

CONFIDENTIAL
52 *ND*

COMBAT AVIATION BATTALION ORLL

1 NOV-31 JAN 69



★
PLEIKU

FLYING DRAGONS

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

AVGD-CC (10 February 1969)

SUBJECT: Operational Report of 52d Combat Aviation Battalion for Period Ending 31 January 1969, RCS CSFOR-65 (R-1) (U).

BN S-1	CPT Carl L. Nolin 05336679	30 Jan 69
	MAJ James T. Kearns 05513055	23 Dec 68
	MAJ Glenn E. Morgan 04031245	
BN S-2	(Vacant)	16 Dec 68
	1LT Robert A. Dipadova 05243555	
BN S-4	MAJ William A. Bloemsa 05307178	11 Nov 68
	CW3 Robert E. McKown W2211130	
BN SFTY OFF	1LT William E. Waggoner 05431703	24 Jan 69
	1LT Glenn E. Spellis 05339109	
CO, 94th MED DET	CPT Curtice T. Martin 02332452	11 Nov 68
	CPT Merrill J. Mirman 05260680	
CO, 755th MED DET	CPT Joseph F. Homann 05718690	25 Nov 68
	CPT James H. Peterson 05716299	
BN SURGEON	CPT James H. Peterson 05716299	26 Nov 68
	CPT David L. Acus 05542617	
CO, 154th MED DET	CPT John B. Hanna 05716126 (NEW UNIT)	2 Dec 68

(3) Personnel turnover for the reporting period was as follows:

MONTH	LOSS	Enlisted Men		CHANGE	Officer/Warrant Officer		
		GAIN	CHANGE		LOSS	GAIN	CHANGE
November	97	155	+58	23	57	+34	
December	106	145	+39	22	22	0	
January	144	195	+51	28	41	+13	
TOTAL	347	495	+148	73	120	+47	

The battalion total strength is 1906, short 132 enlisted men and 39 officers/warrant officers, as of 31 January 1969. Unit strengths are shown in Inclosure 3.

(4) Public Information.

(a) Printed Releases	14
(b) Pictorial Releases	8
(c) Hometown Printed Releases	240
(d) Hometown Pictorial Releases	65

CONFIDENTIAL

CONFIDENTIAL

AVGD-CC (10 February 1969)

SUBJECT: Operational Report of 52d Combat Aviation Battalion For Period Ending 31 January 1969, RCS CSFOR-65 (R-1) (U).

(e) Taped Interviews

2

(f) The Battalion Newspaper "Dragon Fire" continues to be published on a regular basis. The articles range in scope from Command Information to human interest stories. The paper generally consists of six pages with a unit distribution of one paper per two men. There is no photographic capability, which decreases impact of the paper, however, the paper is well read within the battalion.

(g) During this period the battalion, assisted by the Armed Forces Radio and Television Service, initiated a program to produce local radio and television shows of approximately fifteen minutes in length. The initial program covered the battalion in general, while future monthly programs will highlight the individual units within the battalion.

(5) Civic Action.

(a) During the period covered by this report the Civic Actions Office coordinated with each company in the battalion so that many groups of children in the Pleiku area had a happier Christmas. Children of the RF 68th Infantry Battalion and the Nhu Phuc Buddhist School, young people of the Pleiku Leprosy Center and two Montagnard Villages received battalion-sponsored Christmas parties.

(b) The MEDCAP and DENTCAP programs continued to expand with over eight hundred ambulatory patients cared for by US doctors.

(c) Intelligence. The S-2 Section continues to publish a daily Intelligence Summary of significant activities in the Pleiku-Kontum area. Intelligence information is gathered from II Corps and 4th Infantry Division G-2 offices, intelligence briefings from other supported units and mission reports submitted by aviators and Air Mission Commanders.

(1) Enemy Activity. Attacks against Allied Installations during this quarter were primarily stand-off attacks by fire with 60mm and 82mm mortars, and 122mm and B-40 rockets. There were no ground attacks during this quarter. The frequency of the attacks remained constant during the quarter. Significant activities during the period:

130255 Nov: Camp Holloway received 17-20 rounds of 122mm rocket fire. There were 4 US WIA, 1 UH-1D destroyed, 3 CH-54s with light damage, 8 UH-1H with moderate damage, 2 UH-1H with light damage and numerous buildings with varying amount of damage.

132020 Nov: 52d Security Detachment patrol encountered and exchanged fire with an estimated enemy platoon near the perimeter of Camp Holloway. Casualties were negative on both sides.

180030 Nov: Camp Holloway received 3 122mm rockets with negative casualties or damage.

3
CONFIDENTIAL

CONFIDENTIAL

AVGD-CC (10 February 1969)

SUBJECT: Operational Report of 52d Combat Aviation Battalion For Period Ending 31 January 1969, RCS CSFOR-65 (R-1) (U).

222035 Nov: 52d Security Detachment patrol made contact with 6 VC and exchanged small arms fire resulting in negative casualties. They engaged an estimated enemy platoon at 2330 hours with negative friendly casualties. Estimated 5 VC KIA.

031645 Dec: 57th Avn Co gunships fired on deserted village resulting in the destruction of 14 structures and four large secondary explosions. Gunships received small arms fire with negative damage to aircraft.

041140 Dec: 189th Avn Co gunships supporting CIDG team received credit for 9 NVA killed by air.

131430 Dec: 189th Avn Co gunships destroyed 4 sampans on the Ya Krong Bolah River.

141845 Dec: 57th Avn Co at Kontum City Airfield received 8 rounds of 122mm rockets inside their perimeter resulting in 4 US WIA, 2 buildings received moderate damage and one received light damage.

161550 Dec: 57th Avn Co expended ordnance on an abandoned village resulting in five secondary explosions. ARVN artillery fired which resulted in 13 secondary explosions.

220150 Dec: 57th Avn Co received 14 unknown type mortar rounds. All rounds landed on or near the airstrip resulting in light damage to the strip. No friendly casualties.

