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52d CBT AVN BN



O R I G I N A L

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(AUGUST - SEPTEMBER - OCTOBER)
1967

GROUP - 4
Downgraded at 3 year intervals;
Declassified after 12 years.

DEPARTMENT OF THE ARMY
HEADQUARTERS, 52D COMBAT AVIATION BATTALION
APO San Francisco 96318
"FLYING DRAGONS"

AVGD-CC

6 November 1967

SUBJECT: Operational Report for Quarterly Period Ending 31 October 1967
RCS-CSFOR

UIC-WCYHHA

TO: See Distribution

SECTION I - Significant Organizational Activities

1. (C) General: This report covers the period 1 August 1967 through 31 October 1967, and is submitted in compliance with Headquarters I Field Force Vietnam Regulation 1-3 dated 23 March 1967, and Headquarters 17th Combat Aviation Group Regulation 1-3, dated 12 July 1967.

a. Mission: The mission of the 52d Combat Aviation Battalion (Flying Dragons) is to provide aviation support to US Forces, Republic of Vietnam Forces and Free World Assistance Forces operating in the II Corps area, with priority to the 4th Infantry Division.

b. Station Plan: The 52d Combat Aviation Battalion is stationed at Camp Holloway, Pleiku, RVN, and is commanded by ETC Edward P. Lukert Jr. Subordinate elements consist of the following units: (Detailed list of detachments is shown in inclosure 1).

(1) Headquarters and Headquarters Detachment - Pleiku, RVN.

(2) 119th Assault Helicopter Company - Pleiku, RVN. Equipped with UH-1H and UH-1C (A) helicopters.

(3) 155th Assault Helicopter Company - Ban Me Thuot, RVN. Equipped with UH-1H and UH-1C (A) helicopters.

(4) 170th Assault Helicopter Company - Pleiku, RVN. Equipped with UH-1H and UH-1C (A) helicopters.

(5) 189th Assault Helicopter Company - Pleiku, RVN. Equipped with UH-1H and UH-1C (A) helicopters.

(6) 57th Assault Helicopter Company - Kontum, RVN. Equipped with UH-1H and UH-1C (A) helicopters. (Not operational as of 31 Oct 67)

~~F I D E N T I A L~~

By 1411 hours 17 Oct 67
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~~Support Helicopter Company - Pleiku, RVN~~
... with CH-47A and OH-23G helicopters.

c. Type aircraft authorized and on hand as of 31 October 1967/8

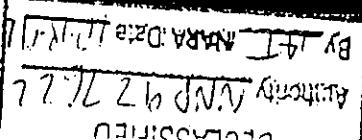
	<u>AUTHORIZED</u>	<u>ON HAND</u>
(1) UH-1C (A)	32	29
(2) UH-1C*	2	0
(3) UH-1H*	92	81
(4) CH-47A	16	16
(5) U-6A	1	1
(6) OH-23*	<u>0</u>	<u>2</u>
TOTAL	143	129

* issued to 179th ASHC in lieu of 2 UH-1C aircraft.
OH-23's utilized by Hq, 17th CAG. Totals do not include 57th AHC aircraft.
(For a more detailed account, see inclosure 2)

2. (C) Intelligence: The Battalion S-2 Section continued to publish a daily INTSUM which is distributed to all units of the battalion, non-battalion tenants of Camp Holloway, Hq, 17th Combat Aviation Group, Hq, 4th Aviation Battalion, Hq, 4th Infantry Division and 633d Combat Support Group at New Pleiku AFB.

a. Enemy activity in the Central Highlands has been comparatively light for the entire period. In early August there was a limited continuation of enemy activity in Northwestern Kontum Province. The expected build-up of activity before the September 3rd election failed to materialize. Throughout the remainder of the period, activity has been characterized by a great deal of unit movement with a noticeable increase during the last half of October. This activity seemed to culminate in the 26 October 122mm rocket attack against US/GVN installations to the North of Pleiku City. Significant isolated events were: 23 August, 1/4 Division forward CP received 40-50 122mm rockets; 26 August, 155th Assault Helicopter Company compound, Ban Me Thuot, received 60 rounds of 60mm mortar fire; 23 September, a fire of suspicious origin in the class III yard of the 88th S&S Battalion, Camp Holloway; 26 October, 45 rounds of 122mm rocket fire received in the general vicinity of II Corps Headquarters and the MACV compound, Pleiku. It is expected that the areas of enemy activity will be directed against the Special Forces Camps along the border. There will be increased sabotage activities and a continued strong probability of mortar/sapper and rocket attacks on the airfields in Kontum and Pleiku. Convoy ambushes on Highways 14 and 19 should be expected.

