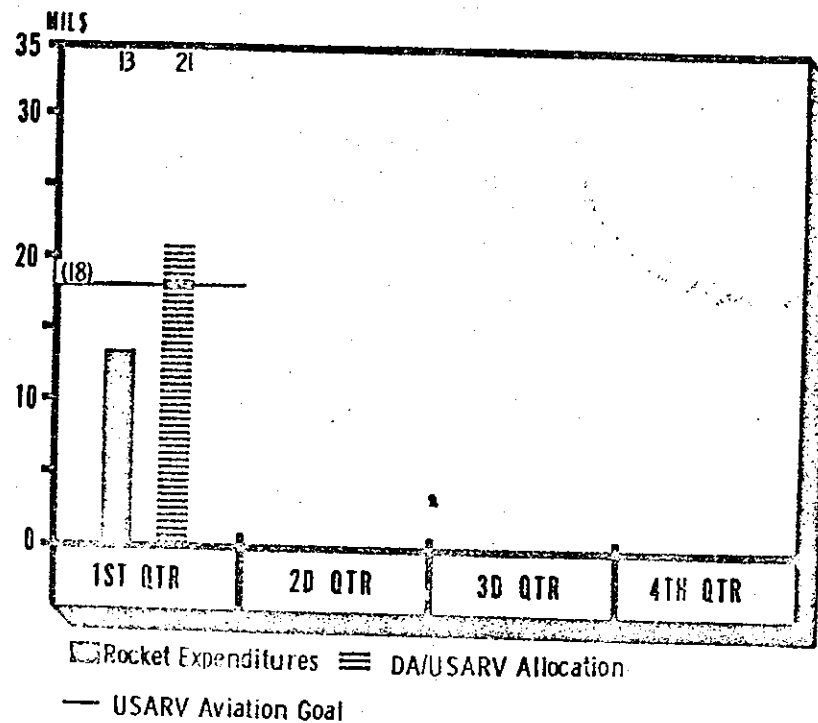
**ANALYSIS:** USARV achieved Department of the Army goals through - out the 1st Qtr, FY 72. The rotary wing aircraft operationally ready (OR) rate increased monthly while the not operationally ready supply (NORS) and the not operationally ready maintenance (NORM) rate decreased proportionally.

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

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## 2.75 ROCKET EXPENDITURES FY 72



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

**ANALYSIS:** Rocket expenditures in the 1st QTR, FY - 72, were 4.8 million dollars below the previous quarter. This was 26% below the USARV Aviation goal, and 43% below the DA/USARV budget and can be attributed primarily to decreased enemy activity.

**ACTIONS/FUTURE OUTLOOK:** Expenditures will continue to decline commensurate with the continued reduction in force and reduced enemy activity.

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19-ann DATE: 17 June 1987

# AVIATION FLYING SUPPORT HOURS FY 72

## AVIATION FLYING HOUR SUPPORT TO US AND FWMAF (U)

**OBJECTIVE:** (C) To present a summary of 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 the 1st Qtr FY 72, the percent of US support provided FWMAF 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 withdrawals of US units.

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

## AVIATION FLYING HOUR SUPPORT TO USFWMAF\* (PERCENT TOTAL)

	US	GVN	ROK	THAI/AUST	TOTAL
2d Qtr, FY71	454,983 (73.5%)	142,536 (23.0%)	15,078 (2.5%)	6,422 (1.0%)	619,019 (100.0%)
3rd Qtr, FY71	410,994 (69.4%)	163,251 (27.5%)	12,210 (2.1%)	6,125 (1.0%)	592,580 (100.0%)
4th Qtr, FY71	365,099 (69.0%)	143,917 (27.2%)	15,838 (3.0%)	4,191 (0.8%)	529,045 (100.0%)
1st Qtr, FY72	326,283 (66.3%)	142,331 (28.9%)	20,552 (4.3%)	2,938 (0.6%)	492,104 (100.0%)

\*Includes reported hours only. Flying hours are weekly OPREP-5 hours and are presented to show general trends; these hours are not adjusted to represent the total fleet.