221837 Dec: Kontum AAF received nineteen rounds of 122mm rockets resulting in 4 friendly WIA (RF), 4 O-1 aircraft damaged and one aircraft revetment damaged. Enemy casualties were unknown.

081843 Jan: Kontum Airfield received 10 rounds of 122mm rockets resulting in negative casualties or damage.

152330 Jan: A 52d Security Detachment patrol received approximately 15 rounds of small arms fire which resulted in negative friendly casualties. Fire was returned and area was swept and fresh blood and AK-47 shell casings were found. Enemy casualties were unknown.

171200 Jan: 179th Avn Co had one CH-47 shot-down and destroyed by B-40 rocket at AS 798118, 23km north of Kontum. No friendly casualties.

221430 Jan: 179th Avn Co had two aircraft receive minor damage from one round of 60mm mortar while supporting 42d ARVN.

221615 Jan: Twenty kilometers north of Kontum, an insertion slick of the 170th carrying a LRP was hit with one B-40 rocket round while on the LZ. Casualties were 7 US WIA and 1 Kit Carson Scout WIA. Aircraft received moderate damage and was extracted by CH-47 aircraft. An extraction slick from same unit received ground fire with no damage.

4
CONFIDENTIAL

CONFIDENTIAL

AVGD-CC (10 February 1969)

SUBJECT: Operational Report of 52d Combat Aviation Battalion For Period Ending 31 January 1969, RGS CSFOR-65 (R-1) (U).

(2) Movement. Recently captured documents and contacts give evidence that the 24th NVA Regt has returned to Pleiku Province in the NW border area. On the East side of the province there are indications that the 5th Bn, 95B NVA Regt has moved, from its base area in Binh Dinh Province, into VC Valley with an estimated strength of 400 men.

(3) New Units. There have been no confirmed reports of new units in the Kontum/Pleiku Provinces in the last three months.

(4) New Weapons. During the reporting period there was an increase in the sightings of unidentified rotary wing aircraft. There were two tentative identifications made of the aircraft; one was identified as a Russian KA-18 (HOG), and the other one was identified as a Czech trainer model HC2.

(5) Situation.

(a) Kontum: The 40th Arty Gp is still located in the Tri-Border area approximately 50 km NW of Kontum City. The K-30 Bn/40th Regt is north of Poley Kleng, 20 km W of Kontum. The K-32 Bn/40th Regt is SW of Ben Het operating in conjunction with the 101st NVA Regt located W of Dak Seang. The 406th Sapper Bn is presumed to be NE of Kontum City and the 28th Sapper Bn 20 km SW of Kontum City.

(b) Pleiku: The 408th Sapper Bn is located approximately 15-20 km NE of Pleiku City. The 24th NVA Regt is presumed to have returned to the NW border area of the province. The 304th LF Bn is approximately 25 km West of Plei Mrong and 8 km North of Plei Djerong. The K-31 Bn/40th Regt is along HWY 14, 29 km North of Pleiku and the H-15 LF Bn is along HWY 19, approximately 10 km east of Duc Co.

(6) Capabilities.

(a) Kontum Province: The enemy has the capability to conduct ground attacks against US/Allied bases in the vicinity of Dak Seang, Ben Het, and Dak To with up to multi-battalion strength, supported by RR, mortar, rocket and artillery fire. He can also conduct stand-off and sapper attacks against Kontum City and interdict highways QL 14N, 512 and other major friendly lines of communications.

(b) Pleiku Province: The enemy has the capability to selectively attack Duc Co, Plei Djerong, Plei Mrong or Plei Me CIDG Camps and Edap Enang, Thanh An and LeTrung villages. He can conduct stand-off and sapper attacks against Pleiku City and Allied installations along highways QL 19E and QL 14N and interdict highways 509, TL 60, 437, TL 70 and LTL 7B with a company size VC element, employing small arms, automatic weapons, recoilless rifle, rocket and mortar fire, as well as mines and anti-tank grenades.

(7) Miscellaneous.

5
CONFIDENTIAL

CONFIDENTIAL

AVG.D. 00 (10 February 1969)

SUBJECT: Operational Report of 52d Combat Aviation Battalion For Period Ending 31 January 1969, RCS CSFOR-65 (R-1) (U).

During the reporting period six high intensity ground fire area reports were declared and passed out to the units of the battalion. The following areas were reported: (a) YA 9468, (b) YD 2408, (c) YU 249301 within a radius of 2.5 NM, (d) BR 773738 within a radius of 2.5 NM, (e) YA 8525 and (f) YA 658259 within a radius of 2.5 NM. Two VC/NVA weapons information sheets were distributed to the battalion units during the past quarter. One of the informational sheets was on the 140mm rocket which gave a general description of the weapon and general characteristics of it. Another informational sheet was distributed which described the RPG-7 Rocket Launcher. This informational sheet gave the general characteristics of the weapon, the general functioning of the weapon, the penetrating power of the weapon, the employment of the rocket launcher as an anti-aircraft weapon and how to protect bunkers and emplacements from the weapon.

d. (c) Operations.