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reported on 64 occasions resulting in no crew members were killed, however 9 crew members were wounded in action. Of the aircraft shot at, 33 were UH-1H's, 24 UH-1C's, and 7 were CH-47's. Altitudes of aircraft receiving hits varied from 20 feet to 4,500 feet; specifically, 10 received hits below 500 feet, 8 received hits between 500-1000 feet, 7 between 1000-2000 feet, 13 between 3000-4500 feet, and 7 at an unknown altitude.

c. Major activities of the S-2 Section during this period have been the implementation of USARV Reg 190-20 and the issuing of the new USARV Form 361, Standard Gate Pass, for Camp Holloway. However, additional security checks will be necessary since local nationals apparently able to "purchase" the required MSS clearances. An immediate result has been an increased awareness of the indigenous employees on post. It has also caused employing agencies to account for their employees which was not done in the past. It is expected that a ceiling will be placed on hiring of indigenous employees by controlling the number admitted on post. Distribution facilities are being installed in central locations on post to distribute leaflets encouraging all indigenous personnel to provide any information pertaining to enemy activities. (See inclosure 3)

d. The Intelligence Section of the 155th Assault Helicopter Company continues to have the responsibility of gathering intelligence information on the Ban Me Thuot area and receiving reports from all local civilian agents and military organizations in the Ban Me Thuot area.

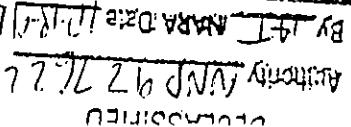
e. Intelligence briefings and indoctrinations were given to the newest member of the battalion, the 57th Aviation Company, in Kontum. A basic load of maps and other necessary forms and references were provided.

3. (C) Operations and Training Activities

a. Operations

(1) Support: The 52d Combat Aviation Battalion (Flying Dragons), supported numerous operations including; Francis Marion (73 days), Horace Greeley (22 days), MacArthur (19 days), Project Omega (92 days), FOB #2 (92 days), 52d Arty (81 days), Press Camp (81 days) and Project Delta (10 days). In addition aviation support was provided II Corps Hq (92 days), Co "B", 5th SFG (92 days), Pleiku Sub Area Command (1 day) and other units within 17th Combat Aviation Group (11 days). In general during the reported period, the "Flying Dragons" supported II Corps with one assault helicopter company; 4th Infantry Division with two assault helicopter companies and one assault support helicopter company, and II Corps ARVN with one assault helicopter company. The percentage of the battalions lift capability allocated, by month, was as follows:

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	AUG	SEP	OCT
4th Inf Div	64%	63%	62%
ARVN	12%	11%	14%
Other	24%	26%	24%

(For a detailed sequence of significant events and statistics, see inclosure 4; for a map of operational area, see inclosure 5)

(2) Operational Statistics (1 Aug - 31 Oct 67)

CMBT SORTIES	OTHER SORTIES	UH-1C **HOURS	UH-1H **HOURS	CH-47A **HOURS
89,038	21,529	6,297	23,678	3,756
TOTAL **HOURS	PAX	CARGO TONS	A/C HIT	A/C *DAM/DEST
33,731	155,851	21,994	45	50/7
CREW MEM *INJ/K	ENEMY KBA	STRUCT DEST	MED EVACS	SORTIES DELAY OR CXL FOR WX
18/8	58	11	310	3,065

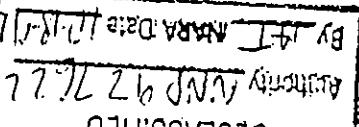
* includes results of hostile fire and accidents
** adjusted DA Form 1352 time

(3) Valorous Unit Award: On 21 September 1967, by direction of the Secretary of the Army, the Flying Dragons with assigned and attached units, received the Valorous Unit Award (First Oak Leaf Cluster) for extraordinary heroism during military operations against a hostile force near Duc Co, Republic of Vietnam, (28-30 May 1966). See inclosure 6 for the complete text of the citation.