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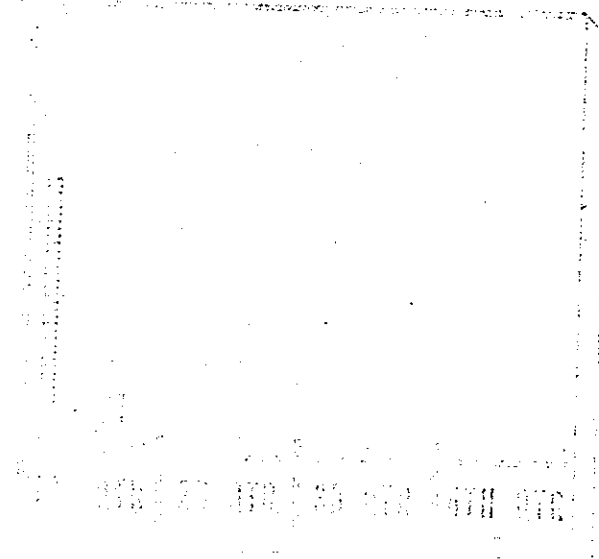
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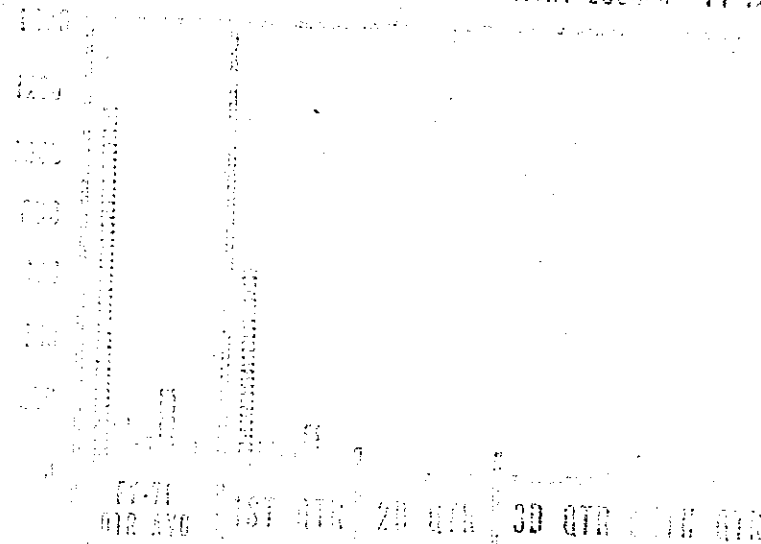
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DAYS PER 100,000 FLYING HOURS-FY 72



AIRCRAFT AND AIRCREW SURVIVABILITY-FY 72



1. AIRCRAFT SHOT DOWN 2. AIRCRAFT BATH A. DESTROYED 3. AIRCREW MEMBERS KIA 4. AIRCREW MEMBERS KIA/TOTAL

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

**ANALYSIS:** (C) The vulnerability rate for aircraft hit decreased 23.9 percent per 100 thousand Flying Hours, the shot down rate decreased 34.6 percent per 100 thousand Flying Hours, and the shot down and destroyed rate decreased 13.4 percent per 100 thousand Flying Hours. The rate for aircrew members WHA decreased 7.5 percent per 100 thousand flying hours and the rate for aircrew members KIA decreased 23.5 percent per 100 thousand flying hours.

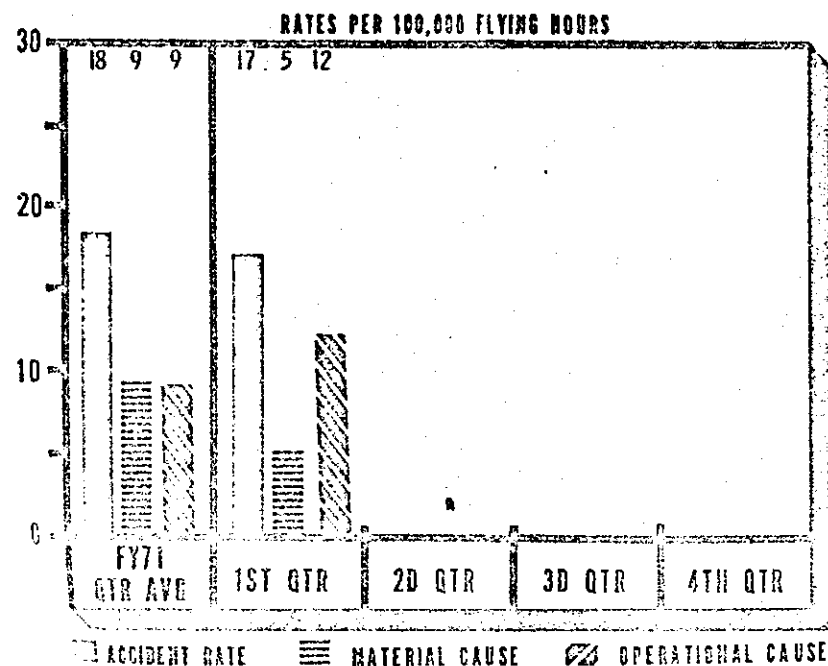
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# AVIATION SAFETY FY 72