(1) During this reporting period, the 52d Combat Aviation Battalion supported combat, combat support and pacification operations throughout the II Corps Tactical Zone. Priority mission during the quarter was to provide aviation support to the US 4th Infantry Division in Kontum, Pleiku and Darlac Provinces. Two UH-1 airmobile companies, one CH-47 medium helicopter company and a platoon of CH-54 aircraft provided this support for 92 days. Omega operations were supported by one assault helicopter company and elements of the escort aviation company for 92 days. Other units or activities receiving daily support include the Highway 19 Coordinator, CORDS, MACV, 5th Special Forces Group, the ARVN 24th Special Tactical Zone, II Corps Hqs, and IFFV Artillery units in the Pleiku-An Khe area. Six 52d CAB UH-1H aircraft, OPCON 268th Combat Aviation Battalion, supported the Capitol ROK Infantry Division (CRID), 41st Artillery Group and other Free World Military Assistance Forces (FWMAF) in the central coastlands for 62 days. Both the 119th and 189th Aviation Companies provided aircraft and personnel for these missions. While performing Combat Assault, Combat Resupply, Medical Evacuation, Reconnaissance, Fire Support, Command and Control, Liaison, Logistics and Administrative missions, the FLYING DRAGONS flew over 31,000 hours during this period, including 13,457 hours of Combat Assault. Mission accomplishment has been satisfactory, however operations have been hampered by lack of experienced aviators and other factors included in this report. Misutilization of aircraft allocations is still encountered frequently, and flying hour programs are exceeded to overcome planning deficiencies of the supported units (US and ARVN). Many times supported units continue to request additional aviation support (which is not available due to previous commitments) to accomplish operations planned beyond allocated or available aviation assets. Some units continue to use unimproved landing or pick up zones for platoon and company size operations, reducing the lift capability of the aircraft and causing blade strikes and sheet metal damage incidents to supporting aircraft.

(2) An increasing number of missions require single ship support,

CONFIDENTIAL

CONFIDENTIAL

AVGD-CC (10 February 1969)

SUBJECT: Operational Report of 52d Combat Aviation Battalion For Period Ending 31 January 1969, RCS CSFOR-65 (R-1) (U).

therefore proficiency in formation flight, platoon size airlift and Air-mobile Task Force Operations has been declining. Training enroute to and returning from assigned missions is standard practice, but flexible support requirements preclude regularly scheduled flight platoon training. Several significant exceptions to these routine missions were as follows:

16 Nov 68: 189th Avn Co lifted an eight company Combat Assault near Duc Co in western Pleiku Province.

18 Nov 68: 189th Avn Co extracted five companies from Duc Co AO.

20 Nov 68: 189th Avn Co inserted six companies into positions in Pleiku Province.

24 Dec 68: 57th, 170th, and 189th Avn Co air assaulted two US battalions into VC valley, 40 km ESE of Pleiku.

13 Jan 69: 170 Avn Co, with eight UH-1H aircraft, moved 519 troops during a Combat Assault conducted by the ARVN 24th Special Tactical Zone in Kontum Province.

15 Jan 69: 170th Avn Co supported a 5th SFGp/CIDG Combat Assault in NE Pleiku Province, lifting 136 troops with five UH-1H helicopters.

(3) Medium helicopter support requirements during this quarter have been heavy, requiring CH-47 Chinooks to exceed the DA and USARV flying hour level established for maintenance support and replacement spare parts. The 179th Assault Support Helicopter Company flew over 3500 hours during the quarter, averaging 1173 hours per month. Other 17th CAG CH-47 Chinooks flew an additional 284 hours supporting FVMAF in the 52d CAB AO. 5th US Special Forces Group, IFFV Artillery, 937th Engineers and other units have been supported while enroute to 4th Division Bases, effectively reducing non-productive flight time for both CH-47 and CH-54 aircraft. Air items and rigging equipment encountered by both cargo helicopter companies are often substandard, causing a considerable amount of dropped loads due to faulty or out-of-date slings or straps which break in flight. Several aircraft have received damage to rotor blades and engines from unsecured personal equipment, Class II or IV supplies and supplies and other debris in close proximity to pick up and landing zones. Dust suppression programs have been initiated by supported units and are monitored by air mission commanders and Liaison Officers from this battalion.

(4) Increased aviation support has been allocated to ARVN units during the last month of this quarter. Liaison Officers from the 52d CAB to the Senior US Advisor have advised and trained the supported units in the use of both utility and cargo helicopters in expanded operations. In coordination with the Senior Advisor, bi-lingual lectures, demonstrations, fact sheets and planning guides have been presented to ARVN Commanders, staff and troops. The placement of one Chinook-qualified LNO and one

CONFIDENTIAL

CONFIDENTIAL

AVGD-CC (10 February 1969)

SUBJECT: Operational Report of 52d Combat Aviation Battalion For Period Ending 31 January 1969, RCS CSFOR-65 (R-1) (U).

UH-1-qualified LNO at the regimental headquarters has improved relations, support and safety during ARVN operations requiring US Army Aviation support. The USARV 1968 HANDBOOK FOR CH-47 (CHINOOK) UTILIZATION AND EMPLOYMENT IN VIETNAM has been of great value in preparing briefings and planning artillery moves.

(5) The 361st Avn Co (Escort) AH-1G Cobras have provided daily support to the Omega clandestine operations as well as providing aerial fire support to troops in contact (US 4th Inf Div, 5th Special Forces units, ARVN 24th STZ and Regional Forces); in defense of Allied installations, airfields and outposts; and aerial escort and reconnaissance for road convoys, air assaults, Long Range Reconnaissance Patrols (LRRP) and aerial Medical Evacuation operations. The speed and varied armament capability of the Cobra has allowed this unit to reinforce other armed helicopter operations over a large area from a central base location. The AH-1G has proven reliable for both day and night fire support.

(6) Armed Helicopter turn-around time has been reduced and safety factors increased by the construction of a battalion arming point separate from the airfield runway. The improved surface area has a landing/take off lane and four revetted arming pads aligned into prevailing winds and away from cantonment areas. This centralized location, which is separated from other aircraft revetments and POL areas, allows better ammunition storage and accountability, consolidated rearining personnel, and immediate armament repairs with minimum ground crews.

(7) Pathfinder support was increased throughout the quarter. 52d Pathfinders established air traffic control on fire support bases, provided rigging and hook up assistance, coordinated US, ARVN and CIDG Combat Assault loading and rapelled into selected areas to improve landing zones.

(8) The 52d Security Detachment continues to provide observation, illumination and fire support on the perimeter of Camp Holloway, conducts patrols and ambush operations in the Camp Holloway Defense AO and maintains a small force at Kontum Airfield to support the 57th Avn Co compound defenses.

