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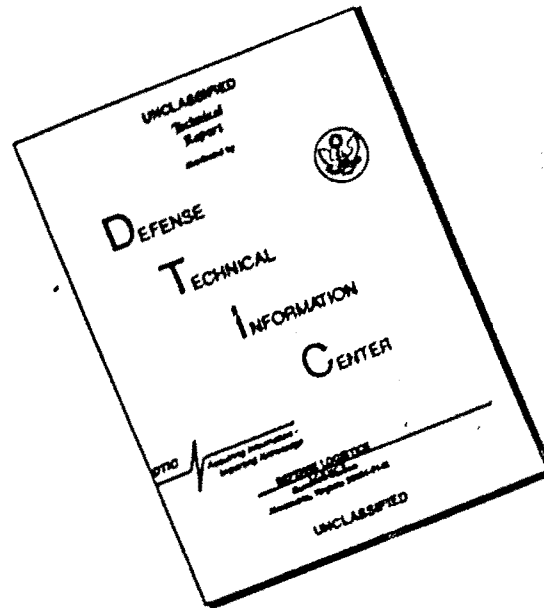
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DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310

18
OACSFOR

IN REPLY REFER TO

AGDA (M) (14 Nov 69)

FOR OT-UT-693164

24 November 1969

SUBJECT: Operational Report - Lessons Learned, Headquarters, 52d Aviation
Battalion, Period Ending 31 Jul 69 (U)

(Combat)

SEE DISTRIBUTION

11 5 Aug 69

12 47p.

1. Subject report is forwarded for review and evaluation in accordance with paragraph 4b, AR 525-15. Evaluations and corrective actions should be reported to ACSFOR OT UT, Operational Reports Branch, within 90 days of receipt of covering letter.

2. Information contained in this report is provided to insure appropriate benefits in the future from lessons learned during current operations and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

Operational rept. for
quarterly period ending
31 Jul 69.

as

ROBERT E. LYNCH
Colonel, AGC
Acting The Adjutant General

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DEPARTMENT OF THE ARMY
HEADQUARTERS, 52D AVIATION BATTALION (COMBAT)
APO San Francisco 96494
"FLYING DRAGONS"

AVDAGD-CC

5 August 1969

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

SEE DISTRIBUTION:

1. Section 1. Operations: Significant Activities.

a. (C) General. This report for the period 1 May through 31 July 1969 is submitted in compliance with AR 525-15, USARPAC Reg 525-15, USRV Reg 525-15 and 17th Aviation Group (Combat) Reg 525-15.

(1) Headquarters, 52d Aviation Battalion (Combat), LTC Patrick J. O'Grady, Commanding, remains at Camp Holloway, Fleiku, RVN. Inclosure 1 reflects Organizational structure and station list of all assigned, attached, and OPCON units, with location and APO, as of 31 July 1969.

(2) During this quarter, there has been no change of mission. However, the Battalion significantly increased its aviation support of RVN Operations in the II Corps area. "Flying Dragons" continue to provide aviation support to the U.S. Fourth Infantry Division, Military Assistance Command, Vietnam, RVN II Corps Headquarters, Fifth Special Forces Group and other Free World Military Assistance Forces in the Central Highlands of Vietnam (See Inclosure 2). All operational and administrative functions and activities of Camp Holloway, Holloway Army Airfield, and Kontum Army Airfield are controlled by the 52d ABC.

b. (C) Personnel

(1) Awards and Decorations:

	MAY	JUN	JUL	TOTALS
SILVER STAR	2	2	0	4
DISTINGUISHED FLYING CROSS	6	3	5	14
BRONZE STAR "V"	0	4	1	5
BRONZE STAR	15	20	6	41
ARMY COMMEND MEDAL	19	26	15	60
AIR MEDAL	95	159	610	864
PURPLE HEART	0	0	9	9
				997

FOR OTUT
693164
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SUBJECT: Operational Report of 52d Aviation Battalion (Combat)
Period Ending 31 July 1969, RCS CSFOR (R-1) (U)

(2) Command and Staff Changes. The following Command or Battalion Staff changes took place on the dates indicated:

POSITION	RANK, SVC NO (Incoming) (Outgoing)	DATE
BN CO	LTC O'Grady, Patrick J. 473-22-1853 LTC Stoessner, Richard L. 290-20-0424	21 Jul 69
BN XO	MAJ Fernald, John P. 524-40-8974 MAJ Bloemman, William A. 577-50-0627	3 Jul 69
BN S-1	CPT Stegen, Michael T. 498-52-4285 CPT Nolin, Carl L. 001-32-3252	11 Jun 69
BN S-2	CPT McKenzie, James D. Jr. 545-62-2025 CPT Worthington, Gerald R. 451-52-0060	3 Jul 69
BN S-3	CPT Worthington, Gerald R. 451-52-0060 MAJ Fernald, John P. 524-40-8074	3 Jul 69
BN SIG OFF	1LT Tavares, Philip T. 011-34-7627 CPT Wong, Owen Jr. 575-42-0299	22 Jul 69
BN SAFETY OFF	CPT Slade, Charles 411-54-7250 CPT Holloway, Ralph L. 456-58-0769	21 Jul 69
BN FIO	CW2 Lopez, Michael S. 337-36-0474 CPT Parsons, Curtice C. 079-36-0474	3 Jun 69
119TH AVN CO	MAJ Harris, Peter R. 544-34-2542 MAJ Fernald, John P. 524-40-8974	15 May 69
170TH AVN CO	MAJ Hardy, Raymon L. 410-56-9486 MAJ Roberts, Donald A. 011-26-4489	1 May 69

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

Month	OFFICERS			EM		
	Gains	Losses	Change	Gains	Losses	Change
MAY	48	53	-5	127	156	-29
JUN	39	43	-4	154	153	+1
JUL	52	40	+12	166	96	+70
TOTALS	139	136	+3	447	405	+42

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AVIA-CD-CC (5 Aug 69)

5 Aug 69

SUBJECT: Operational Report of 52d Aviation Battalion (Combat)
Period Ending 31 July 1969, RCS CS FOR-65 (a-1) (U)

(4) The Battalion Total Strength is 1810; short 91 enlisted men and over 53 officers and warrant officers as of 31 Jul 69. Unit strengths are shown in inclosure 3.

(5) Public Information Office Activities:

- (a) Printed Releases 25
- (b) Pictorial Releases 20
- (c) Hometown Printed Releases 180
- (d) Hometown Pictorial Releases 110
- (e) Taped Interviews 1

(f) Civic action projects continue to receive much attention from the Battalion. Food, clothing and other supplies are consistently delivered to villages surrounding Camp Holloway. The Battalion Civic Action Fund contributed \$2,000.00 to the Fleiku Leprosy Center for supplies and equipment to build a much needed kitchen-dining hall facility. Aircraft from the battalion transported a 5,000 gallon water-storage tank to the Fleiku Civil Hospital, thereby greatly increasing their capabilities.

(g) The Public Information Officer is still limited by the lack of photographic equipment and supplies. These supplies have decreased throughout the Fleiku area making it difficult to continue Public Information coverage in the desired manner.

c. (C) Intelligence: The S-2 Section continues to publish a daily intelligence summary of significant activities in the Fleiku-Kontum area. Intelligence information is gathered from II Corps, and 4th Infantry Division G-2 offices, other supported units, liaison visits to other S-2 offices and debriefings submitted by aviators and air mission commanders.

(1) Enemy Activity. There were four attacks by fire against 52d Aviation Battalion (Combat) facilities during the reporting period. The enemy employed 122mm rockets, 82mm mortars, B-40 rockets and RPG rounds in the first attack. In the second attack the enemy employed 122mm rockets and 82mm mortars. In the third attack, 82mm mortars and B-40 rockets were employed. The last attack consisted of possible 75mm recoilless rifle rounds. In conjunction with the first attack, the enemy also employed a ground attack which was quickly disrupted because of the fast reaction time of the unit's gunships and fire support from a neighboring ARVN Cav unit. Significant activities during the period:

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AVL-CP-CC (5 Aug 69)

SUBJECT: Operational Report of 52d Aviation Battalion (Combat)
for PERIOD Ending 31 July 1969, MCS CS FOL-65 (A-1) (U)

022120 May: Observation Post #31 at AR 815483 received small arms fire from the vicinity of AR 816489. Radar checked area with negative results. Mortar fired on the suspected enemy location. Results: Friendly - negative casualties or damage; enemy unknown.

041945 May: The 170th AC perimeter received 6 to 10 rounds of sniper fire from the vicinity of AR 790464. Four more rounds of small arms fire were received at 0200. B-79 was fired at the suspected enemy location. At 2330 the 170th AC received another 5 rounds of small arms fire from the same vicinity. B-79 was again employed. At 042151, a 119th AC bunker at AR 794462 received 3 to 4 rounds of small arms fire. At 042343 received 4 more rounds of small arms fire from approximately 75 meters south of Highway #19; unable to take under fire because of housing area located in that direction. At 050023 received 8 more rounds of small arms fire. There were negative friendly casualties in the units concerned. At 042135, 52d Radar picked up movement towards east from vicinity of AR 817489. At 2215 52d Radar observed light in the same area. Mortars fired H & I on area. Enemy results were unknown on all engagements.

041630-1700 May: 119th AC gunships at AR 325325, in support of 4th Infantry Division, expended on a confirmed enemy location and destroyed 3 structures.

061300 May: 57th Gunships at YD 8227, in support of a "Dust Off" mission, received 4 rounds of automatic weapons fire resulting in 2 US WL.

061800, 57th AC slick at YB782231, in support of 5SFG, on a "Dust Off" mission received 10 rounds of small fire resulting in 1 US WL.

071600 May: 361st AC (A) gunships, in support of a slick at a landing zone, expended on a confirmed enemy location resulting in 5 KLA (estimate) and 5 WL (estimate). There was no further information. From 1630 to 1700 the 189th AC in support of CIDG extraction had 4 slicks receive S/A resulting in 1 US WL.

081300-1330 and 1500-1530 May: at YD 8215 and YD 8418, a 189th AC gunship in support of 24th STZ, expended on a confirmed enemy location during a preparation for a troop assault resulting in 10 KLA (estimate).

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AVD.CI-CC (5 Aug 69)

SUBJECT: Operational Report of 52d Aviation Battalion (Combat)
for period ending 31 July 1969, ECS CS FOR (R-1) (U)

110150-0215 May: At LR 7860 the Kontum AB received a mortar, rocket, and ground attack. The airfield received 2x122mm rockets, 3x120mm rockets, 3x82mm CS mortars, 15x82mm mortar rounds, and 1x120mm round. The perimeter wire on the east side was breached by a 120mm round. Results: Friendly - 5 US WIA, 4 UH1H and 2 UH1C (1) destroyed, one maintenance hanger destroyed, the billets area was hit by 82mm CS mortar rounds; Enemy - 1x122mm rocket, 3x82mm HE mortar rounds, 5x82mm CS mortar rounds, 4x120mm rockets, 3x120mm rocket propellant charges, 40 powder increments for 82mm mortar rounds, 3 propaganda leaflets, 1 wicker carrying basket, 1 bamboo launching stand (3 parts), 1 plastic sheet (5'x5'), and 1x122mm rocket fuze wrench CL. During the periods 1300-1330 at YB 8153 & YB 9815 1645-1715 at ZB 0015, and 1715-1730 at YL 8327 & YB 7823, 189th gunship expended when friendly troops made contact with enemy forces. Results: Enemy - 50 KIA.