(4) Airmobile Operations: The 52d Combat Aviation Battalion conducted several battalion size airmobile combat assaults during this reporting period. This employment technique, although not uncommon in Vietnam, is unique in this area and increased the ground commander's effectiveness immeasurably. Loss of some reaction time was experienced, due to the absolute necessity for sound prior planning by the lifted unit.

(5) CH-47 Support: During this quarter, the increased demand for CH-47 support in the Central Highlands continued. This demand made it necessary to reinforce the 179th Assault Support Helicopter Company on several occasions with aircraft from the 180th Aslt Spt Hel Co and the 196th Aslt Spt Hel Co, for short periods. The 179th Aslt Spt Hel Co

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summary of the Department of the Army flying program throughout the reported period. In the month of August, the unit set an all time record of 1,415 hours flown, over 177% of the DA program.

(6) 335th Assault Helicopter Company: In mid September the 335th Aslt Hel Co departed this operational area with the 173d Abn Bde. The 52d Cbt Avn Bn was relieved of logistical and administrative responsibility to the 335th Aslt Hel Co at that time. Statistical data included in this report does not include data on that company.

(7) 57th Assault Helicopter Company Arrival: The advance party of the 57th arrived in Pleiku on 14 October 1967. They were welcomed and briefed by the battalion commander and staff, and immediately started preparation for the main body. The main body of the 57th Assault Helicopter Company deployed to Vietnam beginning 23 October 1967, and completed the move on 26 October 1967. The company was assigned to the 52d Combat Aviation Battalion and will operate from their base camp at Kontum, RVN. The unit's aircraft and equipment arrived at Vung Tau, RVN, on 31 October 1967. A small delegation from the company was sent to Vung Tau to organize the shipment of aircraft and equipment to Kontum. The remainder of the company worked feverishly on the base camp to complete it before the arrival of their TO&E equipment. Pilots and crews were given their in-country orientation and trained with other organic units within the 52d Combat Aviation Battalion from 29 October through the end of the month. The proposed operational date for the 57th is 15 November 1967.

The proposed operation
(For problem areas of receiving, processing and training new aviation units,
see Section II, Part I, para 1).

(8) Major Operations Supported: The 52d Combat Aviation Battalion completed support to Operations Horace Greeley and Francis Marion during the reporting period. (For aviation support statistics, see in-closure 7).

(9) Weather: During the month of August, the weather was characterized by low ceilings and poor visibility, due to ground fog and rain. Early take-offs were precluded by IMC conditions until mid-day. Winds and generally required the return of aircraft prior to 1700 hrs. Winds were predominately out of the WSW during this period. In late September, the winds began shifting to the NNE bringing better weather and improved flying conditions. Early morning ground fog, lifting after 0900 hrs local, continued through mid October. From 16 October until 31 October the weather was generally CAVU. The winds shifted to ENE, bringing cooler temperatures and excellent flying conditions. (For more detailed meteorological data, see inclosure 4).

b. Training

(1) Replacement training was reorganized and given increased command emphasis during this period. This training is now conducted bi-monthly at battalion level and covers the entire training spectrum as

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The level of the instruction is closely monitored by the battalion training officer. Inadequate availability of training aids, continues as a problem area.

(2) Aviation Training continues at company level, with command emphasis on the following subjects:

- (a) Instrument training
- (b) Pre-Flight inspections
- (c) Monsoon weather procedures
- (d) Emergency procedures
- (e) Cross-country flight planning
- (f) Use of "go-no-go" chart
- (g) Use of "Max Gross Weight" chart
- (h) Rules of engagement
- (i) Escape and Evasion

(3) Battalion safety has developed a combination of charts, extracted from TM 55-1520-211-10, enabling gun pilots to make quick, accurate computations of max gross weight for current geographic and atmospheric operating conditions. This chart is readily available in all UH-1C aircraft. (See inclosure 8)

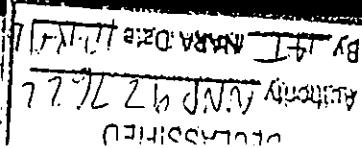
(4) The standardization section planned and initiated a comprehensive training program for 45 newly assigned aviators of the 57th Assault Helicopter Company. Initial in-country orientation requirements were completed in four days by a training team comprised of experienced instructor pilots. Following this initial training, the aviators were assigned to fly on combat missions with aircraft commanders from operational units.