(9) The Area Movement Control Center (AMCC) continues to provide flight following, communications relay and limited flight consolidation services, but cannot function as desired because of sole user aircraft allocations approved by higher headquarters. AMCC does provide standby passenger and cargo transportation to local units and activities within the AO, and is a most effective Search, Rescue and Recovery Control Center.

e. (C) Training. On the job training (OJT) continues to be the primary method of instruction for battalion personnel in all MOS fields. Individual training is conducted by units as required by 350 series directives. Aviator training and flight standardization are included in paragraph 1 i of this report.

CONFIDENTIAL

CONFIDENTIAL

AVGD-CC (10 February 1969)

SUBJECT: Operational Report of 52d Combat Aviation Battalion For Period Ending 31 January 1969, RCS CSFOR-65 (R-1) (U).

self operating basis.

g. (C) Aircraft Maintenance.

(1) Maintenance efficiency throughout the quarter was hampered by continued difficulty in obtaining EDP items. The Tech Supply Warrant Officer added to the Battalion Maintenance section has assisted units by establishing the correct ASL, providing inter-unit coordination and acting as inter-battalion liaison to locate and obtain critically needed parts. Even with this additional effort and continued command attention, lack of replacement parts combined with slow delivery time has caused excessive down time on battalion aircraft. EDP replacement items arrive an average of 12-14 days after requisition submission. Some units are at zero (0) balance on 15-20% of the ASL, because of these delays.

(2) Aircraft Statistics:	AH-1G	UH-1D	UH-1C	UH-1H	CH-47A	U-6A
Aircraft Authorized	12	2	32	92	16	1
Total Aircraft Assigned	11	2	28	78	14	1
Average Aircraft Per Co	10.9	1.3	7.2	18.5	14.8	1
Availability Rate (%)	66.7	59	73.7	74.4	66.8	71.5
EDM Rate (%)	14.7	33.5	18.6	20.4	24.1	15

(3) Aircraft Availability, Flying Hours and other data are shown in Inclosure 5 to this report.

h. (U) Accident Prevention.

(1) The 52d Combat Aviation Battalion experienced (10) accidents during the quarter, with most of them occurring late in the period. The following is a summary of the occurrences during this period:

(a) 1 November 1968: 170th Avn Co, UH-1H, #66-16110, Major Accident. The aircraft made a normal take off, and at 200 feet and 55 knots the test pilot heard a loud "POP" from the transmission area followed by loss of directional control. The aircraft made a 270 degree right turn, then hit the ground on the forward portion of the left skid and rolled on left side. CAUSE-Mechanical failure of the tail rotor drive quill.

(b) 13 November 1968: 361st Avn Co (Escort), AH-1G, #67-15628, Major Accident. Aircraft Commander experienced loss of directional control while the aircraft was in the revetment. While control was lost the aircraft tail rotor contacted a 55 gallon barrel which was part of the revetment. CAUSE - Aircraft Commander failed to evaluate and promptly overcome loss of directional control.

CONFIDENTIAL

AVGD-CC (10 February 1969)

SUBJECT: Operational Report of 52d Combat Aviation Battalion For Period Ending 31 January 1969, RCS CSFOR-65 (R-1) (U).

(c) 13 November 1968: 170th Avn Co, UH-1H, #67-17253, Major Accident. While on take off from LZ the right skid of the aircraft caught on a stump causing the aircraft to roll to the right and come to rest inverted. CAUSE - Pilot failed to use proper take off procedures.

(d) 20 November 1968: HHD, UH-1H, #66-16175, Major Accident. While flying 80-85 knots over jungle terrain, aircraft experienced complete loss of anti-torque control and began to turn to the right. Aircraft would not streamline and continued right turns, completing approximately five revolutions. The aircraft commander entered autorotation. The aircraft was not turning when it settled in a small clearing. CAUSE - Material failure of number 2 tail rotor drive shaft hanger bearing.

(e) 16 December 1968: 189th Avn Co, UH-1H, #66-15153, Major Accident. While at a 1' hover over a cement pad prior to landing, the aircraft started a turn to the right. With full left pedal applied the aircraft continued to turn for 90 degrees before a hovering autorotation was attempted. The aircraft hit the pad, bounced into the air and rolled over, coming to rest inverted. CAUSE - Failure of flex coupling in tail rotor drive shaft.

(f) 30 December 1968: 57th Avn Co, UH-1H, #66-15079, Major Accident. The aircraft commander experienced failure of searchlight and landing light during lift-off. The ship went IFR due to dust and darkness and before visual reference could be regained the aircraft crashed outside the revetment area. The darkness and the extreme dust combined to make the aircraft IFR when the lights were lost. CAUSE - Loss of visual reference.

(g) 31 December 1968: 170th Avn Co, UH-1C, #66-15235, Major Accident. While taking off on a test flight, aircraft had a complete engine failure. An autorotation was immediately initiated, but due to the flight path being directly over a POL storage area, pitch had to be prematurely pulled to avoid contact with large fuel bladders and surrounding berms. CAUSE - Engine Failure

(h) 14 January 1969: 119th Avn Co, UH-1H, #67-18573, Major Accident. The aircraft made approach and terminated at high hover over LZ. LZ was a new and incomplete single ship LZ requiring a vertical descent terminating at a hover. Ground had not been cleared, preventing touch down. Pilot was monitoring gauges, and was cleared for descent by crew. Weight shifted and pilot reported RPM bleeding off. Aircraft settled into ground from an altitude of approximately 10 feet. CAUSE - Pilot failed to maintain control of the aircraft.

(i) 19 January 1969: 170th Avn Co, UH-1H, #67-17452, Major Accident. Aircraft was on a left down wind approach at approximately 150' to 200' AGL, at 60 knots, an engine failure occurred and a autorotative decent terminated with a hard landing. CAUSE - Engine Failure

CONFIDENTIAL

AVGD-CC (10 February 1969)

SUBJECT: Operational Report of 52d Combat Aviation Battalion For Period Ending 31 January 1969, RCS CSFOR-65 (R-1) (U)

(j) 20 January 1969: 119th Avn Co, UH-1C, #66-9431, Major Accident. Aircraft experienced a dual hydraulic failure, while passing through translational lift, control was lost, and the aircraft hit the ground and rolled on its right side. CAUSE - Failure of number one and two hydraulic systems.