120215, 0600, 0850 May: Camp Holloway received a total of 23x82mm mortar rounds and 5x122mm rockets. Results: Friendly - negative casualties, 4 UH1H had light damage and 1 UH1C had light damage; En - unknown.

131100-1130 and 1400-1410 May: at YB 80112 and YB 835265, 189th AC gunships in support of 24th STZ fired on enemy locations when friendly troops made contact with enemy forces. Results: Enemy - 20 KIA.

171530-1545 May: at YB 9815 a 189th AC gunship in support of 24th STZ, expended on a suspected enemy location resulting in 2 enemy KIA. 1700 at ZL 165761 a 170th AC resupply aircraft observed 3-5 enemy: C/2-1 Cavalry reacted and made contact with an estimated NVN company. Small arms fire was exchanged; friendly element employed .50 caliber machine guns and 90mm gun rounds. One tank hit by 8-40 rocket. Contact broke at 1940. Results: Friendly - 2 KIA, 5 WIA; Enemy - 40 NVA KIA.

181500 May: YB 6517, 189th AC gunships in support of 24th STZ expended on a confirmed enemy location resulting in 2 enemy KIA.

221445 May: YB 999130, 189th AC gunship in support of 24th STZ received 1-3 rounds of .50 caliber fire resulting in 1 US KIA and heavy damage to aircraft. From 1445-1530 at YB 999130, 4 personnel of the 52d Pathfinder Detachment in spt of 24th STZ during an insertion, made contact with an estimated 2 NVA platoons. Hand-grenades and small arms fire exchanged. Results: Friendly - 2 US WIA (slight); En - 25 NVA KIA (by count) and 15 KIA (estimate).

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AVL.CD-CC (5 Aug 69)

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

230930 May: YB 891277, 57th C&C ship in support of 5th SFG. went into an Observation post to evacuate wounded personnel. After ship was on the ground, it received damage from 1 mortar round. Results: Friendly 1 KLA (USSF), 3 WL (crew: 1 serious, 2 slight), 1 UH1H rec'd light damage. 1145, YB 9319, a 361st AC(E) gunship expended on a confirmed enemy location. Results: Enemy - 5 HL (estimate). No further information. 1515, YB 9114, 361st AC (E) gunship expended on a confirmed enemy location. Results: Enemy 5 KLA (estimate) and 5 WL (estimate). No further information.

250410-0913 May: YB 969121, 189th AC slick in support of RFFP (CORDS) expended on a suspected enemy location resulting in 2 enemy KLA.

260930-1000 May: AR 775123, 119th AC gunship in support of 4th Infantry Division, expended on a deserted village when fire was received from same. Results: Friendly - negative casualties or damage; Enemy - 1 KLA (confirmed), 5 structures destroyed. 1040, 361st AC (E) gunships were launched when a Fixed Wing A/C had received L-40 rockets and small arms fire from the same deserted village. Results: Enemy - 4 structures destroyed and 2 secondary fires burning. 1400, YB 8712, 361st AC (E) gunships expended on a confirmed enemy location when friendly troops made contact with an enemy force. Results: Enemy: 1 KLA (estimate) and 2 WL (estimate).

271020 May: YB 995142, 361st AC (E) gunships in support of 22nd ARVN Rangers, expended on a confirmed enemy location when friendly troops made contact with an unknown size enemy force. Fire team had 5 NVA KLA (estimate). No further information. 1200, YB 862254, 361st AC (E) gunships in support of 22d Ranger expended on a confirmed enemy location when a convoy was ambushed by an NVA force. Results: Enemy - 2 NVA KLA (estimate) and 3 NVA WL (estimate). No further information. 1530, YB 925123, 361st AC (E) gunships in support of 22d Rangers, expended on a suspected mortar position when a landing zone received rounds after a slick had landed. Fire team had 5 KLA (estimate) and 2 NVA WL (estimate). No further information.

281315-1320 May, YB 975143, 189th AC C&C ship in support of 24th STZ, received small arms and automatic weapons fire from a suspected enemy location and expended on same, resulting in 4 enemy KLA.

291000, 1330, 1530, 1600 May: YB 9012 361st AC (E) gunships expended at all of the times listed above when friendly troops made contact with an unknown size enemy force. Results are unknown.

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.AVD.CB-CC (5 Aug 69)

SUBJECT: Operational Report of 52d Aviation Battalion (Combat) for
Period Ending 31 July 1969, RCS CL FR (R-1) (U)

301500-1530 and 1600-1830 May: YB 9216, 189th gunships in support of 24th STZ, expended when friendly troops made contact with an enemy force. Results: Enemy - 10 KIA.

021900 Jun: AR 766669, 57th AC gunship in support of A/20 US Engineers and Bq, 3rd ARVN Cavalry, who received 6x122mm rockets fired on a suspected enemy location resulting in one secondary explosion.

041730-1800 Jun: ZB 023115, 189th AC gunship in support of 24th STZ, expended on a confirmed enemy location when friendly troops made contact with an enemy force. Results: Enemy - 5 KIA.

071000-0120 Jun: AR 7808, 57th AC received 6x122mm mortar rounds and 1x160 round resulting in 1 US WIA and 2/2½ ton trucks received flat tires.

061430-1445 Jun: AR 3626, 119th AC gunships in support of 4th Infantry Division, expended on an enemy location when friendly troops made contact. Results: Enemy - 3 KIA (estimate).

101655, 1705, 1715 Jun: At YB 9125, YB 7621, 361st AC(s) gunships expended on a confirmed enemy location when a fixed wing resupply aircraft drew fire during approach to landing zones. Fire team had 20 KIA (estimate) during the engagement. No further information. 1600-1830, YB 8727, 189th AC gunships in support of 24th STZ fired on an enemy location when ships received ground fire. Results: Enemy - 10 KIA (estimate).

12005L, Jun: AR 796465, Camp Holloway received 15x62mm mortar rounds which landed in the 604th Transportation Company area with 11 rounds inside the company area. Results: 1 maintenance hanger had one hole in it, 2 vans with light damage (both belonged to 604th Transportation Company) and 2 US WIA (slight). 1410, YB 914066, 170th AC slick while conducting a visual reconnaissance for a LHRF insertion observed an estimated enemy company of NV., gunships and artillery employed resulting in 20 NV. KIA.

131400 Jun: YB 9704, 170th AC gunships in support of 4th Infantry expended when friendly troops made contact with an enemy force resulting in 10 KIA (by count). 1530-1600, YB 9226, 189th AC gunships in support of 24th STZ, fired on a confirmed enemy location resulting in 15 KIA (estimate). 1615-1645 YB 9222, 189th AC gunships in support of 24th STZ fired on a confirmed enemy location resulting in 4 enemy KIA (by count).

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AVIATION-CC (5 Aug 69)

SUBJECT: Operational Report of 52d Aviation Battalion (Combat) for Period Ending 31 July 1969, AFS CS FOR (2-1) (U)

151430 Jun: YB 9318, 361st AC(E) gunships fired on a confirmed NVN force, dug in on a hill side, when friendly troops made contact. Results: Enemy - 8 KIL (confirmed). 1600, YB 9318, 361st AC(E) gunships fired on a confirmed NVN location when a slick resupplying an ARVN position received heavy ground fire. Fire team expended on the enemy bunkers and the ground commander confirmed 12 enemy KIL. No further information.

161530 Jun: YB 905273, one 361st AC(E) gunship in support of 24th STZ received heavy automatic weapons fire causing the ship to crash and burn killing both pilots. 1900-1930, YB 927, 189th AC gunships expended on a confirmed enemy location when a convoy was attacked after leaving Ben Het. Gunships received heavy small arms and automatic weapons fire when attacking enemy positions. Results: Enemy - 10 KIL (estimate).

171030-1100, Jun: ZA 1274, 119th AC gunships in support of 4th Infantry Division, expended on a confirmed enemy location when troops made contact. Results: Enemy - 10 KIL (by count) and 4 KIL (estimate). 1530, 52d Security Detachment personnel on a visual reconnaissance of the 52d Aviation Battalion area of operation found 16 craters vicinity of AR 813476. Further check of the area by air revealed 2x75mm recoilless rifle sites at vicinity of AR 862498. Also found empty cannisters and shell casings in the area. 171600 the 52d Security Detachment personnel made a ground reconnaissance of the recoilless rifle sites and found 2 positions. One position was approximately one week old and the other approximately 3 days old. There were 3-5 fox holes in each area. There was a total of 24x75mm recoilless rifle cannisters and 24x75mm recoilless rifle expended shell casings found in the area.

181550 Jun: YB 8218, 361st AC(E) expended on a NVA element in the open, when spotted by the 7/17th Cavalry. Results: 36 NVA KBA.

191635 Jun: YB 922256, 361st AC(E) gunships expended on a known NVN location when friendly troops in a landing zone received D-40 rocket and mortar fire. The fire team of 2x40mm's expended on the enemy in a tree line with 10 enemy KIL (confirmed).

201400-1430, YB 9518, 189th AC gunships in support of 24th STZ, expended on an enemy location when friendly troops made contact with an enemy force, resulting in 5 KIL (estimate).

211300-1330 Jun: YB 9419, 189th AC gunships in support of 24th STZ, expended on an enemy location resulting in 5 KIL (estimate). 2131, AR 794456, Camp Holloway Tower reported small arms fire coming from

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AVC-CC (5 Aug 69)

SUBJECT: Operational Report of 52d Aviation Battalion (Combat) for
Period Ending 31 July 1969, RCS CS FOR (R-1) (U)

the east side of the perimeter; 189th AC reported movement in front of bunker #63 and received small arms fire on bunkers #63 and 64; fired illumination and M-79 with negative results.

221400-1430 Jun: YD 8825, 189th AC gunships in support of 24th STZ, expended on a confirmed enemy location resulting in 1 KIA. (by count).

231410 Jun: YD 9125, 189th AC gunships in support of 24th STZ, expended on an enemy location when friendly troops made contact. Results: 6 VC KIA (estimate). 242052, Camp Holloway mortar section reported receiving recoilless rifle fire from an unknown enemy; fire was returned by mortar and US & ARVN artillery. At 2105 Camp Holloway reported incoming rounds, possibly 6x75mm recoilless rifle. Results: Friendly - negative casualties or damage; Enemy - unknown.