(5) Selected aviators from units within the 52d Combat Aviation Battalion attended a four day instrument Flight Training program which was designed to prepare them for instrument instructor pilot duties.

c. Research and Development: Within this reporting period, the 52d Combat Aviation Battalion took part in, continued or completed the following tests to the degree indicated:

(1) Special purpose equipment: a zeon light was installed on a UH-1H model helicopter for testing. This light is employed with armed helicopters and used for night reconnaissance missions in conjunction

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unfavorable, when employed in the immediate Pleiku Camp, Holloway TAOR. However, its effectiveness is limited in areas of heavy vegetation. Testing continues.

(2) "Snoopy" - The testing of the man pack "people sniffer" devices installed in UH-1C aircraft was completed during this period. Results of this test indicated that this device, when installed in helicopters, is ineffective. The device has a sensing rate of once every 15-20 seconds, and in addition, 9 to 15 seconds are required for readings to register. Airspeed of the aircraft averages 80 KPH (132 FPS) and therefore the target area is 800-1350 meters away before readings are received. It was also found that the air speed sensings were too small to be effective for aerial employment.

(3) "Ringtrop" - Airdrop of anti-personnel devices in large quantities. Testing on this device is complete. However, results of these tests have not reached this headquarters. Large quantities of these devices are on hand, and will be employed upon request from major tactical units operating in this area.

4. (C) Logistics:

a. Class I:

(1) No significant problems.

(2) The 57th Assault Helicopter Company established Class I account in October.

b. Class II: The following equipment shortages were received during the period:

(1) 350 GPM pump and filter at Holloway.

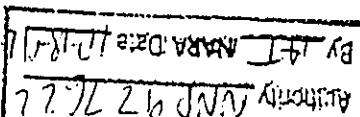
(2) Rough Terrain Fork Lift at 155th Assault Helicopter Company.

c. Class III and IIIA:

(1) No significant problems. Short fuse missions continue to require fuel to be transported by organic helicopter airlift, however close coordination and timely warning orders have kept this requirement to a minimum. POL storage and pumping facilities at three fixed locations and five field sites handled a total of over 3 million gallons of fuel required by battalion aircraft.

(2) The mini-port POL system continues to show improvement. Use of the 350 gallon per minute pump and filter allowed a reduction in tanker requirements of 50% at Camp Holloway. All UH-1 slick aircraft are

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period: 497. d. Personnel Problems During the Period August - October 1967.

The battalion is still experiencing difficulty receiving replacements in our critical MOS shortages: Communications (MOS 35 series), Helicopter Tech Inspectors (MOS 67N), Helicopter Crew Chiefs (MOS 67N), Clerk Typist (MOS 71B) and Armament Maintenance Personnel (MOS 45 series). The battalion continues to be extremely short of personnel in MOS 11B.

e. Command Changes

The following new commanders assumed command during August, September and October 1967:

<u>COMMANDER</u>	<u>UNIT</u>	<u>DATE</u>
LTC Edward P. Lukert Jr.	52d Cbt Avn Bn	6 Sep 67
MAJ Jessie E. Stewart	170th Aslt Hel Co	20 Sep 67
MAJ Wilbur R. Mixter	405th Trans Det	20 Sep 67
MAJ David C. Whitworth	402d Trans Det	1 Oct 67
MAJ Donald R. McCabe	179th Aslt Spt Hel Co	3 Oct 67
*MAJ Bernard R. Allman	57th Aslt Hel Co	14 Oct 67
CPT Philip C. Ashley	545th Trans Det	17 Oct 67
*MAJ Niles C. Clark Jr.	615th Trans Det	25 Oct 67

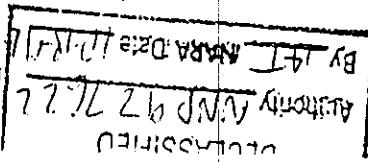
NOTE: * does not indicate date individuals assumed command of respective units, only when they reported in-country as elements of this command.

f. Gains and Losses

(1) The following gains and losses occurred during August - October 1967:

(a) <u>GAINS</u>	<u>OFF</u>	<u>EM</u>
August	18	41
September	30	66
October	24	54

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August	28	63
September	25	82
October	25	68

(2) At present the battalion is 133 EM and 45 Officers and Warrant Officers below TO&E strength.

g. Morale - The morale of enlisted and officer personnel throughout the battalion remained exceptionally high. This was due primarily to:

(1) Maximum recognition for job accomplishment through promotions, awards and decorations, and letters of appreciation.