(2) Experience Chart; Aviation Company (AML) consisting of 16 Officers and 47 Warrant Officers. Only one officer (Commanding Officer) is on his second tour and one officer has extended. No Warrant Officers are on second tour assignments.

a. Months in-Country

Average

Officers	6.69
Warrant Officers	4.08
Officers four months or less in country	6
Warrant Officers four months or less in country	30

b. Average Flying Hours

Under 200 Hours

Officers	409.0	7
Warrant Officers	242.2	26
Company	284.7	33

(3) Dusty areas at Kontum and Holloway AAF continue to be penneprimed to reduce hazardous conditions such as caused one major accident this past period.

(4) Monthly Flight Safety meetings have been held by all units, with the Battalion Accident Prevention Officer, Flight Surgeon, Unit Commander and others actively participating in these open discussions with unit aviators.

1. (C) Flight Standardization.

(1) The Battalion Standardization Officer flew 221 hours qualifying new instructor pilots, administering 90 day standardization rides, aircraft commander check rides, and in-country orientation rides for newly assigned aviators. All flight time was accumulated since 18 November 1968, when the present Battalion Standardization Officer assumed his duties.

(2) Lack of training aircraft, especially UH-1C models, has reduced the amount of training conducted by all instructor pilots.

(3) Rotation of instructor pilots, to include the Battalion Standardization Officer, created a situation which left much to be desired in the field of aviator training. This situation has been improved, largely due to assistance by the 17th CAG Standardization Section. At the end of this reporting period, the battalion has 21 standardization and instructor pilots, with at least one instructor pilot per unit qualified in all

CONFIDENTIAL

CONFIDENTIAL

AVGD-CC (10 February 1969)

SUBJECT: Operational Report of 52d Combat Aviation Battalion For Period Ending 31 January 1969, RCS CSFOR-65 (R-1) (U).

assigned aircraft.

(4) Two aviators have attended the 1st Avn Bde Instructor Pilot course, in-country. Several other IP applicants, selected as best qualified in their units, have been rejected by the Brigade Standardization section because they do not meet the prerequisites established for instructor pilot training.

(5) Instrument and hooded flight training has decreased during this quarter, following shutdown of the Holloway GCA Facility and the increased flying time required by assigned missions. There was no Rotary Wing Instrument Examiner available to renew instrument ratings until the final week of January 1969. Basic instruments, ADF procedures, use of the transponder and a Ground Controlled Approach are all included in aviators' initial in-country orientation flight, but instrument proficiency within the battalion continues to wane.

(6) Aerial gunnery proficiency was developed by utilizing gunnery instructor pilots and inexperienced aviators to test fire weapons systems after maintenance performed. A continuing need for armed helicopter pilots has required aviators with minimum training to obtain most of their instruction from the aircraft commander on combat missions rather than an elaborate instructor/training environment. Current prerequisites for armed helicopter pilots are not compatible with the existing experience level of our assigned aviators.

j. (C) Organization.

(1) On 22 Nov 68, the 52d Security Detachment and the 68th Inf Detachment (Radar) were released from attachment to Headquarters and Headquarters Detachment, reverting to control of the 52d Security Detachment.

(2) On 2 Dec 68, the 154th Medical Detachment, a new unit, was attached to the 57th Assault Helicopter Company, Kontum, RVN.

(3) On 21 Jan 69, the 52d Combat Aviation reorganized under the provisions of USARPAC GO 771, dated 22 Nov 68. Battalion units affected and current MTOE are shown below.

(a) 57th AHC: Redesignated 57th Aviation Co (Airmobile) MTOE 1-077G.
615th TC Det: deactivated
882d Sig Det: deactivated

(b) 119th AHC: Redesignated 119th Aviation Co (Airmobile) MTOE 1-077G.
545th TC Det: deactivated
70th Sig Det: deactivated

(c) 170th AHC: Redesignated 170th Aviation Co (Airmobile) MTOE 1-077G.
405th TC Det: deactivated
448th Sig Det: deactivated

CONFIDENTIAL

CONFIDENTIAL

AVGD-CC (10 February 1969)

SUBJECT: Operational Report of 52d Combat Aviation Battalion For Period Ending 31 January 1969, RCS CSFOR-65 (R-1) (U).

(d) 179th ASHC: Redesignated 179th Aviation Co (Medium Helicopter) MTOE 1-258G.

402d TC Det: deactivated

(e) 189th AHC: Redesignated 189th Aviation Co (Airmobile) MTOE 1-077G.

604th TC Det: deactivated

6th Sig Det: deactivated

(f) Headquarters and Headquarters Detachment: Reorganized MTOE 1-256G.

(4) The Post Headquarters section continues to support tenant units of Camp Holloway. Airfield Operations, Base Defense, Post Development, Repair Utility services, Post Exchange, Special Services and Law and Order Activities are coordinated and supervised by the Deputy Post Commander (344 ASD CO), assisted by a Post Engineer (O-2), Special Services Officer (W-1), three enlisted assistants and two civilian employees. Projects accomplished during the quarter include the opening of the Camp Holloway Swimming Pool, construction of the Battalion Arming Point, penpriming of POL, maintenance and aircraft parking areas, and consolidation of the civilian employee file system.

(5) The tenant population of Camp Holloway was increased during the quarter. The USAF 20th Special Operations Squadron arrived on station in January with nine UH-1F aircraft, aircrews and support elements closing at Holloway AAF on 18 Jan 69. This 42 man unit is also provided assistance by Post Headquarters, as well as by the 52d CAB.

k. (U) Other.

(1) Chaplain.