261500-1530 Jun: YD 8227, 189th AC gunships in support of 24th STZ, expended on a confirmed enemy location. Results: Enemy - 10 VC KIA (estimate). No further information.

271100-1130 Jun: YD 8825, 189th AC gunships in support of 24th STZ, expended on a confirmed enemy location. Results: 21 VC KIA (estimate).

041130- Jul: Z. 1967, 170th AC gunships enroute to Kontun, received automatic weapons fire and saw what was thought to be D-40 rockets explode. Gunships expended in the area where fire was received. The lead ship took 1 round in the tail boom and the wing ship received 4 hits in the main rotor blades and one hole thru the floor under the door gunners seat.

051100-1130 Jul: LR 815400, a possible platoon size enemy unit was reported in the area, evaluated C/3. 170th AC aircraft and 52d Security Detachment element made a visual reconnaissance of the area with negative sightings.

071830-1845 Jul: LR 8193, 57th AC gunships were called by 219th AC aircraft to expend on a suspected enemy location. Results: 6 structures damaged and 1 structure destroyed.

081330 Jul: LR 1652, 119th AC gunships were called upon to destroy some structures; gunships received ground fire; gunship expended at enemy and structures. Results: 2 structures destroyed. 1630, LR 8194, 57th AC gunships expended on a suspected enemy location with 2 structures destroyed.

091100-1200, Jul LR 3414, 189th AC gunships, in support of COMUS, expended on a confirmed enemy location. Results: 5 VC KIA (estimate).

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VER CD-CC (5 Aug 69)

SUBJECT: Operational Report of 52d Aviation Battalion (Combat) for Period Ending 31 July 1969, HCS CS FGR (R-1) (U)

131940 Jul: AR 793464, Camp Holloway bunker #11 received 3 rounds of small arms fire from an unknown enemy; fire was not returned, Results: Friendly - negative.

151530 Jul: Coordinates classified, 361st AC(E) gunships in support of FOB II expended and destroyed 1 sampan. No further information.

160900-0915 Jul: ZI 067136, 170th AC gunships in support of 5th SFG, expended on a confirmed enemy location when a helicopter received ground fire resulting in 1 US KIA. No further information. 0900-0930 YE 0813, 169th AC gunships in support of 4th Infantry Division expended on a confirmed enemy location resulting in 5 structures damaged. 1345-1410, IR 5368, 119th AC gunships in support of 4th Infantry Division observed enemy troops in a gully and expended. Results: enemy - 17 KIA (confirmed). 161600-1615, YE 9223, 169th AC gunships in support of 24th STZ, expended on a confirmed enemy location resulting in 5 KIA (estimate).

171130, Jul: YE 990022, 170th AC slick in support of 4th Infantry Division, expended on a confirmed enemy location resulting in 1 KIA (confirmed). 1715, IR 491630, 119th AC gunships in support of 4th Infantry Division, expended on a confirmed enemy location with 6 enemy KIA (confirmed).

181845 Jul: ZD 0906, 57th AC gunships in support of II CTZ, were called to destroy a fixed target; the gunships expended resulting in 1 structure destroyed.

191115 Jul: IR 562656, 119th AC slick was shot down by enemy fire while extracting a LRR team for the 4th Infantry Division. Five US were KIA (4 were crew members). 191100-1330, IR 5626, 119th AC slick in support of the above extraction and downed aircraft, expended on a confirmed enemy location resulting in 16 KIA. 1800, ZD 0809, 57th AC gunships in support of II CTZ, expended when called by 219th SAC aircraft to destroy a newly built wooden structure. Results: 1 structure completely destroyed.

211615-1645 Jul: IR 5297, 169th AC gunships in support of 5th SFG, expended on an enemy target. Result: 2 structures and 1 bridge destroyed. 1700-1715, IR 0205, 119th AC gunships in support of the 4th Infantry Division, expended on a confirmed enemy location resulting in 15 KIA (estimate).

221930-2015 Jul: ZL 0441, 169th AC gunships in support of the 4th Infantry Division, expended on a confirmed enemy location. Results: 10 KIA (estimate).

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NVA CE-CC (5 Aug 69)

SUBJECT: Operational Report of 52d Aviation Battalion (Combat) for Period Ending 31 July 1969, RCS CS FGR (R-1) (U)

241600 Jul: ZD 1607, 57th AC gunships expended on a fixed target resulting in 1 bunker destroyed.

261400 Jul: AR 9186, 57th AC gunships in support of CO DS, expended on a fixed target resulting in 2 bunkers destroyed and 2 bunkers damaged.

272345 Jul: AR 812473, 189th AC bunker # 62 reported movement; M-79 was employed; the movement ceased; results were unknown. The 52d Security Detachment made a sweep of the area on the following morning. A string, appearing to be a guide string, was found running from the outer strand of fence (150m from the main fence) into the main wire. One bottom strand of intermediate fence between the outer and main fences had been cut near where the string was located. A starlight scope was used to observe the area for the next 3-4 days. Results: Negative.

280900 Jul: AR 9091, 57th AC gunships expended to destroy a fixed target. Results: 2 enemy bunkers damaged.

311015 Jul: AR 553660, 119th AC slick received intense automatic weapons fire while on landing zone Toughie resulting in 3 hits (light damage) and 1 US WLA (alight).

(2) Movement. The NVN units moved back to the Tri-border area to resupply. This was substantiated by Red Haze and IR missions undertaken in the Tri-border area, along with the absence of contact with any of the units in their normal area of operations. The 24th NVN Regt left two of its units in the Hoi Hong area when it moved across the border. This information was obtained from RVN and Hoi Chanh. There have been reports that the 66th NVN Regt has moved South of the Tri-border area to the Duc Lap area. For a short time, the 4th Ln 95th NVN Regt was located South of Oasis. Its present location is unknown. The K-37 Sapper Bn has also moved out of the area and is reported to be in the Duc Lap area.

(3) New Units. There was one new unit confirmed in the Kontum/ Pleiku Provinces during the last 3 months. This unit was the 28th NVN Regt which was located in the Dak To/Den Het area. This unit was one of the units which took part in the attacks on the same area. Last reports on this unit now have it positioned in the 609th Base area, which is located in the Tri-border area.

(4) Situation. NVN units have pulled back to the Tri-border and other safe areas. Two units of the 24th NVN Regt are reported to be operating in the Hoi Hong area. The local force units are doing most of the harrasing at the present time, with the primary targets being RF/F units, OV's and poorly defended villages.

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The enemy is generally avoiding contact to conserve his strength and stores and to prepare for future operations.

(5) Capabilities

(a) Kontum Province: In Kontum Province the enemy can conduct standoff attacks or combination standoff/sapper attacks against US/Allied installations and Kontum City, employing mortars up to 120mm, 75mm recoilless rifle and 122mm rockets. 85mm/100mm/105mm artillery may be employed against friendly installations near the Cambodian border. He may conduct ground attacks against friendly installations in up to multi-regimental strength with division level support in the vicinity of Dak To and Ben Het, and he may interdict Highways QL 14N and 512, as well as other friendly LOCs. The enemy can restrict friendly air activity with fire from small arms, automatic weapons, 12.7mm, 14.5mm and 37mm anti-aircraft weapons. He has a limited armor threat in the vicinity of Ben Het.

(b) Pleiku Province: Pleiku Province is also confronted with a variety of enemy capabilities to include: selective attacks on Pleiku City, Plei Djereng, Plei Me, Plei Mrong, Duc Co CIDG Camps or Edap Enang, Thanh An and Le Trung in multi-battalion strength, supported by mortar, rocket and recoilless rifle fire; attack Pleiku City, US/ARVN bases, CIDG camps, district headquarters and resettlement areas using 82mm mortars, recoilless rifle and 122mm/140mm rocket fire and sappers; set ambushes along QL 19E and QL 14, supported by 75mm recoilless rifle and 60mm/82mm mortar fire; attack LOCs 509, TL6C, 437, TL7C and LTL 7E with VC elements using anti-tank grenades, recoilless rifle and mortar fire. The possibility of a limited armor and artillery capability exists in the vicinity of Duc Co.

(6) Miscellaneous. There were three information sheets on VC/NVA weapons or tactics distributed to the battalion units during the last quarter. One was concerned with local defense against sapper attacks. Another one dealt with the characteristics and employment of the over-caliber 122mm rocket. The last one dealt with the characteristics and employment of the "Lob" bomb.

d. (C) Operations Combat, Support and Pacification operations throughout the II Corps Tactical Zone have been supported by the 52d ABC during this reporting period. The "Flying Dragons" accumulated over 26,905 hours of flight including 9,512 hours of combat assaults in support of ARVN and Free World Military Assistance Forces. Tabulated data of operational results are shown in inclosure 4.

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(1) The 24th Special Tactical Zone received more support than other single units. Aviation companies of the 52d ABC supported the following 24th STZ Operations for the indicated periods.

Dan Quyen 36	(24th STZ)	06 May 69 - 15 May 69
Dan Quyen 36A	(24th STZ)	15 May 69 - 03 Jun 69
Dan Quyen 40	(24th STZ)	03 Jun 69 - 06 Jun 69
Dan Quyen 41	(24th STZ)	01 Jun 69 - 26 Jun 69
Dan Quyen 42	(24th STZ)	20 Jun 69
Dan Quyen 43	(24th STZ)	22 Jun 69 - 25 Jun 69
Quyet Thang 1	(24th STZ)	26 Jun 69 - 05 Jul 69
Quyet Thang 2	(24th STZ)	05 Jul 69 - 07 Jul 69
Quyet Thang 3	(24th STZ)	06 Jul 69 - 10 Jul 69
Quyet Thang 4	(24th STZ)	15 Jul 69 - 20 Jul 69
Quyet Thang 5	(24th STZ)	16 Jul 69
Quyet Thang 6	(24th STZ)	23 Jul 69 - 31 Jul 69
Quyet Thang 6A	(24th STZ)	23 Jul 69 - 31 Jul 69
Quyet Thang 14/02	(24th STZ)	22 Jul 69 - 31 Jul 69

The majority of support for the 24th STZ operations was flown from 01 May 69 to 07 Jul 69 for which the following statistics were obtained:

Number of Aircraft Committed:

UH1H	-	1156
UH1C & AH1G	-	362
CH47	-	82
CH54	-	39
TOTAL		1641

Number of Hours Flown:

UH1H	-	6,427
UH1C & AH1G	-	2,027
CH47	-	243
CH54	-	141
TOTAL	-	8,838

Ammunition Expenditures:

7.62	-	1,130,000
2.75 HE	-	6,302
2.75 Flesh	-	42
40mm	-	8,227

52d ABC Losses:

Aircraft: Damaged 57
Destroyed 3

Personnel: KIA 5
WIA 23

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The 52d AEC assaulted maneuver elements of the 24th STZ into possible enemy infiltration and withdrawal routes. Forward LZ resupply was primarily provided by 52d AEC aircraft, with some accomplished by truck convoy. During these operations, the 52d AEC also provided organic Pathfinder, ATC personnel, and its own Class V requirements. These additional missions were programmed into the daily mission requirements.