(2) Liberal leave and R&R policies.

(3) Continually improving standards of living.

(4) Availability of post facilities.

(5) Continual indoctrination in job performance and mission orientation.

h. Religious Activities During the Period August - October 1967.

(1) During the quarter the Battalion Chaplain was responsible for all religious activities at Camp Holloway and at operational sites. Protestant services were conducted by the Battalion Chaplain. Religious services were provided for the 155th at Ban Me Thuot on a weekly basis by the Protestant missionaries and the Catholic Chaplain from MACV. Catholic services for Camp Holloway were conducted each Sunday by the PSAC Chaplain. Transportation was provided from Camp Holloway to the 18th Surgical Hospital Chapel each Friday for Jewish personnel. During the quarter, a Sunday morning Protestant worship service was started at the 604th TC Company theater. The Protestant congregation continued to attend the hymn-sing at the CMA compound each Sunday. Two cook-outs were held jointly with the CMA missionaries during the quarter. The evening service for the Protestant congregation increased during the period. Dramatic films produced by the Billy Graham Association were shown twice each month.

(2) The following additions and improvements have been made to the Chapel and grounds in the quarter:

(a) A piano was donated to the Chapel by MAJ Kraph of the 170th Assault Helicopter Company.

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(c) An outside bulletin/announcement board.

7. (U) PSYOPS:

The battalion continues supporting the Chieu Hoi and Hoa Chau Programs, and distributes leaflets and rally instructions periodically. The battalion has now distributed more than one million such leaflets and safe conduct passes. This augments the 4th Infantry Division program in the western portion of Pleiku Province. These activities are programmed in known or suspected enemy areas of operation and are the responsibility of the Psyops Officer. (See Inclosure 10)

8. (C) Safety and Standardization

a. Staff Visits: The assignment of an additional officer to this section has permitted increased staff visits to subordinate battalion units. During these visits, instructor pilots are briefed on items of flight standardization and training; check-rides are conducted. Unit operations are observed during single and multiple-ship missions. After action reports are furnished the unit commander with recommendations.

b. Safety: Statistics reflect that nine aircraft were destroyed and twelve lives were lost as a result of the eleven major accidents that occurred during this period. The accident rate for the 33,731 flight hours was 32.2 per 100,000 hours. The following represents accident cause factors and frequency of occurrence:

<u>CAUSE</u>	<u>NUMBER</u>
(1) Maintenance or material failure	4
(2) Inadvertant low level weather entry at night	1
(3) Tail rotor struck revetment	1
(4) Aircraft overloaded and lost RPM on take off	1
(5) Contaminated fuel	1
(6) Loose equipment struck tail rotor causing antitorque failure	1
(7) Late recovery attempt from descent	1
(8) Antitorque failure (Investigation in Progress)	1

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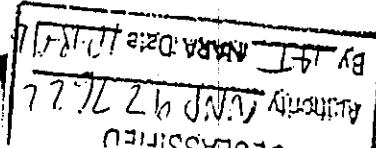
their cause factors, and follow up action taken to prevent reoccurrence. An airfield survey completed by 12 MI in August, has been the basis for many completed and programmed improvements to the Holloway airfield facilities. This section also assisted in the design of the bulk CS gas dispenser, which eliminated the unsafe aspects of a previously used system. (See inclosure 11)

9. (C) Post Headquarters, (Camp Holloway)

a. Camp Holloway is the home of the 52d CAB in the Central Highlands of Vietnam. LTC Lukert, Commanding Officer of the 52d Combat Aviation Battalion, is also the Post Commander of Camp Holloway. Tenant units of Camp Holloway are:

- (1) 52d Combat Aviation Battalion
 - (a) HHD, 52d CAB
 - (b) 119th Aslt Hel Co
 - (c) 170th Aslt Hel Co
 - (d) 179th Aslt Spt Hel Co
 - (e) 189th Aslt Hel Co
 - (f) 52d Security Detachment
 - (g) 68th Radar Detachment
 - (h) 344th Avn Co (AOD)
 - (i) 125th ATC
- (2) 604th Transportation Company (DS)
- (3) 219th Avn Co
- (4) 628th Maint Det
- (5) 88th S&S Bn, 1st Log Command
- (6) 283rd Medical Evac (Dust Off)
- (7) 85th EOD
- (8) 212th Sentry Dog Platoon
- (9) 3rd Preventive Medicine (Det)