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

**ANALYSIS:** Total USARV accidents declined from 94 for the previous quarter to 85 this quarter. This was accompanied by a decline in rate from 17.3 4th quarter 71 to 16.9 this quarter. However, when the rate is divided between operational and materiel cause factors it can be noted that the marked decline in materiel cause factors is over-shadowed by the increase in rate for operational cause factors. The marked reduction in engine failures since the introduction of the T-53-L-13B engine in the AH-1G/UH-1C/H aircraft accounts for the reduction in materiel cause factor accidents.

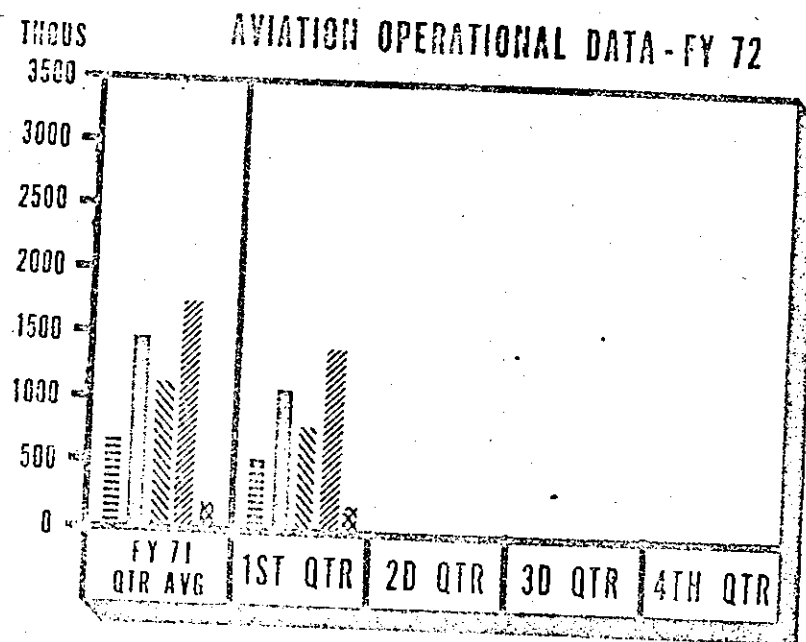
**ACTIONS/FUTURE OUTLOOK:** The effects of persistent materiel improvement have proven effective in reducing materiel related accidents. Continued command influence is now necessary at all levels of command to overcome the costly results of operational-type accidents.

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## AVIATION OPERATIONAL DATA



≡ FLYING HOURS  
 ▤ TOTAL SORTIES  
 ≡ COMBAT/COMBAT SUPPORT SORTIES  
 ≡ TROOPS AIRLIFTED  
 ⊠ CARGO LIFTED (TONS)

