

CONFIDENTIAL

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

AVGD-CZ

6 February 1968

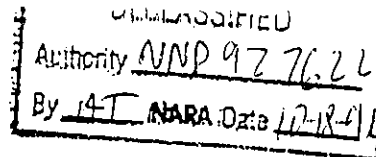
SUBJECT: Recapitulation of Availability, Mission Ready, EDP and EDM
 percentage taken from DA Form 1352 and daily aircraft status.

UH-1C	STD	NOV	DEC	JAN
Availability	75	78.4	79.4	68.2
Mission Ready	80	58.1	64.6	54.8
EDM	17	15.1	15.8	16.4
EDP	8	6.7	4.8	5.4

UH-1H	STD	NOV	DEC	JAN
Availability	78	84.6	82.5	77.6
Mission Ready	80	72.4	68.2	60.8
EDM	17	13.6	14.3	16.6
EDP	5	1.7	3.2	5.9

UH-1 Combined	STD	NOV	DEC	JAN
Availability	80	81.5	81.0	72.9
Mission Ready	80	65.3	66.4	57.8
EDM	17	14.4	15.1	16.5
EDP	5	4.2	4.0	5.7

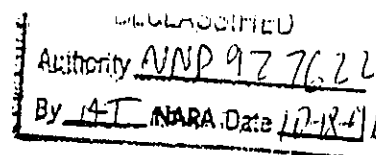
CH-47	STD	NOV	DEC	JAN
Availability	65	55.0	65.0	54.5
Mission Ready	50	43.2	43.0	39.5
EDM	23	29.0	23.0	34.5
EDP	12	16.0	12.0	11.0



CONFIDENTIAL

52D BN CRASH FACTS INCIDENT & ACCIDENT EXTRACT

#	DATE/TIME	DAMAGE	FATAL TOTAL AMOUNT	UH-1 MODEL	UNIT	SYNOPSIS
1.	081915Jun67	INCIDENT	\$6000	D	170th	TOWER DIRECTED LOW-LEVEL -- HIT WIRES
2.	101030Jun67	INCIDENT	\$100	D	1stC	FOUL HOSE OVER SAID
3.	221510Jun67	MAJOR	HEAVY	D	170th	RPM DECAY LANDING -- TIGHT LZ
4.	221545Jun67	MAJOR (2H)	HEAVY	H's	189th	INTERMESHED BLADES -- SHUT DOWN
5.	201130Jul67	MAJOR	NOT BAD	C	170th	LOST RPM (POWER RECOVERY AUTO-ROTATION)
6.	271645Jun67	INCIDENT	\$1500	H	189th	TREE STRIKE INTO CONFINED AREA
7.	011615Jul67	MAJOR	TOTAL	D	335th	TAIL ROTOR STRIKE
8.	071030Jul67	INCIDENT	\$400	H	155th	ENGINE FAILURE--TAIL BOOM STRUCK PADDY DIKE
9.	121135Jul67	INCIDENT	\$6556	D	335th	RPM DECAY-BLADE STRIKE BAMBOO
10.	191425Jul67	MAJOR	TOTAL (1inj)	D	335th	RPM DECAY TAKE OFF TIGHT PZ
11.	310945Jul67	MAJOR	TOTAL (3KIA-1WIA)	H	189th	WX - INADVERTANT IMC
12.	131630Aug67	MAJOR	HEAVY	H	335th	RPM DECAY-LANDING TIGHT LZ
13.	181545Aug67	INCIDENT	\$4000	C	189th	INT O BOX COVER-TAIL & MAIN ROTOR
14.	241600Aug67	MAJOR	TOTAL (6KIA-3WIA)	H	119th	CRASHED INTO WATER (FOOLISHNESS)
15.	251320Aug67	INCIDENT	\$6330	H	189th	ENGINE FAILURE-STRUCK BRUSH
16.	020055Sep67	MAJOR	TOTAL (2KIA-4WIA)	H	119th	NIGHT WX-INADVERTANT IMC
17.	031130Sep67	MAJOR	NOT BAD	C	189th	ENGINE FAILURE-SOFT EARTH
18.	041500Sep67	MAJOR	TOTAL (2inj)	H	170th	INT O BOX COVER-TAIL ROTOR OFF
19.	211930Sep67	MAJOR	TOTAL (4WIA)	H	189th	TAIL ROTOR FAILURE-AUTOROTATION TO TREES
20.	291100Sep67	INCIDENT	\$2724	H	170th	TAIL ROTOR STRIKE (DIRT MOUND)
21.	051020Oct67	INCIDENT	\$7000	H	189th	TREE STRIKE
22.	031350Oct67	MAJOR	TOTAL (1WIA)	C	119th	RPM DECAY T/O RWY (4th ATTEMPT)
23.	141050Oct67	MAJOR	NOT BAD	H	170th	REVENEMENT STRIKE (TEST FLIGHT)
24.	191545Oct67	MAJOR	TOTAL	H	155th	WX-LOW LEVEL TURN LOST RPM
25.	221520Oct67	MAJOR	TOTAL (1 SMOKE INHALE)	H	170th	FIRE IN AVIONICS COMPARTMENT
26.	220920Oct67	MAJOR	TOTAL (4KIA)	H	170th	TAIL ROTOR STRIKE-LOW LEVEL
27.	261743Oct67	MAJOR	TOTAL	C	170th	TAIL ROTOR FAILURE (IP GOOD SAVE)
28.	301848Oct67	INCIDENT	\$1000	D	281st	NIGHT ENGINE FAILURE (GOOD SAVE)
29.	071600Nov67	MAJOR	TOTAL (2WIA)	H	335th	DECAYED RPM TAKE OFF
30.	171730Nov67	INCIDENT	\$3000 (1KIA LRVN)	H	57th	BLADE STRIKE ARVN HEAD W/HELMET
31.	220930Nov67	MAJOR	TOTAL (1 LIGHT WIA)	H	170th	ENGINE FAILURE (500') AUTORO-TATED INTO TREES
32.	231045Nov67	INCIDENT	\$3000	H	170th	TREE STRIKE INTO TIGHT LZ