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10. (C) Signal

a. The installation of the communications complex in the COC bunker was completed in Oct 67. Communications facilities included multiple FM radios, telephone lines to all units at Camp Holloway and provisions for an HF radio. All antennas were mounted on a platform set on thirty foot telephone poles, eliminating the need for guy wires and resulting in a more secure installation.

b. The project of replacing field wire telephone lines at Camp Holloway with multiple pair cable was completed in Oct 67. Approximately three miles of cable was used in this project, greatly improving the appearance of Camp Holloway and facilitating maintenance of telephone lines.

c. A new AN/VSC-2 jeep mounted HF/RTT radio is now in use within the battalion. The radio will be utilized for voice and teletype communications between the 52d CAB and 17th CAG. It is anticipated that security equipment for teletype will be added in the near future.

11. (U) Aircraft Maintenance

a. Maintenance Statistics:

	<u>UH-1C</u>	<u>UH-1H</u>	<u>CH-47A</u>
Aircraft authorized:	32	92	16
A/C assigned (avg):	31.1	84.7	16
Availability rate:	85.3%	85.3%	68.8%
EDM rate:	9.3%	8.6%	24.4%
EDP rate:	1.9%	3.5%	6.8%

(For detailed statistical data, see inclosure 13)

b. During this reporting period the issue of the UH-1H model helicopters, equipped with the new T53-L-13 turbine engine, was completed. Problem areas with this model aircraft have continued to build at a phenomenal rate. More specifics are presented in section II.

12. (U) Flight Surgeon

a. During the reporting period, several improvements were made to Camp Holloway medical facilities.

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... A&D section reorganization to provide faster processing of patients and faster information on previous patients; including position.

(3) Installation of new lighting in the dispensary.

b. The battalion Flight Surgeon initiated a program of examining aviators, high on flight time, for possible fatigue. These examinations were performed in the unit area and provided unit commanders with invaluable information. Problem areas involving fatigue are discussed in section II.

Section II: Commander's Observations and Recommendations Part I,
Observations (Lessons Learned)

1. (C) Operations

a. Item: Flying Hour Program

Discussion: Pilot fatigue, shortages of aircraft parts and excessive maintenance demands can be attributed to overflying the flying hour program; in the case of the 52d Battalion, as much as 150%.

Observation: A flying hours program of 5 hours per day per allocated aircraft would reduce pilot fatigue, ease parts shortages and allow adequate maintenance support with the personnel available. Increased requirements for flying hours would be met by committing more aircraft. The alternative would be an increase in maintenance personnel, parts and aviators to units and a ratio of 1 : 1 based on average percentage of flying hours over the DA flying hour program.

b. Item: New Aviation Units

Discussion: New units could be more efficiently organized in-country utilizing the following method:

(1) Package unit TO&E equipment in CONUS utilizing civilians and modern packaging techniques and ship to COMZ.

(2) Package personnel in the proper grade and MOS, by TO&E, and ship to COMZ.

(3) Select in-country personnel in the appropriate grade and MOS structure to provide 75-80% of the authorized strength of the new unit with the appropriate DEROS balance.

(4) Program arrival of new personnel as required and replace one for one with in-country personnel selected for the new unit.

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Discussion: During a ninety day period, a total of sixty-six failures of the UH-1H floor mats experienced. A total of one hundred and eighty six were broken. Apparent cause of failures was water and mud accumulation during transmissions.

Observation: A sealed floor switch should be designed for use in UH-1 helicopters.

e. Item: Repair of AN/ARC-54 Radio

Discussion: The AN/ARC-54 FM radio continues to be the highest failure component of the avionics systems. It is overly susceptible to vibration and moisture. A partial answer to the constant failure of this radio set is resealing the tuning slugs on the RF amp module with an epoxy material.

Observation: A more reliable FM radio is needed in the UH-1 helicopter.

4. (c) Maintenance

a. Item: Changing of T53-L-13 Engines

Discussion: From 1 Aug 67 to 1 Nov 67 this unit has changed 75 T53-L-13 engines on an average fleet of 85 UH-1H helicopters. Many of these replacements were required because of the mandatory 300 hour engine change caused by cracking N1 nozzles. During this same period these aircraft flew an average of 94 hours per aircraft per month. This amounts to an engine change every three months on many aircraft.