Most significant lifts for the 24th STZ were conducted by the 189th Avn Co (Aslt Hel). The 189th provided a liaison officer and assistant liaison officer to the 24th STZ to aid in planning and execution of airmobile operations. In addition, they provided a maintenance team and an armament crew to insure more effective utilization of the assigned aircraft.

The 52d AEC provided most of its remaining support to the US 4th Infantry Division. The following operations were supported:

Hines	(4th Div)	31 Jan 69 - Continues
Wayne Javelin	(1/8 Inf)	Continues
" "	(3/8 Inf)	Continues
" "	(1/69 Arm)	Continues
Futnan Tiger	(2/8 Inf)	Continues
" "	(1/12 Inf)	Continues
" "	(1/69 Arm)	Continues
" "	(3/12 Inf)	Continues
" "	(1/14 Inf)	Continues
Greene Orange III	(1/14 Inf)	Continues
" "	(1/10 Cav)	Continues

Primary support of the 1st Brigade was provided by the 119th Aviation Company (Aslt Hel) during the entire quarter. A platoon minus supported the Brigade adequately at An Khe throughout most of the period. However during the last week in July the entire 119th Avn Co was moved to Camp Radcliffe to provide additional support for future Brigade operations, and minimize monsoon weather limitations experienced at Camp Holloway.

The 2nd Brigade, located at FSB Mary Lou, received continuous support from the 170th Aviation Company (Aslt Hel) during the quarter. A liaison officer has been furnished by the unit to provide a constant source of information and effect coordination for the Brigade's operations.

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Other division units, staff sections and command groups were supported by 52d AHC aircraft. These missions were scheduled by the Battalion AMCC and 4th Division AME, and included Division Artillery, Division Chemical, Chief of Staff, G-2 (LRRM) insertions, extractions and visual reconnaissance.

FOE II (CCC) clandestine operations were supported by the 57th Aviation Company (Aslt Hel) and the 361st Aviation Company (Escort) throughout this period.

Other units receiving daily or frequent aviation support from the 52d AHC include: ARVN Artillery: RVN II Corps Headquarters, Pleiku, Kontum, Phu Lon, and Dinh Dinh Sector Advisors, 5th Special Forces Group, 20th Engineers, 937th Engineer, 45th General Support Group and USAF units.

(2) Medium Helicopter support throughout the II Corps area of operation has been by the 179th Aviation Company (Aslt Spt Hel) CH-47 Chinooks. Although in a general support role, their primary effort has been directed to the U.S. 4th Infantry Division. During this quarter, the 179th Avn Co flew 2,364 hrs, delivering 16,979 passengers and 8,412.5 tons of cargo in approximately 5,161 sorties.

Other 17th AHC Chinook units augmented this support with an additional 1,115.5 hours of flight time. The 1st Platoon 355th Aviation Company (Heavy Helicopter), 266th AHC, Phu Hiep, RVN APO 96316, which in CICOA to the 52 AHC continues to provide the Central Highlands with outstanding CH-54 general support.

(3) The 361st Aviation Company (Escort) originally had been tasked for two AH-1G Cobras to support FOE II Operations. However, after an extensive study of speed, armament, and mission capability an additional two AH-1G's are now being allocated in lieu of two UH-1C's. The remaining AH-1G assets are committed to 17th AHC directed missions, and to reinforce the other gunships in the Battalion.

(4) Operational highlights of the quarter includes:

07 May 1969 - 52d AHC aircraft executed an emergency extraction of two ARVN companies from ESD 29 (VIC YD 839223) to Dak To). Intense enemy fire resulted in one aircraft being destroyed however no casualties were incurred.

21 May 1969 - Seven slicks and four gunships from the 52d AHC lifted 760 ARVN troops from Dak To into the vicinity of an NVA regiment. Aircraft received heavy enemy fire which resulted in one pilot KIA and four aircraft damaged.

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25 May 1969 - Battalion aircraft participated in a combat assault west of Dak To. Ten slicks and four gunships inserted 1,254 ARVN troops into three LZ locations. Heavy contact and intense mortar fire caused the final portion of the lift to be conducted at night.

21 June 1969 - Ten slicks and four gunships inserted (OO) ARVN troops into an LZ three miles southeast of Ben Het. Two 52d AHC aircraft received minor combat damages.

20 June 1969 - Ten UH1H's and four AH-1G's, and 2 UH1C's extracted 1110 ARVN soldiers from heavy contact 9 miles west of Dak To. There was negative damages or injuries to 52d AHC assets during this operation.

25 July 1969 - On this date a warning order was issued by 17th Aviation Group for one aviation company, assault helicopter, to prepare for deployment to An Khe.

26 July 1969 - Confirmation of this movement to An Khe was received. The 119th Aviation Company moved its first contingent of personnel and equipment to Camp Radcliffe, An Khe, RVN.

30 July 1969 - Final movement of the 119th Aviation Company was completed.

(5) Pathfinder teams from the 52d AHC proved to be extremely valuable in company size lifts or larger. Both aviation and ground commanders recognized them as an indispensable part of any airmobile operation.

(6) The 52d Security Detachment continues to provide observation, illumination and fire support to the perimeter of Camp Holloway. In addition, they conduct patrols and ambush operations in the Holloway AO. A separate force from this unit reinforced the 57th Aviation Company compound defenses at Kontum.

(7) The Air Movement Control Center (AMCC) continues to provide flight consolidation, flight following, communications relay, passenger and cargo service, and aircraft liaison with supported units throughout the AO. It has proved to be a valuable coordination center in all types of operations in which the 52d AHC participates.

e. (C) Training: All battalion units and headquarters sections continue to use on-the-job (OJT) training due to tactical and administrative mission requirements.

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AVIONCD-CC (5 Aug 69)

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Planned AR 350 series training is conducted, however makeup classes must be scheduled after normal missions to insure acceptable attendance

(1) During this quarter 35 quotas were requested for the Army Aviation Refresher Training School. 4 Officers and 23 AM attended and completed this valuable training.

(2) WO1 Jeffrey D. Tyra and WO1 Paul L. Heller 189th Avn Co completed UH-1 I.F. School.

(3) CPT Bradford H. Arthur, 361st Avn Co, successfully completed the AH-1G I.F. School on 07 Jul 1969.

(4) CPT Charles K. Slade Jr., IMC and CPT Teddy D. Hampton, 361st Avn Co completed the Jungle Environmental Survival Training School.

(5) During this quarter the 52d Security Detachment presented a class to all units in this command on "Sapper" tactics. Each unit then prepared lesson plans on the same topic to be incorporated in their company training and orientation.

(6) General School for aviators continues to be conducted on IFR procedures, Survival Escape and Evasion, Aviation Safety M.C.V Rules of Engagement, USARV Reg 95-26, Weapons Familiarization (to include range fire) and other military subjects.

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AVDCCB-CC (5 Aug 69)

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f. (C) Logistics:

(1) Class I Garrison messes continue to encounter problems in utilizing and maintaining electrical appliances in refrigeration and food preparation. Unstable power sources cause frequent breakdown of equipment. Though cantonment mess surveys were conducted by supporting activities during the past quarter, resulting in a program to obtain relief through issue of gas fired mess equipment, none of the appliances have been received to date.

(2) Class II:

a. Little improvement has been realized through the hand carry procedures for requisitioning Nomex flight safety items and ballistic flight helmets. Though hand carry requisitions have been expedited to the Depots, shortages still exist for initial issues. Low demand sizes of Nomex such as extra small or large appear to be readily available in large quantities, but are not required.

b. A marked improvement has been noted in obtaining print out status from the DSU activities. In the past, units of this Command were unable to obtain firm status due to the nonavailability of current information from the Depots. The current system enhances the value of monthly follow-ups and the instructions provided for use of the print outs are comprehensive; enabling the unit to identify non-valid requests for timely resubmission of required items.

c. Numerous shortages of motor vehicles exist in this Battalion, many of which are essential to the independent operation of the companies. Efforts to obtain release on this equipment through the DSU, Qui Nhon and the Pleiku Sub-area Command have met with negative results. A complete listing of these items is contained in Section II, with the appropriate problem areas enumerated.

(3) Class III:

a. Total JF-4 dispensed by this Battalion during the reporting period was 4,500,000 gallons of which 1,600,000 gallons were dispensed at Kontum Airfield by the 57th Aviation Company. In addition to the JF-4, 66,000 gallons of AV Gas was dispensed at Kontum to transient and tenant aircraft.

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b. This Battalion is responsible for dispensing fuel at two separate locations, Kontum Airfield and Camp Holloway; both of which are major airfields. The equipment utilized in these operations is considered essential though not authorized. Back-up equipment for these dispensing facilities is not available. If sudden losses of equipment were to take place, one or both of these facilities would be required to operate at critically reduced efficiency. During the past quarter, 1 350 GPM pump was loaned to this organization by the 6th S & S Tank Farm so that much needed maintenance could be performed on the 350 GPM pump belonging to this Battalion. This pump was turned into the supporting maintenance unit for general overhaul. Though operational when turned in, the pump was returned from the maintenance facility as salvaged. The pump had been cannibalized beyond recognition, or repair. The pump on loan from the 6th S & S Tank Farm has been taxed to its limits and could break down at any time. Depending on the requirements of the 6th S & S Battalion, this pump could be called back, placing Camp Holloway's FCL dispensing facilities in an inoperative status.

c. During the past quarter, cement pads were constructed at the refueling points at Camp Holloway. Two of these were prepared for CH-47 Helicopters, which previously were refueled from 1250 gallon truck tankers due to difficulties in taxiing from the runway to the fueling point and the availability of only one nozzle at each of the two points. CH-47 aircraft can now refuel from both sides simultaneously, saving valuable time and adding elements of safety. Four additional cement pads are utilized by the UH-1 helicopters which provides dry, level areas, appropriate grounding devices, and reduction of damage due to aircraft landing on hoses and lines.

(4) Class V: During the period 1 May 1969 thru 30 June 1969, this Battalion provided its own Class V requirements in support of commitments at Dak To, RVN. During this 60 day period, 8,455 2.75" rockets, 738,000 rounds of 7.62 minigun, and 21,600 rounds of 10mm HE were delivered to the forward arming point at Dak To by aircraft of this Battalion. This consisted of 58 CH-47 sorties and 4 CH-54 sorties which were programmed into the normal daily mission requirements on an extra-mission basis. Since the 1st of June 1969, this Battalion has been utilizing the M101 3/4 Ton cargo trailer to sling carry 2.75" rockets. This has eliminated the bulk and weight of packing crates and allowed rapid transportability once delivered by aircraft to Dak To.

