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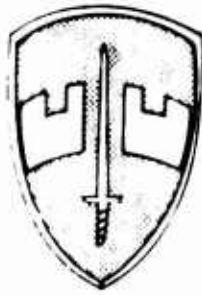
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MACV SEER REPORT.

A SYSTEM FOR EVALUATING THE EFFECTIVENESS OF RVNAF.

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PART II.

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VIETNAMESE AIR FORCE (VNAF),

4TH QTR CY 70 [v].

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PART II: VIETNAMESE AIR FORCE

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1. (FOUO) INTRODUCTION.

a. Coverage. This report addresses the combat effectiveness of the Vietnamese Air Force (VNAF), which comprises eight wings, 28 tactical flying squadrons, one training squadron, and one special air mission squadron. The report is based on the Air Force Evaluation System (AFES), a sub-system of the System for Evaluating the Effectiveness of RVNAF (SEER).

b. Scope. This is the twelfth MACV Air Force Evaluation System Report. It consists of a series of narrative and graphic comparisons of operational statistics and analyses of the results accomplished during October, November, and December 1970.

c. Data Source. The information in this report is based on inputs from 7th Air Force and the Air Force Advisory Group (AFGP).

d. Factors Influencing Performance. Numerous factors such as differences in terrain, weather, enemy density, level of activity, and tactics employed by enemy and friendly forces affect the results as shown in this report. The weather conditions which affected operations during the quarter are summarized as follows:

(1) October. The first surges of the northeast monsoons and the presence of three tropical storms (Joan, Kate and Louise) were the cause of poor weather in the Republic. Reduced flying time was one of the results of the weather conditions. In MR 1, poor to marginal weather conditions existed throughout the month; rainfall was heavier than average. In MR 2, good weather conditions prevailed west of the Annam ridgeline, although morning fog and stratus were present. East of the ridgeline and along the coast marginal to poor weather conditions existed. The weather conditions in MRs 3 and 4 were generally good except for early morning fog and low stratus in MR 3. Poor weather was experienced in both MRs at the very end of the month due to tropical storm Louise.

(2) November. Weather conditions in the northerly regions of the Republic were typical of those associated with northeast monsoons. In the southerly regions of the Republic more shower activity was experienced than would be seasonally expected. This resulted because the trough associated with the northeast monsoons was located south of its normal position. The trough steered several weak weather disturbances into the southerly part of the Republic. MR 1 was dominated by poor weather conditions throughout the month. In MR 2, east of the Annam ridgeline poor to marginal weather conditions were dominant. West of the ridgeline good weather conditions were dominant; there were only a few days on which marginal weather conditions prevailed. In MRs 3 and 4, generally good weather conditions prevailed; marginal weather conditions occurred mainly in showers.

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(3) December. The Republic remained under the influence of the northeast monsoons. MR 1 was dominated by poor weather conditions throughout the month due to low ceilings, fog and drizzle or rain. In MR 2, east of the Annam ridgeline poor to marginal weather conditions occurred during two-thirds of the month. West of the ridgeline conditions were reversed, with marginal weather conditions occurring during one-third of the month and good weather conditions occurring otherwise. In MRs 3 and 4 good weather conditions prevailed throughout the month, except for isolated showers and occasional early morning fog or stratus, in the first week of the month.

2. (S) SUMMARY OF PERFORMANCE.

a. General. The Vietnamese Air Force established new records of 96,016 hours and 105,228 sorties flown during 4th Qtr CY 70. The continued increase in hours and sorties flown is the result of the expansion of the VNAF throughout the three years shown in Table 1. Hours flown by the VNAF during 1970 increased by 39 percent as compared to 1969. Sorties flown during 1970 increased by 48 percent as compared to 1969. Chart 1 summarizes the average status and overall performance of the VNAF during this report period. The declines in percent of programmed hours flown, operational sorties, possessed aircraft, operational ready aircraft, formed aircrews and operationally ready aircrews can be attributed to squadron activations and, where applicable, to poor flying weather. Activations have the effect of increasing authorizations immediately without corresponding immediate increases in associated areas.