### AVIATION OPERATIONAL DATA (U)

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

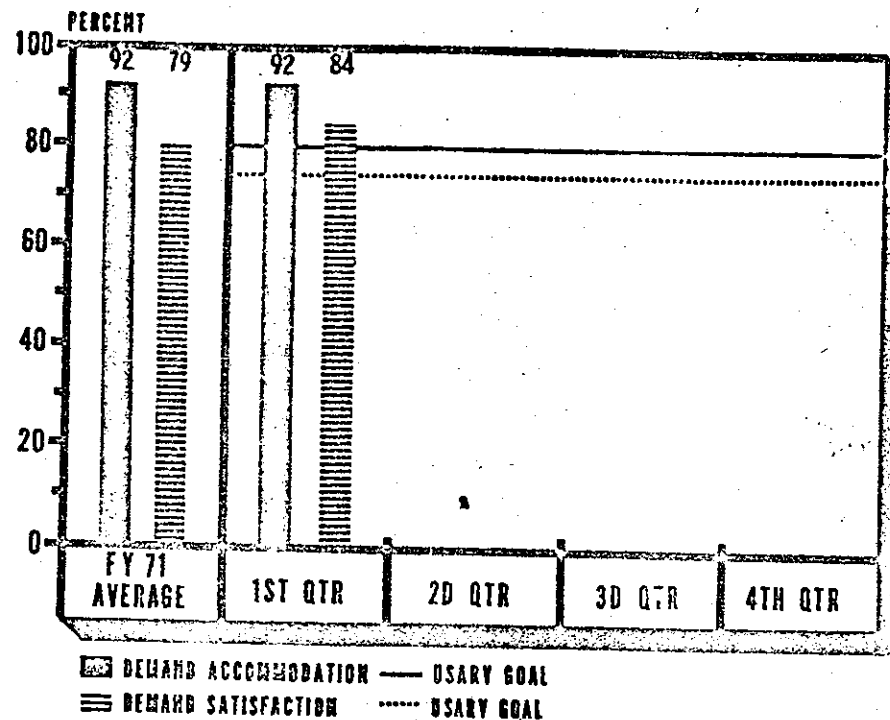
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# AVIATION SUPPLY PERFORMANCE FY 72



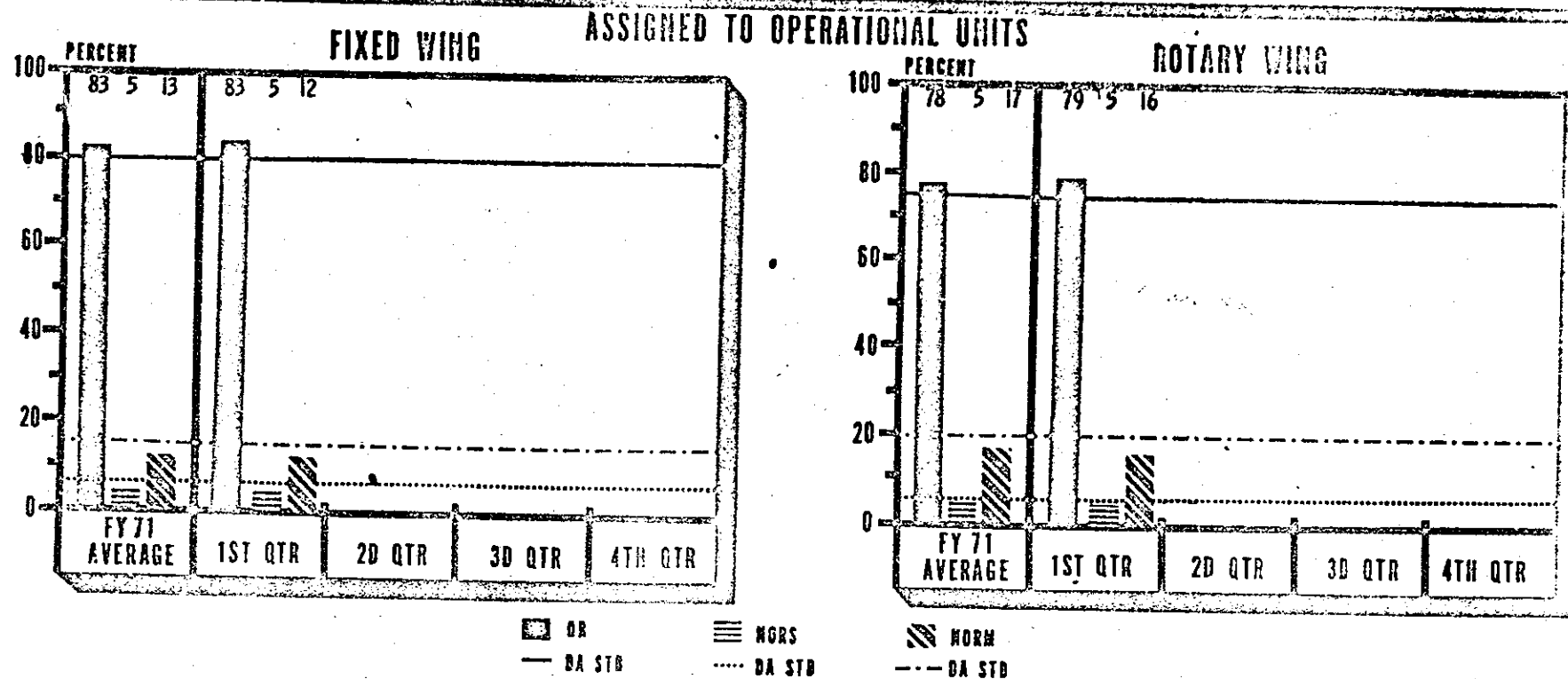
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**ANALYSIS:** Demand accommodation and demand satisfaction remained above the USARV command goals of 80 and 75 percent respectively during 1st Qtr, FY 72. Demand accommodation remained constant at 92 percent throughout the quarter due to the continuing effect of Systems Stockage Criteria. Demand satisfaction rose to 84 percent as stocks consumed in follow-on support of increased activity in MR I during March were replenished.