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g. (U) Aircraft Maintenance:

(1) During this quarter, the 52d Aviation Battalion (Combat) hosted the bi-monthly Maintenance and Supply Seminar. Units attending were the 604th Transportation (DS) Company and all units receiving direct support from them.

(a) Topics of discussion were as follows:

1. Tips From Tech Reps
2. Avionics
3. Tech Supply
4. Aircraft Armament
5. Maintenance Management

(b) These and other topics were discussed with continuing emphasis on these problem areas. Each unit can expect an improvement of its maintenance posture.

(2) Maintenance Statistics

	<u>AH-1G</u>	<u>UH-1C</u>	<u>UH-1H</u>	<u>CH-47A&C</u>
Aircraft Authorized	12	32	92	16
Total Aircraft Assigned	12	28	75	15
Average Aircraft Per Co	11.8	6.6	18.7	15.2
Availability Rate (%)	71.4%	73.6%	83.6%	61.2%
EDM Rate (%)	14.3%	17.6%	12.4%	16.0%

(3) Aircraft availability by units, and other tabulated maintenance data are shown in inclosure 5.

h. (U) Accident Prevention:

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SUBJECT: Operational Report of 52d Aviation Battalion (Combat)
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(i) During the quarter the 52d Aviation Battalion experienced 7 accidents, while flying 30,212 hours for an overall rate of 23.10%. The following is a summary of occurrences during this period.

(a) 14 May 1969, 119th Avn Co, UH-1H SN 68-15205, Major Accident. The aircraft experienced a hydraulic failure with possible control malfunction while on short final to a fire support base. The pilot failed to recover control of the aircraft. Cause: Suspected control failure.

(b) 26 May 1969, 170th Avn Co, UH-1H SN 66-16616, Major Accident. The aircraft experienced a complete tail rotor failure in flight. Pilot was unable to eliminate the spin or drift of the aircraft. Major damage occurred when the pilot attempted to land.

(c) 10 June 1969, 189th Avn Co, UH-1H SN 63-8838, Major Accident. The aircraft engine failed in flight due to FOD. The aircraft was landed hard on a river sand bar. Major damage occurred when the Aircraft Commander failed to satisfactorily complete an autorotation. Cause: Primary cause of aircraft damage due to engine failure. Contributing cause of aircraft damage was pilot failing to complete an autorotation.

(d) 15 June 1969, 170th Avn Co, UH-1H 67-17273, Major Accident. The aircraft attempted to take off from a 6200 foot mountain. Available power was not such as to maintain flight. Aircraft was a total loss. Cause: Pilot was unable to make a valid assessment of power versus weight and density altitude.

(e) 20 June 1969, 119th Avn Co, UH-1H SN 66-16391, Major Accident. The aircraft had a tail rotor strike while attempting a landing in an unimproved landing zone. Aircraft control was lost as the aircraft began to settle through the trees. The aircraft caught fire on impact and was totally destroyed by fire. Cause: Failure of aircraft crew to properly clear.

(f) 26 June 1969, 170th Avn Co, UH-1H SN 66-16755, Major Accident. The aircraft experienced a power loss. The pilot elected to autorotate. The aircraft struck the ground hard doing major damage. Cause: Pilots inability to make a successful autorotation.

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(g) 27 July 1969, 57th Avn Co, UH-1H SN 68-15600, Major Accident. Aircraft accident still under investigation at this time.

(2) Monthly Flight Safety meetings are being held by all units. The battalion Safety officer, Flight Surgeon, Unit Commanders and special guests actively participate in open discussion with unit aviators.

i. (C) Flight Standardization

(1) The Battalion Standardization Officer flew 201 hours qualifying new instructor pilots, administering 90 day standardization rides, aircraft commander check rides and incountry orientation rides for newly assigned aviators.

(2) Company instructor pilots continue to be a problem. The experience level is such that well rounded experienced instructors are nonexistent. There are three Warrant Officers assigned to this Battalion who are second tour aviators. Other than company commanders, there are no second tour officers at company levels. The skill and knowledge level of potential instructor is far from ideal.

(3) The 52d ABC is at this time installing an area within the confines of the base to practice touchdown autorotations.

(4) Due to the monsoon rains, instrument training is being stressed.

(5) Emergency procedures are being emphasized during 90 day standardization rides with special attention given to engine failure.

j. (C) Organization:

(1) Post Headquarters continues to support tenant units of Camp Holloway to include Airfield Operations, Base Defense, Base Development, Facilities Engineers, Post Exchange, Officer and NCO/EM Clubs, Special Services, Law and Order Activities, Fire Fighting and Civilian Personnel. The average civilian strength during this period has been 109 US and 810 VN including Direct and Government hires.

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(2) Since no personnel are authorized for the Post Headquarters section assets are obtained by the assignment of additional duties and levy of detail personnel from tenant units at Camp Holloway.

k. (U) Other:

(1) Chaplin.

(a) Protestant and Catholic Services have been conducted in the Battalion Chapel during this quarter, and the time and place of Jewish and other denominational Services in the Pleiku area are posted on the Chapel bulletin Board. The Battalion Chaplin conducted protestant services for the men of the 57th AC on their compound at Kontum. Attendance held up well during the quarter, with good participation by the men of each company through the Unit Sponsorship program. The 52nd Battalion continued to have the highest attendance of any Battalion in the 17th Avn Gp. The Battalion Chaplin made 34 aircraft flights during the quarter in order to give coverage to the 57th AC, attend required conferences, and to familiarize himself with some of the Missions flown by the Battalion.

(b) In the area of Civic action, the 52nd AB(C) Consolidated Chaplains Fund designated special offerings to the local Catholic Parish, the Pleiku Orphanage, and the Christian and Missionary Alliance for a total of \$108.20. The En Chaplin also delivered 15 boxes of clothing to the Christian and Missionary Alliance missionaries to be distributed among the Vietnamese people. Several loads of building material, including 20 bags of cement, were given to the local Vietnamese pastors to be used in the construction of a church building in the village of Plei Monu.

(2) Surgeon

(a) Training program continues both in individual and mass casualty situations. On the job training is conducted with laboratory personnel and a Vietnamese nurse.

(b) Supplies for their section are obtained from the 2d Platoon, 32d Medical Depot, Qui Nhon, RVN once every two weeks. The 71st Evacuation Hospital is also a source for a few hard to obtain items, such as Rabies Vaccine.

(c) Construction and redecorating has been finished in the dispensary since the last ORLL. Minor improvements are still being made in the pharmacy, treatment rooms, storage room, and offices

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(d) ~~Preventative~~ Medicine is a field of major concern to Flight Surgeons. Regular inspections are conducted of the seven mess halls, three service clubs, barbershop, swimming pool, and latrines on post.

(e) All dental services are accomplished through the facilities of the 39th Medical Detachment (KI), which is adjacent to the Camp Holloway Dispensary. The oral health of the 52d Aviation Battalion continues to remain somewhat above the general level of troops in Vietnam; however there is still much personal and dental care needed. This is accomplished by using the self-applicable preventative dentistry paste, proper teeth brushing, balanced diet, and the seeking of prompt Dental Consultation/Care at the earliest signs of oral pathology or tooth pain.

(f) MEDCAP program continues sporadically due to Supply shortages and the weather. Presently the Surgeon serves 3-4 refugee villages. The Christian Missionary and Alliance Leprosarium and Dr Pat Smiths hospital in Kontum. Recently a check for \$2000 was presented to the Leprosarium for construction of a kitchen and mess hall facilities. Dr Smith continues to be supported monetarily and supply wise each month. Training of the Vietnamese participating in MEDCAP's is also attempted.

(3) (C) Signal:

(a) In early May enemy activity increased in the Dak-To area. Battalion Signal personnel were dispatched to set up a ground communications station. This station was utilized to coordinate operations for 52d ADC aircraft in the area. As a result the supported elements at Dak To were able to get maximum utilization from battalion aircraft.

(b) During May the 57th Aviation Company at Kontum received a heavy enemy attack which destroyed their avionics shop. Arrangements were immediately made for the 57th AC to use much needed equipment and supplies at the Consolidated Avionics Shop at Camp Holloway. Teams from this shop have been sent forward to assist in the reconstruction project and work load.

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SUBJECT: Operational Report of 52d Aviation Battalion (Combat) Period
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2. Section 2. Lessons Learned: Commanders Observations, Evaluations

a. (C) Personnel.

(1) Maintenance MOS Shortages.

(a) OBSERVATION: Some difficulty is being encountered filling TO&E vacancies with school trained personnel. The MOS's directly affected are as follows: 67Y20, 67Y30, 67N30 (Aircraft Technical Inspector) and 67U40 (Maintenance Supervisor).

(b) EVALUATION: Supervisory and experience effectiveness is being reduced by extensive OJT Programs, which must be conducted to maintain combat needs. Another alternative would be to leave the slots open for extended periods of time until filled. This, however, does not alleviate the shortage of supervisors or contribute to mission completion.

(c) RECOMMENDATION: Place higher priority on CONUS trained replacement personnel in these particular MOS's. Initiate a plan to re-distribute possible excess personnel in these slots to areas in critical need of maintenance supervisors and technical inspectors (USARV extendees may be one possible source).

(d) COMMAND ACTION: Careful screening of incoming replacement personnel in critical MOS's continues. Those qualified are assigned to units under strength in the mentioned job skills. Intelligent individuals in related fields are task for OJT, when recommended. Vacancies in these MOS requirements are not being filled, to reflect the appropriate demand data to higher headquarters.

(2) Shortage of Commissioned Officers qualified in AH-1G aircraft.

(a) OBSERVATION: Continued assignment of warrant officers has resulted in a disproportional distribution of officers and warrant officers in the 361st Aviation Co., Escort.

(b) EVALUATION: The TO&E under which the 361st Aviation Company is organized calls for 16 commissioned officers and 13 warrant officers. At the present time strength is at 7 commissioned officers and 21 warrant officers. Although the warrant officers are fulfilling flight requirements adequately, the stronger leadership normally provided by the commissioned officers is lacking. The attack helicopter company requires that the aviator in command of each weapons section be an individual capable of flying the aircraft and performing his own fire support coordination, navigation, target analysis, issue fire commands, and properly place his AH-1G ordnance. The newly commissioned officers direct from flight school generally have these capabilities.

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(c) RECOMMENDATION: Consideration be given to the assignment of additional commissioned aviators to this type unit.

(d) COMMAND ACTION: This command continues to encourage commissioned officers assigned to this unit to extend their present tours. In addition, an attempt is made to gain possible UH-1 commissioned extendees to apply for in country Cobra transition.

(3) Shortage of CH47 qualified aviators.

(a) OBSERVATION: This Bn's CH47 Aviation Company is short a significant amount of aviators.