(a) During the quarter, protestant services were conducted by the Battalion Chaplain in both the battalion chapel and the 604th TC theater. Catholic services were conducted by the Pleiku Sub Area Command Chaplain. Religious services for the 57th AHC were conducted by the MACV Protestant Chaplain and the ARVN Catholic Chaplain stationed in Kontum City.

(b) Civic action projects include distribution of over 200 cases of surplus vegetables and canned goods. Ten cases of classroom chalk and fifteen boxes of clothing were distributed to various schools and orphans in the area. Six special offerings, totaling \$452.40, were designated to local orphans and the CMA leprosarium in Pleiku. An additional \$300 was donated to the American Bible Society by the Chaplains' Fund.

(2) Surgeon.

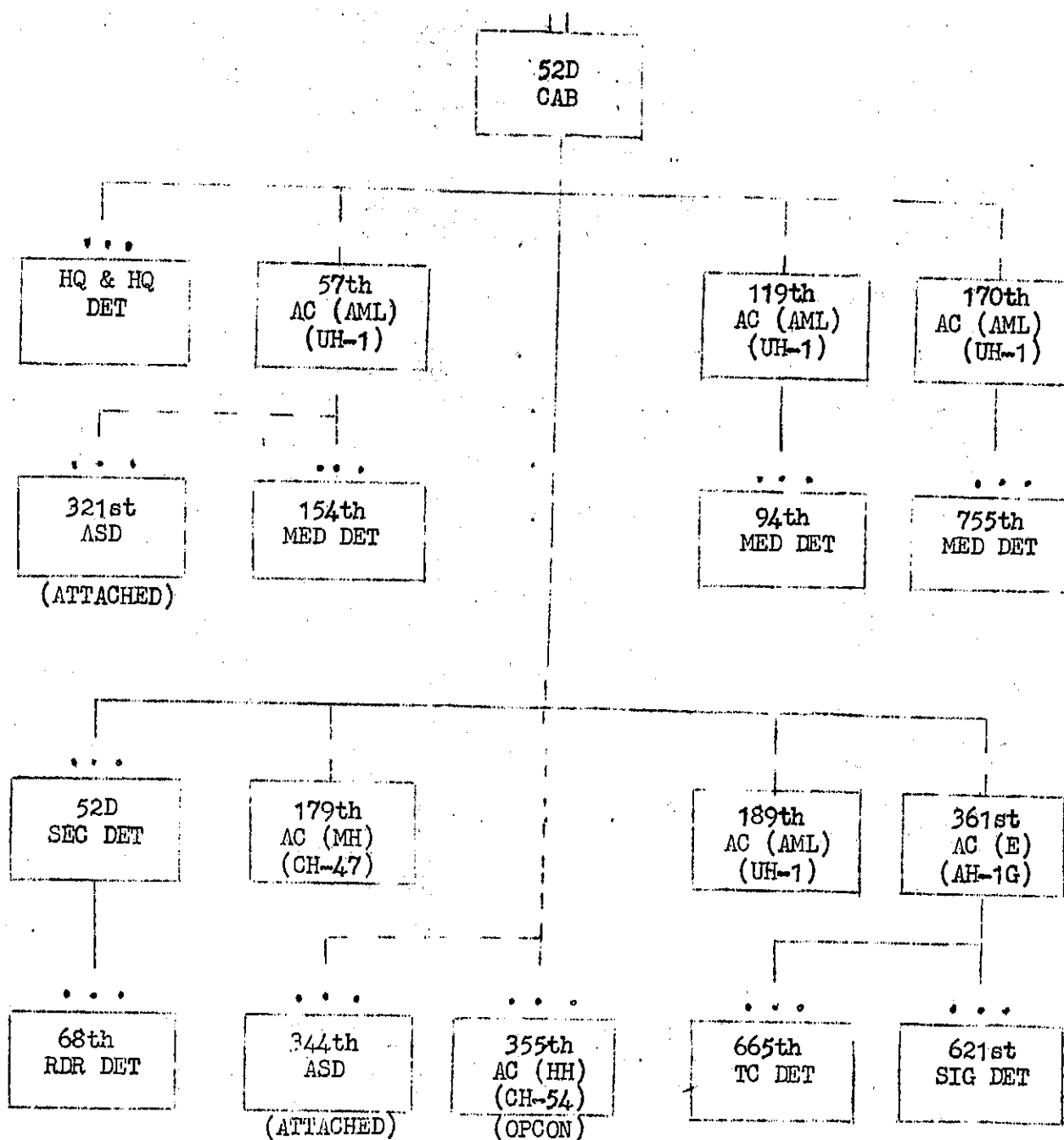
(a) During the quarter, frequent unannounced training exercises were conducted for battalion medics, emphasizing the field of mass and