CONFIDENTIAL

33.	25134C	Nov 67	MAJOR	HEAVY (2WIA)	H	155th	N1 SHLFT FAILURE-LOW AUTO-ROTATION
34.	261300	Nov 67	INCIDENT	\$4000	H	155th	TAIL ROTOR STRIKE IN TIGHT LZ
35.	271515	Nov 67	INCIDENT	\$5000	H	57th	RPM DECAY-TAKE OFF HIT MOUND
36.	281240	Nov 67	MAJOR	TOTAL	H	189th	BLADE STRIKE LANDING TIGHT LZ
37.	061730	Dec 67	MAJOR	TOTAL	H	170th	RPM DECAY LANDING TIGHT LZ
38.	101735	Dec 67	MAJOR	NOT BAD (1KIA ARVN-2WIA)	H	155th	TEST FLIGHT ENGINE FAILURE
39.	161545	Dec 67	MAJOR	TOTAL (2KIA-6WIA)	H	170th	RPM DECAY TAKE OFF Pinnacle
40.	201600	Dec 67	MAJOR	TOTAL (4KIA 2WIA)	H	189th	TREE STRIKE (200' HOVER) EQUIPMENT DROP
41.	211300	Dec 67	MAJOR	TOTAL (2HEL) (1KIA-1WIA)	H	189th	INTERMESHING ROTOR - CONGESTED LANDING FIELD

- NOTES: 1. Normal Flying Day 0700 to 1900 (12 Hours)
2. *41 Considered events: 22 (51%) occurred after 1500 hours (Last 25% of day)
3. *27 Major Accident: 17 (67%) occurred after 1500 hours (Last 25% of day)
4. Two peak periods: 1030-1330, 1500-1800 (Worst) for all 41 events
5. No accidents, incidents, forced landings or precautionary landings from 0700-0920 every one on file considered (approx 75) Practically all the aircraft fly during this period.

*Some from other units, but reported through this Hqs.