b. Organization. The following units were activated during the 4th Qtr CY 70: the 225th and 227th Helicopter Squadrons at Soc Trang; the 229th Helicopter Squadron and the 530th Fighter Squadron at Pleiku; and the 528th Fighter Squadron at Da Nang. There are now 30 squadrons, 27 of which were operational at the end of the quarter (eight fighter, eight helicopter, five liaison, two transport, one gunship, one reconnaissance, one special air mission and one training squadron). The 227th and 229th Helicopter Squadrons and the 530th Fighter Squadron were rated Not Operationally Ready. Four helicopter squadrons are scheduled to be activated during the next quarter. The Vietnamese Air Force is programmed to have five air divisions consisting of ten wings and 50 flight squadrons (1,299 UE aircraft) by 30 June 1973.

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TABLE 1
VNAF PERFORMANCE

1968

	<u>HOURS</u>	<u>SORTIES</u>
1ST QTR	56,391	42,744
2D QTR	55,629	48,675
3D QTR	58,539	55,320
4TH QTR	57,162	57,078
TOTAL	227,721	203,817

1969

	<u>HOURS</u>	<u>SORTIES</u>
1ST QTR	56,703	54,948
2D QTR	58,824	52,917
3D QTR	73,692	75,522
4TH QTR	74,889	73,688
TOTAL	264,108	257,075

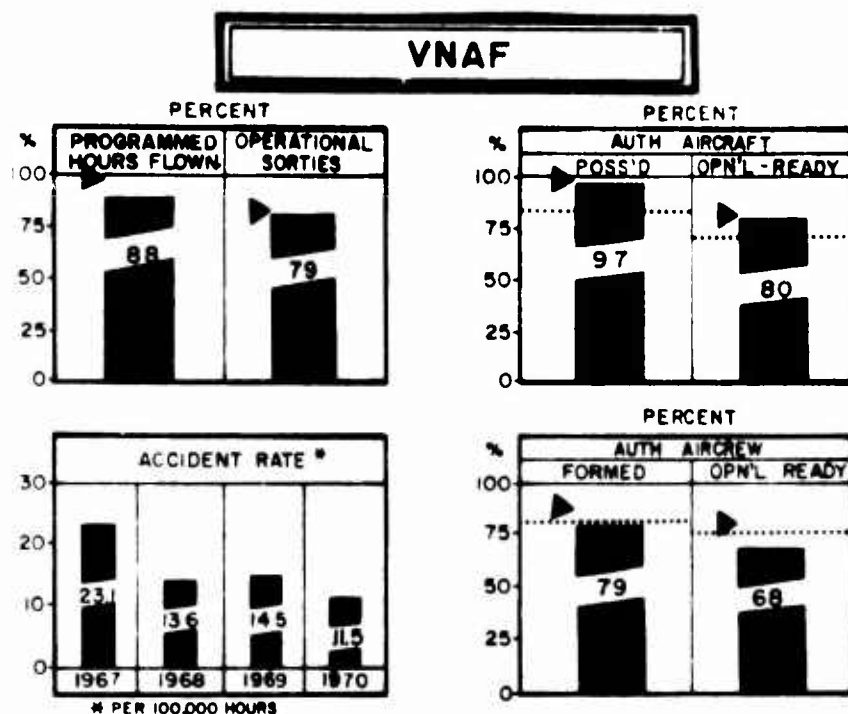
1970

	<u>HOURS</u>	<u>SORTIES</u>
1ST QTR	81,865	90,754
2D QTR	91,100	92,169
3D QTR	88,197	93,419
4TH QTR	96,016	105,228
TOTAL	357,178	381,570