Observation: By utilizing the same crew (one supervisor, 2 mechanics and the aircraft crew chief) of practical personnel, it was found that the average engine change could be made in (6) hours. This time included the uncanning, build up and recanning the old engine. It was also found that if the engine could be prepositioned and built up with the necessary components, that the actual change took about (2) hours. Two (2) additional hours are required for run-up, trouble shooting and final adjustments.

b Item: CH-47 Preventive Maintenance Inspections

Discussion: The 179th Assault Support Helicopter Company Service Platoon and the 402d Maintenance Detachment completed one hundred and sixteen (116) preventive maintenance intermediate (PMI) inspections and thirty eight (38) preventive maintenance periodic (PMP) inspections during this quarterly period. Major inspections completed and/or progress

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.....exceeded, resulting in a higher number of inspections than anticipated, an average availability rate has been maintained during this quarter.

Observation: Continuation of the present trend will require completion of seven to eight 12th periodic inspections during the next quarter. Requirements for repair parts, including components, have been forecast and requisitions submitted based on needs. A weekly parts run to AMMC in Saigon has been established and is scheduled to begin in the forthcoming quarter, in an attempt to expedite receipt of available parts to CH-47 units. The key factor in maintaining a high aircraft availability rate during the forthcoming quarter will be an adequate and timely supply of repair parts.

c. Item: Repair Parts (Aircraft)

Discussion: A comparison of current NORS rates with those of the preceding quarter, as indicated below, reflects a marked increase during this period:

May	5%	Aug	7%
Jun	1%	Sep	3%
Jul	1%	Oct	10%

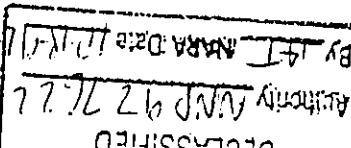
Observation: It has been necessary to revert to a highly inflated but carefully controlled cannibalization program in order to maintain flyable aircraft at a level commensurate with operational demands. The requirement to cannibalize parts from one aircraft to another increases the maintenance workload by 200% resulting in a "loss" of many productive manhours. This necessary but undesirable situation can only be alleviated by the constant and ready availability of repair parts.

5. (U) Aviation Safety

a. Item: Pilot Fatigue

Discussion: Pilot fatigue continues as a major problem area in Army Aviation Accident Prevention Program. The aircraft commanders of two (2) UH-1 model helicopters, which were involved in fatal accidents, had each flown in excess of 120 hours in the 30 day period preceding the accidents. Each of the accidents involved errors in judgement which may have been caused by fatigue. There is a definite direct correlation between the group of aviators who consistently log high flight time and those who have experienced accidents. Although background or research information in this area is very vague, ever increasing statistics are being accumulated daily in this field. During this reporting period, 52d CAB pilots who

C O N F I D E N T I A L



Observation: The reason for high flying time is not always reflected in hour reports, because of the total flying hours to be divided by the total aviator hours spent by gun pilots on standby missions. In addition, to operate any organization, it requires many position which do not flying as part of the duty. The inadequacy of these statistics and in view of this, an effort to maintain aviation companies at full strength is imperative. New investigations or statistics should be kept on the flying hour program. Operating as we do in Vietnam, it would be ideal for new research on the aviator fatigue problem.

Part II: Recommendation:

1. (C) Operations: Reference Section II, Part I, paragraphs a and b:

a. Recommend realistic flying hour program be allocated or, as an alternative, that units consistently overflying the DA program be assigned additional personnel and be given priority on aircraft parts.

b. Recommend that a study be made to determine the practicality of forming new units in-country and equipping them with prepackaged equipment.

2. (C) Signal: Reference Section II, Part I, paragraph 3a. Recommend that the present system of requisitioning be inspected. Several sections have reported difficulty in receiving requested items through supply channels. This would indicate requests are not being properly processed.

3. (C) Signal: Reference Section II, Part I, paragraphs d and e. Recommend that the high failure rate of AN/ARC-54 FM radio be replaced by a more reliable FM radio and that the floor mike switch be sealed against foreign particles at the time of manufacture.

4. (U) Safety: Reference Section II, Part I, paragraph a. Recommend that every effort be made to keep operational aviation units up to full strength in Vietnam. The possibility of fatigue as an accident cause factor, should be thoroughly researched by USABAAR teams.