(b) EVALUATION: The 179th Aviation Company (ASH) is authorized by TO&E 41 CH-47 aviators. Current end of quarter strength is 28 pilots. This shortage of aviators places the unit's aviators under a considerable work load on missions as well as company duties.

(c) RECOMMENDATION: Consideration be given to assigning additional CH47 qualified aviators to this unit.

(d) COMMAND ACTION: All aviator records are screened to assure that all available CH47 pilots are sent to this unit, anticipated critical shortages of key personnel (i.e., maint. & standardization) are identified as early as possible and higher headquarters is apprised of this problem area.

b. (8) Operations

(1) Misutilization of Aircraft

(a) OBSERVATION: During support of ARVN Forces in the Dak To area 150700 April - 071750 July, occasional misutilization of aircraft was reported.

(b) EVALUATION: Misutilization was often the result of the ground commanders lack of experience in airmobile operations with Army aircraft. This was quite often the case with ARVN commanders, for their previous experiences with aviation have been extremely limited. The average daily assets utilized by the ARVN's were as follows:

UH-1H	14
UH-1C&H-1G	6
CH-47	2
CH-54	1
TOTAL	23

It was obvious to rated personnel that the ground commanders often had more aviation than they were able to effectively use. However, operations continued, liaison channels were able to solve most utilization problems.

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AVL-CL-CC (5 Aug 69)

SUBJECT: Operational Report of 52d Aviation Battalion (Combat) Period Ending 31 July 1969, RGS CS FOR-65 (R-1) (U)

Cargo helicopters often lost productive time due to improper rigging, unprepared and overweight loads. In a few instances, emergency resupply missions could have been normal resupply, had the loads been ready and rigged to the proper weight.

(c) RECOMMENDATION: A sufficient number of copies of The Ground Commander Handbook for Airmobile Operations and Handbook on CH-47 (Chinook) Employment & Utilization in Vietnam be made available to all ARVN advisors. The same books should be translated into Vietnamese and be made available to each advisor's counter-part.

(d) COMBAT ACTION: A limited number of copies of the above books have been circulated to ARVN advisor's in this unit's area of operation. Frequent liaison visits and ground commander briefings on USARV Reg 95-26 and related subjects have also improved mission accomplishment.

c. (U) Training

(1) Training of AH-1G Aviators

(a) OBSERVATION: Aviators assigned to this unit after completing transition into the AH-1G in CONUS generally lack sufficient proficiency in the aircraft and knowledge in emergency procedures to become operational pilots without additional unit training.

(b) EVALUATION: Newly assigned personnel are arriving in this Battalion directly from CONUS transition into the AH-1G and are ill prepared to perform these duties. The aviators claim that they have approximately 2 hours in the copilot/gunners seat of the aircraft. This amount of time makes them neither proficient on the weapons systems nor on the flight controls from the front seat position. There is also a general lack of proficiency in emergency procedures, particularly antitorque failures and autorotations. Some AH-1G aviators have been assigned who have never performed a touchdown autorotation. This lack of training has placed an undue burden on the tactical units very limited training capability. It is expected that the unit will have to perform standardization and weapons qualification training, together with tactical employment peculiar to this area of operations.

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AVANCE-CC (5 Aug 69)

SUBJECT: Operational Report of 52d Aviation Battalion Period
Ending 31 July 1969, RCS CoFOR-65 (R-1) (U).

(c) RECOMMENDATION: The program of instruction at the AH-1G training base to be reviewed and expanded to allow for full qualification of the aviators with increased emphasis on emergency procedures and weapons firing.

(d) COMMAND ACTION: This unit continues to give extensive in country training on emergency procedures and gunnery prior to releasing pilots for missions.

d. (U) Intelligence: None

e. Logistics and Aircraft Maintenance

(1) Nonex Flight Safety Items and Ballistic Helmets

(a) OBSERVATION: Though new procedures have been established to allow hand carry of requisitions for Nonex flight safety items and Ballistic Helmets directly to the Depots, little improvement has been noted in the receipt of these items.

(b) EVALUATION: Low demand sizes such as extra small or extra large are available for issue at the Depots. These sizes are presently not required. Efforts to obtain common sized clothing by hand carry methods has met with little or no success. When the required items are not available at one Depot, requisitions are cancelled out. New requisitions are then prepared for hand carry to Cam Ranh Bay or Long Binh where, in most cases, the same results are encountered. Transportation to the depot locations from outlying areas is difficult to obtain, additionally, in most instances several days are required to accomplish check out and issue (when available) and return to the unit. Valuable time is lost by unit supply personnel generally without productive results.

(c) RECOMMENDATION: That complete physical inventories of all Nonex flight safety items and Ballistic Helmets be made within the DSUs and Depots and the complete results be reviewed against future CCILs for possible fill of shortages by lateral transfers between supporting units. That Nonex flight safety items be returned to the controlled items list until two sets have been issued per individual pilot and crewmember.

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AVIACR-CC (5 Aug 69)

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

(d) COMMAND ACTION: Requisitions continue to be carried to Cam Ranh Bay or Long Binh whenever possible.

(2) Shortages of Motor Vehicles

(a) OBSERVATION: Numerous shortages of motor vehicles exist throughout this Battalion.

(b) EVALUATION: The vehicles listed below indicate the total shortages throughout the Battalion. Several of these vehicles are special purpose types which are urgently needed to provide PL back-up support, aircraft maintenance support and fire fighting capabilities. At the present time wreckers have to be borrowed from activities outside the Battalion to complete an engine removal or replacement from a unit's aircraft, this procedure results in increased down time for maintenance. Fuel tankers are required for back-up support of installed tank dispensing capabilities should enemy action destroy same. This installation does not have sufficient Fuel Tankers to provide the necessary support should it suffer the loss of its mini port. The same applies to fire fighting equipment. Two fire fighting units are on hand to support flight line emergencies and fire-fighting capabilities. The remainder of the vehicle shortages, though not as urgent, as the aforementioned, are required to provide relief in essential transportation of personnel and supplies. Vehicles requested on 12 priorities indicated below are being upgraded to 02 and 05 priorities.

<u>TYPE</u>	<u>SHORTAGE</u>	<u>O/R</u>	<u>DOC No</u>	<u>DSU No</u>	<u>PRIORITY</u>
5 Ton Wrecker	1	1	9123-002	9126-3052	02
2½ Ton Wrecker	2	1	9045-067	9048-3004	05
		1	9039-020	9076-3114	12
Truck Fire Fighting	2	1	9142-002	9146-3016	12
		1	9141-001	9163-3500	05
2½ Ton Fuel	5	1	8348-027	8355-3008	12
		2	9134-001	9137-3031	02
		1	9105-0014	9107-3120	02

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AVIACE-CC (5 Aug 69)

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

Forklift RT	4	1	9043-0044	9045-3026	05
		1	9162-002	9163-3508	02
		1		9105-3002	12
		1	9039-018	9076-3119	12
2½ Ton Truck	2	2	9165-001	9090-3505	02
3/4 Ton Truck	13	6		9102-3024	12
		2	9039-014	9076-3018	12
		2	9167-002	9169-3074	12
		1	9039-015	9076-3107	12
¼ Ton Truck	4	1	9134-002	9137-3013	02
		1	9158-009	9162-3500	05
		1		9102-3046	12
		1	9039-019	9076-3100	12

(c) RECOMMENDATIONS: That action be taken to provide an equitable distribution of motor vehicles arriving in country.

(d) COMMAND ACTION: The special purpose vehicles listed above have been reported on monthly CCIL reports and status and follow up through DSU, Depot and the sub-area command have been carried out on a timely basis with negative results.

(3) POL Dispensing Facilities

(a) OBSERVATION: Considerable problems have been encountered in POL dispensing for aircraft. Loss of equipment utilized by this installation would result in reduced effectiveness of airfield operations. The equipment now utilized is not authorized to this organization by TOE.

(b) EVALUATION: This Battalion is responsible for dispensing fuel at two separate locations, Kontum Airfield and Camp Holloway, both of which are major airfields. These airfields are operational due to complete utilization of equipment authorized plus additional equipment which has been fabricated or obtained on loan from elements outside of aviation sources. If sudden losses of equipment were to occur, one or both of these airfields would become non-operational because of a lack of POL support. The following is a summary of equipment presently on hand:

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AVBACB-CC (5 Aug 69)

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

<u>ITEM</u>	<u>AUTH</u>	<u>ON HAND</u>
Drum, collapsible 10,000 gals	0	4
Pump, fuel transfer 350GPM	0	1
Pump, fuel transfer 225GPM	0	1
Segregator, fuel 350GPM	0	1
Segregator, fuel 225GPM	0	1
Truck, tanker M49 Series	26	19

(c) RECOMMENDATION: That the operation of the POL dispensing facilities be turned over to the ASD commanders at each airfield and that the ASD TOE's be augmented to provide appropriate POL handlers and equipment.

(d) COMMAND ACTION: Kontum Airfield and Holloway Airfield continue to operate POL facilities with unauthorized and fabricated equipment. Maintenance on these items is pulled whenever possible to prevent malfunction or breakdown.

(4) Historical Records:

(a) OBSERVATION: A unit in this command experienced an intolerable amount of aircraft down time due to loss of historical records. These aircraft eventually had to be turned in and replaced.

(b) EVALUATION: On 11 May 1969 the 57th Aviation Company (AH) aircraft maintenance hanger and all aircraft records were destroyed by a fire. As the aircraft were flown into periodic inspection, they became EDM because there were no records showing which time change components were due to be replaced. Since the replacement of the records required more than thirty days, all of these aircraft were retrograded. The resultant drop in aircraft availability was staggering and greatly reduced the support capabilities of the unit.

(c) RECOMMENDATION: That a duplicate set of historical records be maintained at a central location in country.

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SUBJECT: Operational Report of 52d Aviation Battalion (Combat)
Period Ending 31 July 1969, ACS CFCR-65 (R-1) (U)

(d) COMMAND ACTION: Time change components are recorded and maintained as a part of the 2403 logbook in each aircraft.

f. (U) ORGANIZATION: None

g. (C) Other: Signal

(1) (C) KY 38 Operation with AN/VRC-46.

(a) OBSERVATION: At present the KY-8 is being utilized for secure voice communications with the AN/VRC-46, which has proved to be an unsuitable combination since the KY-8 heats up, and is too bulky for mobile operations.

(b) EVALUATION: It is understood that the KY-38 can be adapted to operate with the AN/VRC-46 by using a modified X-mode cable. The KY-38 is much more reliable than the KY-8 owing to the fact that it can operate with less power, uses the same Keying Material as the KY-28 and is of a more mobile configuration than the KY-8.

(c) RECOMMENDATION: That the KY-8 presently installed in aircraft be replaced with the KY-38

(d) COMMAND ACTION: The 52d ABC Signal Office has submitted this proposal thru communications Evaluation Channels.