CONFIDENTIAL

CONFIDENTIAL

52D CAB ORLL

52D COMBAT AVIATION BATTALION ORGANIZATIONAL CHART



CONFIDENTIAL

52D CAB ORLL

ORGANIZATIONAL STRUCTURE AND STATION LIST

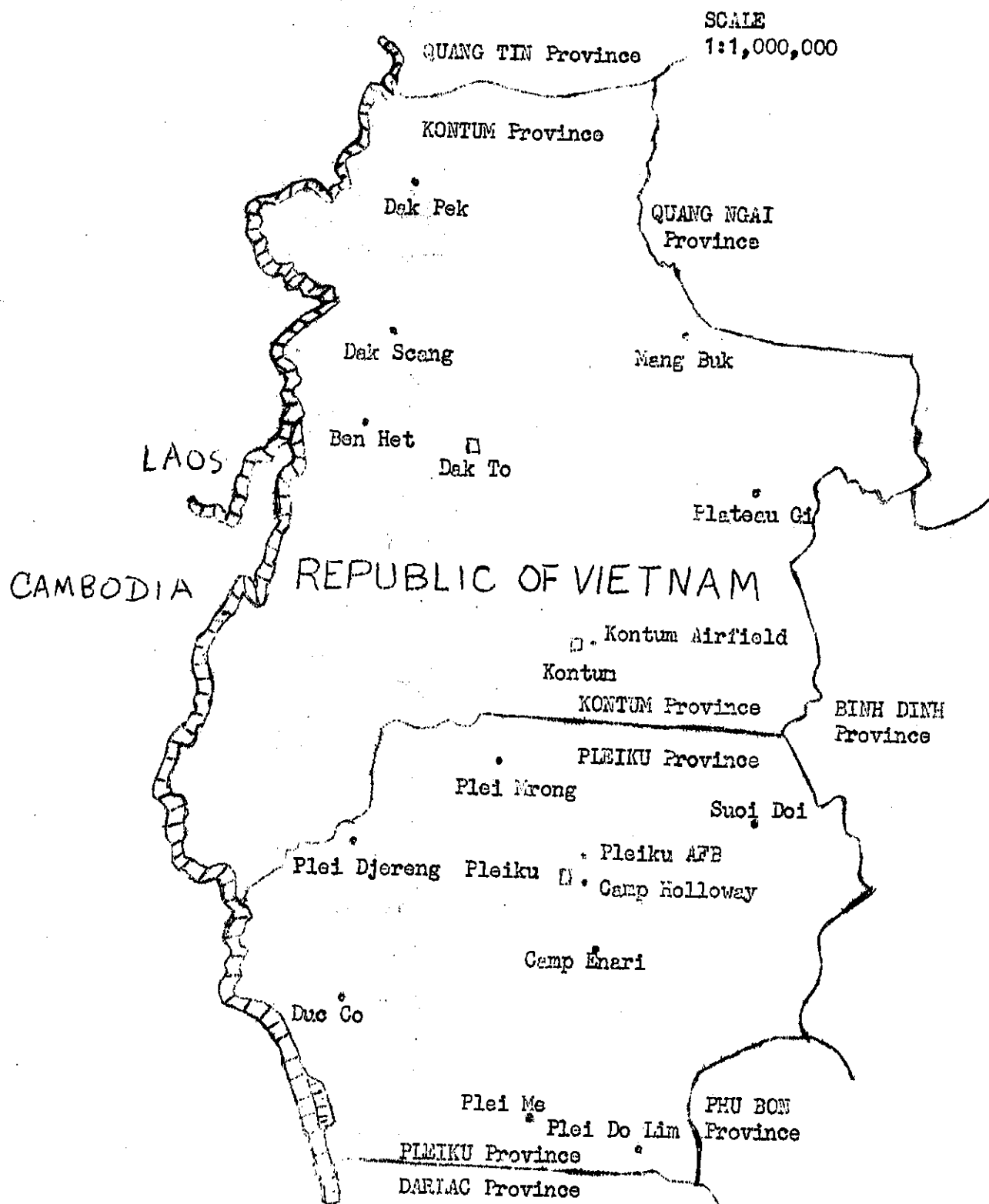
<u>UNIT</u>	<u>COMMANDER</u>	<u>LOCATION</u>	<u>APO</u>
52d Cbt Avn Bn "FLYING DRAGONS"	LTC Richard L. Stoessner	Camp Holloway, Pleiku, RVN	96318
Hq & Hq Det	CPT Daryl R. Cagle	Camp Holloway	96318
52d Sec Det 68th Rdr Det	1LT Victor L. Coulter (None Authorized)	Camp Holloway	96318
57th Avn Co (AML) "GLADIATORS"	MAJ Robert M. Williams	City Airfield, Kontum, RVN	96499
154th Med Det 321st ASD	CPT John B. Hannah MAJ Jackson K. Schultz		
119th Avn Co (AML) "ALLIGATORS"	MAJ Kenneth R. Cary	Camp Holloway, Pleiku, RVN	96318
94th Med Det	CPT Curtice T. Martin		
170th Avn Co (AML) "BIKINIS"	MAJ Donald A. Roberts	Camp Holloway, Pleiku, RVN	96318
755th Med Det	CPT Joseph F. Homann		
179th Avn Co (Med Hel) "SHRIMPBOATS"	MAJ Donald E. Holroyd	Camp Holloway, Pleiku, RVN	96318
189th Avn Co (AML) "GHOSTRIDERS"	MAJ Robert N. Morrison	Camp Holloway, Pleiku, RVN	96318
361st Avn Co (Escort) "PINK PANTHERS"	MAJ Robert J. Rodgers	Camp Holloway, Pleiku, RVN	96318
665th TC Det 621st Sig Det	(Vacant) (None Authorized)		
1st Plt, 355th Avn Co "WORKHORSE" (OPCON)	CPT David E. Sullivan	Camp Holloway, Pleiku, RVN	96318

CONFIDENTIAL

CONFIDENTIAL

52D COMBAT AVIATION BATTALION AREA OF OPERATIONS

52D CAB ORLL



Incl 2

CONFIDENTIAL

CONFIDENTIAL

52D CAB ORLL

UNIT STRENGTH AS OF 31 JANUARY 1969

1. (C) Military

UNIT	CO		WO		EM		TOTAL	
	AUTH	ASG	AUTH	ASG	AUTH	ASG	AUTH	ASG
HHD	19	20	3	6	87	119	109	145
52d Secty Det	1	2	0	0	151	119	152	121
68th Rdr Det	0	0	0	0	19	14	19	14
57th AC (AML)	19	18	51	44	219	202	289	264
154th Med Det	1	1	0	0	8	5	9	6
119th AC (AML)	19	16	51	48	209	194	289	258
94th Med Det	1	1	0	0	8	8	9	9
170th AC (AML)	19	17	51	47	219	198	289	262
775th Med Det	1	1	0	0	8	8	9	9
179th AC (Med Hel)	15	7	26	20	228	206	269	233
189th AC (AML)	19	18	51	46	219	203	289	267
361st AC (E)	16	11	13	15	80	63	109	89
621st Sig Det	0	0	0	0	6	5	6	5
665th TC Det	1	0	1	1	57	52	59	53
52D CAB	131	112	247	227	1528	1396	1906	1735

2. (C) Civilian

UNIT	VN		3d NAT	
	AUTH	ASG	AUTH	ASG
52d HHD	0	0	23	22
57th AC (AML)	0	0	16	10
119th AC (AML)	0	0	14	11
170th AC (AML)	0	0	11	7
179th AC (Med Hel)	0	0	10	8
189th AC (AML)	0	0	14	12
361st AC (E)	0	0	3	2
52D CAB	0	0	91	72

CONFIDENTIAL

Authority ND911547
By TD NARA Date 226 99

CONFIDENTIAL

52D CAB ORLL

OPERATIONAL RESULTS AS OF 31 JANUARY 1969

1. (C) Results.