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

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# UNCLASSIFIED AIRCRAFT READINESS FY 72



**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.

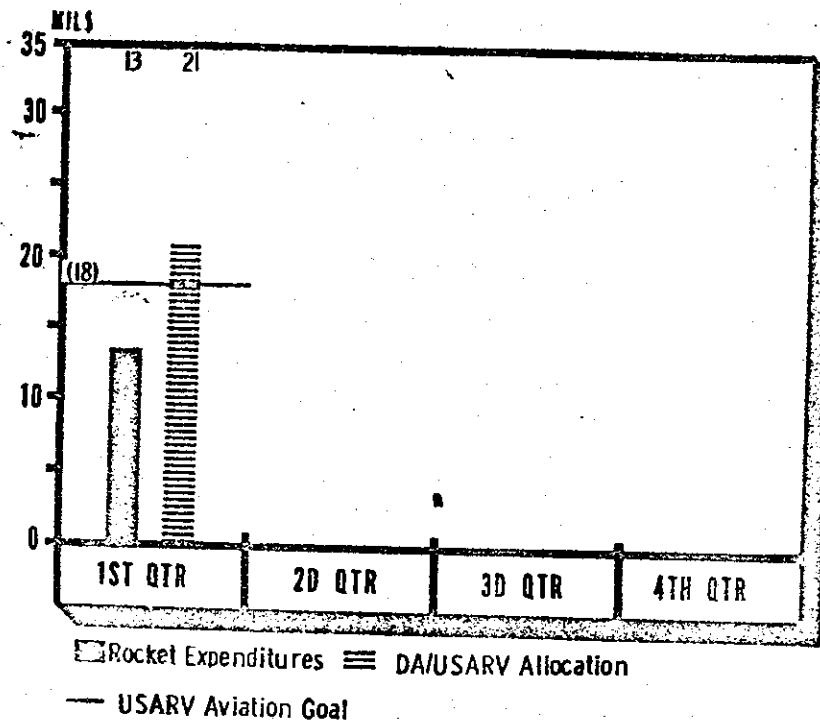
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**ACTIONS/FUTURE OUTLOOK:** OR, NORS and NORM rates should remain within DA standards.

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## 2.75 ROCKET EXPENDITURES FY 72



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**ACTIONS/FUTURE OUTLOOK:** Expenditures will continue to decline commensurate with the continued reduction in force and reduced enemy activity.

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# AVIATION FLYING SUPPORT HOURS FY 72

## AVIATION FLYING HOUR SUPPORT TO US AND FWMAF (U)

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

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

## AVIATION FLYING HOUR SUPPORT TO USFWMAF\* (PERCENT TOTAL)

	US	GVN	ROK	THAI/AUST	TOTAL
2d Qtr, FY71	454,983 (73.5%)	142,536 (23.0%)	15,078 (2.5%)	6,422 (1.0%)	619,019 (100.0%)
3rd Qtr, FY71	410,994 (69.4%)	163,251 (27.5%)	12,210 (2.1%)	6,125 (1.0%)	592,580 (100.0%)
4th Qtr, FY71	365,099 (69.0%)	143,917 (27.2%)	15,838 (3.0%)	4,191 (0.8%)	529,045 (100.0%)
1st Qtr, FY72	326,283 (66.3%)	142,331 (28.9%)	20,552 (4.3%)	2,938 (0.6%)	492,104 (100.0%)

\*Includes reported hours only. Flying hours are weekly OPREP-5 hours and are presented to show general trends; these hours are not adjusted to represent the total fleet.

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