13 Incl

Edward P. Lukert Jr.
EDWARD P. LUKERT JR
LTC INF
Commanding

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AVGD-CC

SUBJECT: Organizational Structure of 52d Cbt Avn Bn

UNIT

52d Cbt Avn Bn - "FLYING DRAGONS"

52d Security Platoon

119th Aslt Hel Co "ALLIGATORS"
"CROCS"

545th Trans Det

70th Signal Det

94th Med Det

155th Aslt Hel Co "STAGECOACH"
"FALCONS"

165th Trans Det

208th Signal Det

8th Med Det

170th Aslt Hel Co "BIKINIS"
"BUCCANEERS"

405th Trans Det

448th Signal Det

755th Med Det

179th Aslt Spt Hel Co "SHRIMPBOAT"

402nd Trans Det

344th Avn Det (OP)

COMMAND

LTC Edward P. Lasko

1/LT Breman W. Baker

MAJ Russel D. Nelson

CPT Philip C. Ashley

VACANT

VACANT

MAJ Charlie P. Fleming

MAJ Richard B. Stephens

CPT Albert E. Fisch

CPT David L. Weinborg

MAJ Jessie E. Stewart

MAJ Wilbur R. Mixter

CWO Harold B. Percy

VACANT

MAJ Donald C. McCabe

MAJ David C. Whitworth

CPT Edwin R. Clubb

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6th Signal Det

57th Aslt Hel Co "GLADIATORS"
"COUGARS"

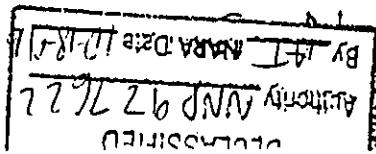
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822nd Signal Det

MLJ Miles C. C. 100

WO1 Harvey Baker 100

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DEPARTMENT OF THE ARMY
HEADQUARTERS, 52D COMBAT AVIATION BATTALION
APO San Francisco 96318
"FLYING DRAGONS"

5 November 1967

AVGD-CZ

SUBJECT: Recapitulation of Flying Hours

Unit	Month	UH-1C			UH-1D&H			Combined			D P%	
		Avg Nr. Guns on Hand	Hours Flown	Avg. Hours Guns	Avail- ability	Avg Nr. Slicks on hand	Hours Flown	Avg. Hours Slicks	Avail- ability	Total Hours	Combined Avg Hours	
119th	AUG	8	562	70.3	90.7	21.6	2012	93.1	93.2	2574	81.7	13
	SEP	8	488	61.0	92.1	21.1	2112	100.1	85.6	2600	89.3	14
	OCT	7.4	384	51.9	85.1	21.0	2167	103.2	86.0	2551	89.8	15
155th	AUG	8	427	53.4	96.0	22.0	1705	76.5	92.6	2111	65.0	16
	SEP	8	441	55.1	92.7	22.0	1932	88.7	89.4	2373	79.1	17
	OCT	8	552	69.0	93.9	21.6	1820	84.3	86.5	2372	80.1	18
170th	AUG	8	335	41.9	80.1	22.9	1665	72.7	92.0	2000	57.3	19
	SEP	8	520	65.0	89.1	21.1	2166	91.4	92.0	2686	92.3	20
	OCT	7.8	589	75.5	90.1	21.0	2644	125.9	84.2	3233	112.3	21
189th	AUG	8	572	71.5	81.0	20.2	2038	100.9	86.2	2610	86.7	22
	SEP	7.1	473	66.6	93.8	19.8	2010	101.5	87.5	2483	92.7	23
	OCT	7.0	524	74.9	81.2	20.0	1678	83.9	82.3	2202	81.1	24
52nd *	AUG	32.0	1896	59.3	84.0	86.7	7420	85.8	91.0	9316	101.2	25
	SEP	31.1	1922	61.8	91.9	84.0	8220	97.9	88.6	10122	103.8	26
	OCT	30.2	2049	67.9	87.6	83.6	8309	99.4	84.8	10358	103.8	27
Unit	Month	Avg. CH-47 On Hand	Hours Flown	Avg. Hours Per CH-47	Percent of DA Program							
179th	AUG	16	1415	88.4	177%							
	SEP	16	1028	64.2	128%							
	OCT	16	1199	74.9	150%							

* Bn Total for AUG 67.

NOTE: Totals do not reflect any statistics for the 57th AHC. (Not operating)