UNIT	SORTIES FLOWN	TROOPS LIFTED	CARGO LIFTED (TONS)	ENEMY KBA	STRUCTURES		SAMPANS	
					DAM	DEST	DAM	DEST
57th AC (AML)	29,939	38,950	1115	66	45	133	1	
119th AC (AML)	18,969	23,247	490	1		5		
170th AC (AML)	17,909	32,287	595					
179th AC (MH)	11,021	27,467	27,729					
189th AC (AML)	27,144	10,740	242	55	1			4
361st AC (E)	2,818		18	51	10	10		
52D CAB	107,800	132,691	30,190	173	56	148	1	4

2. (C) Losses.

UNIT	AIRCRAFT LOST		AIRCRAFT DAMAGED	
	TYPE	NR	TYPE	NR
57th AC (AML)	UH-1H	2		
119th AC (AML)	UH-1H	2	UH-1H	1
170th AC (AML)	UH-1C	2	UH-1C	2
	UH-1H	3	UH-1H	6
179th AC (MH)	CH-47A	1	CH-47A	3
189th AC (AML)	UH-1H	1	UH-1H	4
361st AC (E)	AH-1G	2	AH-1G	2
52D CAB		13		18

Incl 4

CONFIDENTIAL

CONFIDENTIAL

52D CAB ORLL

AIRCRAFT MAINTENANCE

3. (U) Recapitulation of Flying Hours.

TYPE	UNIT	MONTH	AVG NO ON HAND	HOURS FLOWN	AVG HRS PER A/C	% DA PROGRAM *
UH-1C	57th AC	Nov	8.0	538	67.3	116%
		Dec	8.0	463	57.8	99%
		Jan	6.8	426	62.7	108%
	119th AC	Nov	7.0	350	50.0	86%
		Dec	7.5	419	55.8	96%
		Jan	7.8	485	62.1	107%
	170th AC	Nov	5.3	248	45.6	79%
		Dec	6.4	378	57.8	99%
		Jan	7.1	546	76.9	133%
	189th AC	Nov	8.0	447	59.8	102%
		Dec	8.0	442	55.2	95%
		Jan	8.0	491	61.3	106%
UH-1H	57th AC	Nov	28.3	1577	55.7	96%
		Dec	28.9	1551	65.6	95%
		Jan	29.7	1948	65.6	113%
	119th AC	Nov	18.3	1938	105.5	142%
		Dec	18.0	2393	132.9	179%
		Jan	18.1	2251	124.3	168%
	170th AC	Nov	18.6	1679	90.3	122%
		Dec	18.9	1551	83.3	113%
		Jan	18.8	1868	99.3	134%
	189th AC	Nov	17.6	1743	99.1	133%
		Dec	18.5	2059	111.2	150%
		Jan	18.7	2036	108.7	147%
AH-1G	361st AC(E)	Nov	11.8	723	61.3	88%
		Dec	10.4	664	61.9	91%
		Jan	10.5	574	54.6	78%
	179th AC	Nov	14.9	1020	68.3	112%
		Dec	15.0	1213	80.8	135%
		Jan	14.6	1131	77.5	129%

* DA Flying Hour Program per aircraft is as follows:

U			
<u>UH-1C</u>	<u>UH-1H</u>	<u>AH-1G</u>	<u>CH-47A</u>
58 Hrs	74 Hrs	70 Hrs	60 Hrs

Incl 5

Page 2 of 2 Pages

CONFIDENTIAL

CONFIDENTIAL

52D CAB ORLI

Aircraft Maintenance

1. (C) Aircraft Status (Authorized/On Hand) as of 31 January 1969

UNIT	UH-1C	UH-1D	UH-1H	AH-1G	CH-47	U-6A
57th AC (AML)	8/8		23/20			
119th AC (AML)	8/7		23/19			
170th AC (AML)	8/6		23/19			
179th AC (MH)					16/14	
189th AC (AML)	8/8		23/19			
361st AC (E)			2/2	12/11		
HED		2/2				1/1
52d CAB	32/29	2/2	94/97	12/11	16/14	1/1

2. (C) Aircraft Availability (Daily Average)

TYPE	CRITERIA	STANDARD %	NOV	DEC	JAN
UH-1C	Availability	72	69.7	74.5	77.0
	Mission Ready	N/A	54.0	58.5	65.8
	EDM	20	20.0	19.2	16.7
	EDP	8	10.3	6.3	6.3
UH-1H	Availability	75	72.1	74.4	76.4
	Mission Ready	N/A	56.1	57.0	66.3
	EDM	20	21.6	20.9	18.6
	EDP	5	6.3	4.7	5.0
AH-1G	Availability	70	60.0	67.5	72.5
	Mission Ready	N/A	53.5	59.0	63.0
	EDM	20	13.0	14.6	14.8
	EDP	10	27.0	17.9	12.7
CH-47	Availability	65	65.3	68.7	66.5
	Mission Ready	N/A	56.1	57.0	62.0
	EDM	25	28.0	22.8	21.6
	EDP	10	6.7	8.5	11.9

Incl 3

of 2 Pages

CONFIDENTIAL