5 Incl
as
Incl 1,2,3 wd, HQ, DA


PATRICK J. O'GRADY
LTC
Commanding

DISTRIBUTION:

- 2 - CINUSARPAC, ATTN: GROP-DT, APO 9655E
- 3 - CG, USRV, ATTN: AVHGC-DST, APO 96375
- 2 - CG, 1st Ave Bde, ATTN: AVHGC-NH, APO 96314
- 7 - CO, 17th C.G., ATTN: AVHGC-SC, APO 06240
- 1 - CO, 7/17 ACS, APO 96318
- 1 - Each Staff Section
- 1 - Each Company
- 5 - S-3, 52dADG

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AVRACB-SC (5 August 1969) 1st Ind
SUBJECT: Operational Report of 52nd Aviation Battalion (Combat)
for Period Ending 31 July 1969, RCS CSFOR-65 (R1) (U)

DA, Headquarters, 17th Aviation Group (Combat) APO 96240 28 August 1969

TO: Department of the Army, (ACSFOR, DA) Washington, D.C. 20310
Commanding General, I Field Force Vietnam, APO 96350

1. (U) This headquarters has reviewed the attached report, considers it to be adequate, and concurs with the contents as stated, except as indicated below.

2. (C) The following comments and recommendations are submitted:

a. Section 1, Operations: Significant Activities:

(1) Paragraph 1f (1), Logistics, Page 18: The cited survey was conducted during the month of March 1969 by the Pleiku Sub Area Command. This survey resulted in the authorization and recommendation for issuance of cantonment mess equipment. Follow-up action has failed to produce the necessary equipment.

b. Section 2, Lessons Learned: Commanders Observations, Evaluations and Recommendations.

(1) Paragraph 2a (1) Maintenance MOS Shortages, Page 25: Concur. Critical shortages in these Military Occupational Specialties exist throughout this command. The shortages in the 52nd Aviation Battalion are as follows: 67N30, Auth-16, Asgnd-2; 67U40, Auth-10, Asgnd-4; 67Y20, Auth-24, Asgnd-17; 67Y30, Auth-3, Asgnd-0. Continuous attempts are made to procure the needed school trained individuals. In the interim period, emphasis is being placed on cross-training and OJT programs.

(2) Paragraph 2a (2), Shortage of Commissioned officers Qualified in AH-1G Aircraft; Page 25: Concur. This headquarters makes equitable distribution of all incoming personnel. As of this date there are 13 commissioned officers assigned to this unit.

(3) Paragraph 2a (3), Shortage of CH-47 Qualified Aviators, Page 26: Concur. This problem area has been recognized by all levels of command. An infusion program is presently being conducted by Brigade to insure equitable distribution of all CH-47 aviators.

(4) Paragraph 2b (1), Misutilization of Aircraft, Page 26: Concur. In addition to publications mentioned, the 1st Aviation Brigade Operational Procedures Guide has been issued in limited numbers. Mandatory orientation briefings to newly assigned ground commanders are required of subordinate units. Recommended USARV level coordination to accomplish translation into Vietnamese.

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28 August 1969

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

(5) Paragraph 2c (1) Training of AH-1G Aviators, Page 27:
Concur with recommendation as stated.

(6) Paragraph 2c (1) NOMEK Flight Safety Items and Ballistic Helments, Page 28: Concur. The S4, 17th Aviation Group (Combat) visited the Long My Depot at Qui Nhon on 18 August 1969. He was advised that a 100% inventory of aviation flight equipment was being conducted at that time. He was further advised that the inventory should be completed on or about 22 August 1969. A policy has been established with the 17th Aviation Group (Combat) that when the depot has a zero balance on NOMEK equipment, the unit requisitions the item through their DSU, attaches the cancelled request and forwards to the Group S4 for direct coordination with ICCV.

(7) Paragraph 2c (2) Shortages of Motor Vehicles, Page 29: Concur. The 52nd Aviation Battalion (Combat) has been instructed to list all critical vehicle shortages on the July Commanders Critical Item List. Only six (6) of the vehicles listed in the ORLL were placed on the COIL.

(8) Paragraph 2c (3) POL Dispensing Facilities, Page 30: Concur. TOE equipment for Aviation units is adequate only for Forward Area Refueling. The minimum equipment needed for POL dispensing at Major Army Airfields is 350 GPM Pumps with either a 10,000 gallon (or larger) bladder.

(9) Paragraph 2c (4), Historical Records, Page 31: Nonconcur. The destruction of aircraft historical records as indicated is always a potential hazard to every aviation unit in combat. The duplication of these records maintained at a central location would compound the already existing problem of accurate computations and posting. The unit is not staffed to compile and transmit the necessary information to maintain a central agency. The rapid changing of time change components from aircraft to aircraft due to critical supply shortages would create an additional problem of maintaining current status at a central agency. Time change component records DA Form 2408-16's should remain with the Quality Control section for daily monitoring and posting. When these records are maintained with the aircraft log in the aircraft, they are subjected to loss or mutilation due to environmental conditions. If the potential destruction possibility is a continuing threat to any aviation unit, necessary steps to construct underground protection bunkers for storage of these records is recommended.

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AVBACB-SC

28 August 1969

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

(10) Paragraph 2g (1), KY38 Operation with AN/VRC-46, Page
32: Concur with recommendation as stated.

FOR THE COMMANDER:



MARC L. TUMES
CPT, ADA
Adjutant

C.F.
CO, 52d AB(C)

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AVFA-GC-HIST (5 Aug 69) 2d Ind (C)
SUBJECT: Operational Report of 52d Aviation Battalion (Combat) 15 AUG 1969
for Period Ending 31 July 1969, RCS CSFOR-65 (R1) (U)

DA, Headquarters, I Field Force Vietnam, APO 96350

TO: CG, 1st Aviation Brigade, APO 96384

1. (U) This headquarters has evaluated subject report and forwarding indorsement and concurs, except as stated in para 2d, below.

2. (C) The following comments are submitted:

a. Reference para 1f(1): The Cantonment Mess Survey conducted during March 1969 was part of a country wide survey; in addition to authorizing mess equipment, it provided USARV with information upon which priorities of issue and installation of equipment were based. Mess equipment is being issued on a priority basis as it becomes available.

b. Reference para 2e(1): Concur. This recommendation should result in minimum time loss and increased responsiveness from the supply system.

c. Reference para 2e(3): Concur with observation and evaluation. This headquarters does not concur with recommendation; 52d Aviation Battalion (Combat) will be assisted in action to obtain authorization for POL dispensing equipment currently on hand. This will expedite maintenance and replacement of these items when necessary.

FOR THE COMMANDER:

Paul De Keukelaere

PAUL DeKEUKELAERE

1LT, AGC

ASST AG

Copy Furn:

- 1 - 17th Aviation Group (Combat)
- 1 - 52d Aviation Bn (Combat)

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5300.10

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AVBAGC-O (5 Aug 69) 3d Ind

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

DA, HEADQUARTERS, 1ST AVIATION BRIGADE, APO 96384

28 SEP 1969

THRU: Commanding General, United States Army Vietnam, ATTN: AVHGC-DST,
APO 96375
Commander-in-Chief, United States Army Pacific, ATTN: GPOP-OT,
APO 96558

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D.C. 20310

1. (U) This headquarters has reviewed subject report and concurs with the contents as indorsed except as noted below.
2. (C) The following additional comments are considered pertinent:

a. Paragraph 2a(2), page 25, addresses the shortage of commissioned officers qualified in the AH-1G aircraft. The subject of shortages of AH-1G qualified commissioned aviators in the 361st Aviation Company (Attack Helicopter) has been referred to HQ, USARV and action is now underway to resolve the present imbalance between officers and warrant officers on hand. As of 5 August 1969, 7 officers and 20 warrant officers were assigned to the company. An infusion program with other 17th Aviation Group (Combat) (CAG) units is not feasible since AH-1G qualified aviators are close to required strength levels in those units. Within the 17th CAG, as of 22 August, 93 AH-1G aviators were on hand against a total cockpit requirement of 78 (36 AH-1G aircraft). The USARV fill objective for AH-1G qualified aviators in the 17th CAG is 130.

b. Paragraph 2a(3), page 26, addresses the shortage of CH-47 qualified aviators. As of 1 August 1969 the 17th CAG had the following aviator assets (CH-47):

	<u>TOE</u>	<u>PRA</u>	<u>O/H</u>
Officers	60	---	45
Warrant Officers	<u>104</u>	<u>---</u>	<u>106</u>
TOTAL	164	144	151

As of 22 August 8 losses and 9 gains have occurred in the 17th CAG for a +1 gain in CH-47 aviator assets. A redistribution of assets within the group may be necessary if it is determined by the CO, 17th CAG that the

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28 SEP 1969

AVBAGC-0

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

179th Aviation Company (Assault Support Helicopter) (ASHC) has a critical shortage. As of 1 Aug 69 the four ASHCs in the 17th CAG were at the following strength levels:

179th ASHC	28
196th ASHC	32
180th ASHC	34
243d ASHC	<u>33</u>
TOTAL	127

c. Paragraph 2b(1), page 26, addresses occasional misutilization of aircraft. Concur with the recommendation to provide ARVN advisors with sufficient copies of pertinent handbooks. The 52d Aviation Battalion (Combat) has been advised to submit a standard AG publications request to USAHV, AVHGC-DST for additional copies of the Handbook On CH-47 (Chinook) Employment and Utilization In Vietnam. Coordination with S-3, 52d Aviation Battalion (Combat) indicated the referenced Ground Commander's Guide for Airmobile Operations should have been the 1st Aviation Brigade Aviation Operational Procedures Guide. Additional copies of this publication have been sent to the 52d Aviation Battalion (Combat). Requests for translations of this magnitude should be submitted through ARVN advisor channels to the appropriate Field Force.

d. Paragraph 2e(1), page 28, addresses shortages of NOMEK flight clothing and ballistic flight helmets. All units have been instructed to hand carry requisitions through their direct support activity to depot. In the event the depot shows a zero balance for a particular item, the requisition should be hand carried to the United States Army Inventory Control Center Vietnam (USAICCV) so that a release can be made on another depot or the request forwarded to CONUS. USAICCV maintains a current listing on the availability of NOMEK flight safety items. Ballistic flight helmets have been and will continue to be command controlled.

e. Paragraph 2e(2), page 29, addresses motor vehicle shortages. Nonconcur. Only six (6) of the requisitions listed have been submitted on the Commander's Critical Items List (CCIL). USAICCV has provided current status on all motor vehicles submitted on the CCIL. The unit has been advised to submit critical shortages, which affect the accomplishment of the mission, on the CCIL.

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28 SEP 1969

AVBAGC-0

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

f. Paragraph 2e(3), page 30, addresses POL dispensing facilities equipment authorizations. Nonconcur. The Airfield Service Detachments (ASD) do not have the capability of providing this support. The prime mission of the ASD is air traffic regulation and control. The refueling problem is valid; however, the solution to the problem is not in adding equipment to a unit which does not have the capability of properly operating or maintaining it. The 52d Aviation Battalion (Combat) has been instructed to assess the total requirement for POL dispensing facilities and submit a formal request for cellular POL team (TOE 10-500) augmentation to I Field Force.

g. Paragraph 2e(4), page 31, addresses the problem of aircraft historical records destruction. Nonconcur. The proposal for a second set of records for each aircraft located in Vietnam has merit; however, such a program is unnecessary. TM 38-750 requires DA Form 2410 be submitted on all components removed or installed in Army aircraft. The 2410's are to be sent to Lexington Blue Grass Army Depot and retained on file for future references. The problem experienced by the 57th Aviation Company (Assault Helicopter) is a direct result of improper TAER procedures in accordance with TM 38-750. Units requiring historical data on aircraft components should contact the Army Aviation Material Command in St. Louis, Missouri. A reply should be forthcoming in fifteen days if units have been complying with applicable TM 38-750 requirements.

h. Paragraph 2g(1), page 32, addresses KY-38 operation with AN/VRC-46 radio. Concur with the basic concept of this paragraph. However, the recommendation that the KY-8 presently installed in aircraft be replaced with the KY-38 is incorrect. The accepted secure voice equipment for use with aircraft is the KY-28 which is ideally suited to meet all requirements. The unit has been advised that neither the KY-8 nor the KY-38 is an aircraft item.

FOR THE COMMANDER:


E. M. GUGLIELMO
MAJ, AGC
Adjutant General

Cy of 3d Ind Furn:
CO, 52d Avn Bn (Cbt)

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AVHGC-DST (5 Aug 69) 4th Ind

SUBJECT: Operational Report of 52d Aviation Battalion (Combat)
for Period Ending 31 July 1969, RCS CSFOR-65 (R1) (U)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375 16 OCT 1969

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-DT,
APO 96558

1. (U) This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 July 1969 from Headquarters, 52d Aviation Battalion (Combat).

2. (C) Comments follow:

a. (U) Reference item concerning "Misutilization of Aircraft," section II, page 26, paragraph 2b(1); concur. Request for additional copies of the Handbook on CH-47 (Chinook) Employment and Utilization in Vietnam should be submitted to this headquarters, ATTN: AVHAG-AP.

b. (C) Reference item concerning "Training of AH-1G Aviators," section II, page 27, paragraph 2c(1); concur. Recommend DA initiate action to review the POI with the goal of improving the proficiency of the graduate. Notable weak areas are: (1) A general lack of proficiency in emergency procedures; (2) The exclusion of touchdown autorotations from the POI; (3) The lack of touchdown experience during practice anti-torque failures; (4) The lack of experience in flying the aircraft from the front seat; and (5) The lack of gunnery experience and proficiency.

c. (C) Reference item concerning "KY-38 Operation with AN/VRC-46," section II, page 32, paragraph 2g(1); nonconcur. Coordination with the unit reveals that the KY-38 is currently being used with a VRC-46 in the Battalion's operation center. This configuration is not used in an aircraft or on vehicles. The KY-38 is issued on a one-for-one basis with the PRC-77. The use of the KY-38 is discouraged because of the limited availability of the item and the high cost (\$5,400 for the KY-38 vs \$1,480 for the KY-8).

FOR THE COMMANDER:



C. D. WILSON
1LT, AGC
Assistant Adjutant General

Cy furn:
52d CAB
1st Avn Bde

40

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DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

GPOP-DT (5 Aug 69) 5th Ind
SUBJECT: Operational Report of HQ, 52d Aviation Battalion
(Combat) for Period Ending 31 July 1969, RCS
CSFOR-65 (R1)

HQ, US Army, Pacific, APO San Francisco 96558 25 OCT 69

TO: Assistant Chief of Staff for Force Development, Department
of the Army, Washington, D. C. 20310

This headquarters concurs in subject report as indorsed.

FOR THE COMMANDER IN CHIEF:


D. A. TUCKER
CPT, AGC
Asst AG

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52D ABC ORLL

OPERATIONAL RESULTS AS OF 31 July 1969

1. (C) Results.

<u>UNIT</u>	<u>SORTIES FLOWN</u>	<u>TROOPS LIFTED</u>	<u>CARGO LIFTED TONS</u>	<u>ENEMY KBA</u>	<u>STRUCTURES D/M DEST</u>		<u>SAMPANS D/M DEST</u>	
57th AC (AH)	21,708	30,398	519	0	24	16	3	2
119th AC (AH)	22,645	13,617	219	27	0	0	0	0
170th AC (AH)	18,291	26,893	2,219	90	0	0	0	0
179th AC (ASH)	5,161	16,979	5,412	0	0	0	0	0
189th AC (AH)	24,144	43,121	363	15	0	0	0	0
361st AC (E)	3,064	0	0	76	0	4	0	1
52D ABC	95,033	131,208	11,732	206	24	20	3	3

2. (C) Losses

<u>UNIT</u>	<u>AIRCRAFT LOST</u>		<u>AIRCRAFT DAMAGED</u>	
	<u>TYPE</u>	<u>NR</u>	<u>TYPE</u>	<u>NR</u>
57th AC (AH)	UH1H	6	UH1H	12
	UH1C	2	UH1C	2
119th AC (AH)	UH1H	3	UH1H	7
	UH1C	0	UH1C	4
170th AC (AH)	UH1H	4	UH1H	4
	UH1C	2	UH1C	2
179th AC (ASH)	CH47A	0	CH47A	0
	CH47C	0	CH47C	5
189th AC (AH)	UH1H	1	UH1H	23
	UH1C	1	UH1C	3
361st AC (E)	AH1G	1	AH1G	12
52D ABC		20		74

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52D AIC ORLL

AIRCRAFT MAINTENANCE

1. (C) Aircraft Status (Authorized/On Hand) as of 30 July 1969.

<u>UNIT</u>	<u>AH-1G</u>	<u>UH-1C</u>	<u>UH-1H</u>	<u>CH-47</u>
57th AC (AH)		6/7	23/18	
119th AC (AH)		6/7	23/18	
170th AC (AH)		6/7	23/19	
179th AC (ASH)				16/3/12
169th AC (AH)		6/7	23/19	
361st AC (E)	12/12			
IEC			2/2	
52d AC	12/12	32/26	92/76	16/3/12

2. (C) Aircraft Availability (Daily Average)

Recapitulations: Availability, Mission Ready, EDP and EDM percentage taken from DA Form 1352 and Daily Aircraft Status.

<u>TYPE</u>	<u>CRITERIA</u>	<u>STANDARD</u>	<u>MAY</u>	<u>JUN</u>	<u>JUL</u>
UH-1H	Availability	75	72.1	75.7	83.6
	Mission Ready	64	67.0	66.2	81.2
	EDM	20	22.0	18.6	12.4
	EDP	5	5.9	5.7	4.0
UH-1C	Availability	72	66.0	71.6	73.6
	Mission Ready	63	61.5	60.2	63.7
	EDM	20	21.8	23.1	17.6
	EDP	8	10.2	5.3	8.4
CH-47	Availability	65	43.5	64.1	61.2
	Mission Ready	55	48.2	57.5	67.7
	EDM	25	14.3	13.5	16.0
	EDP	10	42.2	22.4	22.6
AH-1G	Availability	70	59.2	59.6	71.4
	Mission Ready	60	56.1	56.2	71.6
	EDM	20	23.2	15.6	14.3
	EDP	10	17.6	24.6	14.3

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52D ALC ORLL

AIRCRAFT MAINTENANCE

3. (U) Recapitulation of Flying Hours: Average number of aircraft is based on those actually on-hand with the following provisions: Aircraft destroyed are dropped from accountability the day following destruction. Replacement aircraft are picked up on accountability on the first day that they become "mission ready" or within 72 hours following receipt, whichever occurs first.

UII-1C

UNIT	MONTH	AVG NO. ON HAND	HOURS FLOWN	AVG HOURS	AVAIL- ABILITY	PERCENT DA PROGRAM*
57th	MAY	6.5	371	57.1	74.0	95%
	JUN	6.3	350	55.5	72.1	96%
	JUL	7.0	320	45.6	73.4	79%
119th	MAY	7.0	386	55.1	75.9	95%
	JUN	7.0	372	53.2	70.2	92%
	JUL	7.0	303	43.2	65.7	75%
170th	MAY	6.4	265	41.5	57.0	79%
	JUN	6.0	336	56.0	77.1	97%
	JUL	6.3	242	38.4	88.7	66%
189th	MAY	5.8	369	63.6	65.1	110%
	JUN	6.0	374	62.2	67.1	101%
	JUL	6.3	215	34.1	67.3	59%
52d	MAY	25.7	1411	55.0	66.0	95%
	JUN	25.3	1432	56.7	71.6	98%
	JUL	26.6	1060	40.3	72.2	70%

UII-1H

57TH	MAY	18.4	1262	68.6	67.2	53%
	JUN	16.9	1655	97.3	78.5	131%
	JUL	18.6	1509	81.2	65.0	110%
119th	MAY	18.9	1969	104.2	74.3	141%
	JUN	18.7	1911	102.2	70.3	135%
	JUL	18.4	1357	73.7	77.8	106%
170th	MAY	19.8	2124	107.3	75.0	145%
	JUN	18.0	1678	93.2	65.0	126%
	JUL	18.9	1517	80.3	77.8	109%
189th	MAY	18.7	2140	114.4	72.0	155%
	JUN	19.0	1730	91.0	68.6	123%
	JUL	18.9	1496	79.2	62.7	107%
52d	MAY	75.8	7495	98.8	72.1	134%
	JUN	72.6	6974	95.9	75.7	129%
	JUL	74.6	6079	81.3	60.6	108%

UII-1G

361st	MAY	11.5	752	65.4	59.2	93%
	JUN	11.5	699	60.8	59.6	87%
	JUL	11.8	477	37.9	71.4	51%

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179th	MAY	17.6	875	49.6	43.5	83%
	JUN	16.7	885	52.9	64.1	88%
	JUL	15.2	604	39.7	61.2	66%
	<u>TYPE</u>	<u>HOURS</u>	<u>FLOWN</u>		<u>AVAILABILITY</u>	
	<u>ACFT</u>	<u>M.Y.</u>	<u>JUN</u>	<u>JUL</u>	<u>M.Y.</u>	<u>JUN</u> <u>JUL</u>
361st	UH-1H	0	0	34	0	0 52.7%
HHC	UH-1H	7	69	62	51.6%	72.7% 97.7%

* Percent DA Program on flying hours is based on the following
 Flying Hour Program per aircraft: UH-1C 50 hours, UH-1H 74 hours,
 AH-1G 70 hours, CH-47 60 hours.

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