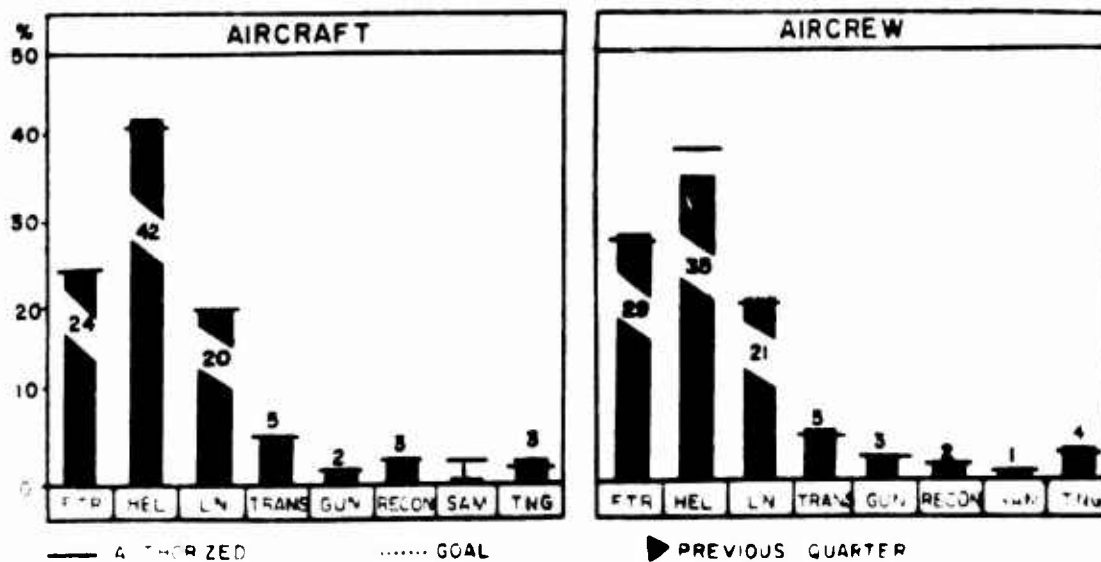
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CHART 1



VNAF COMPOSITION
AS OF 31 DEC 70



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c. Personnel. The assigned strength on 31 December 1970 was 40,519 with 15,818 in the pipeline. Chart 2, VNAF Personnel Assigned, shows an increase in the average strength and reflects the recruiting effort which occurred during this quarter. Approximately 3,000 personnel still carried in pipeline are in fact present for duty in assigned units but they are still on movement orders. These personnel cannot be reported on their assigned unit's personnel strength report until the assignment orders are received. All assignment orders must be signed by Commander, VNAF, therefore as training output increases so does the backlog of orders. There is still a shortage of qualified personnel. As of 31 December, there were only 3,636 (43 percent) seven and nine skill level personnel assigned of the 8,481 authorized. A VNAF/USAF Integrated Training Program (ITP) was initiated on 1 January 1970. The number of trainees in the ITP on 31 Dec 70 was 1,322. During this quarter, 654 VNAF officers and airmen completed training under this program. The total number completing training since the start of the program is 1,806. In addition, a total of 1,004 airmen completed on-the-job training this quarter.

d. Air Assets. At the end of the period, VNAF was authorized 691 aircraft and 921 aircrews; it possessed 702 aircraft and 697 formed aircrews. During the quarter, 80 percent of the authorized aircraft were operationally ready, and 68 percent of the authorized aircrews were operationally ready. The expansion is to continue until 30 June 1973 when the VNAF will possess a total of 1,299 aircraft.

e. Aircraft Accident/Combat Losses. The VNAF experienced 41 major and 23 minor accidents during CY 1970. Based on 100,000 flying hours, this represents a major accident rate of 11.5. In comparison, the VNAF major accident rate for 1969 was 14.5. There was an increase in the number of aircraft receiving battle damage this quarter, 84 versus 65 as compared to the previous quarter. The increase in aircraft battle damage did not result in an increase in combat losses. There were seven aircraft combat losses this quarter as compared to eight in the previous quarter. The operational and combat loss rates are shown in Chart 3.

f. Problems.

(1) Facilities:

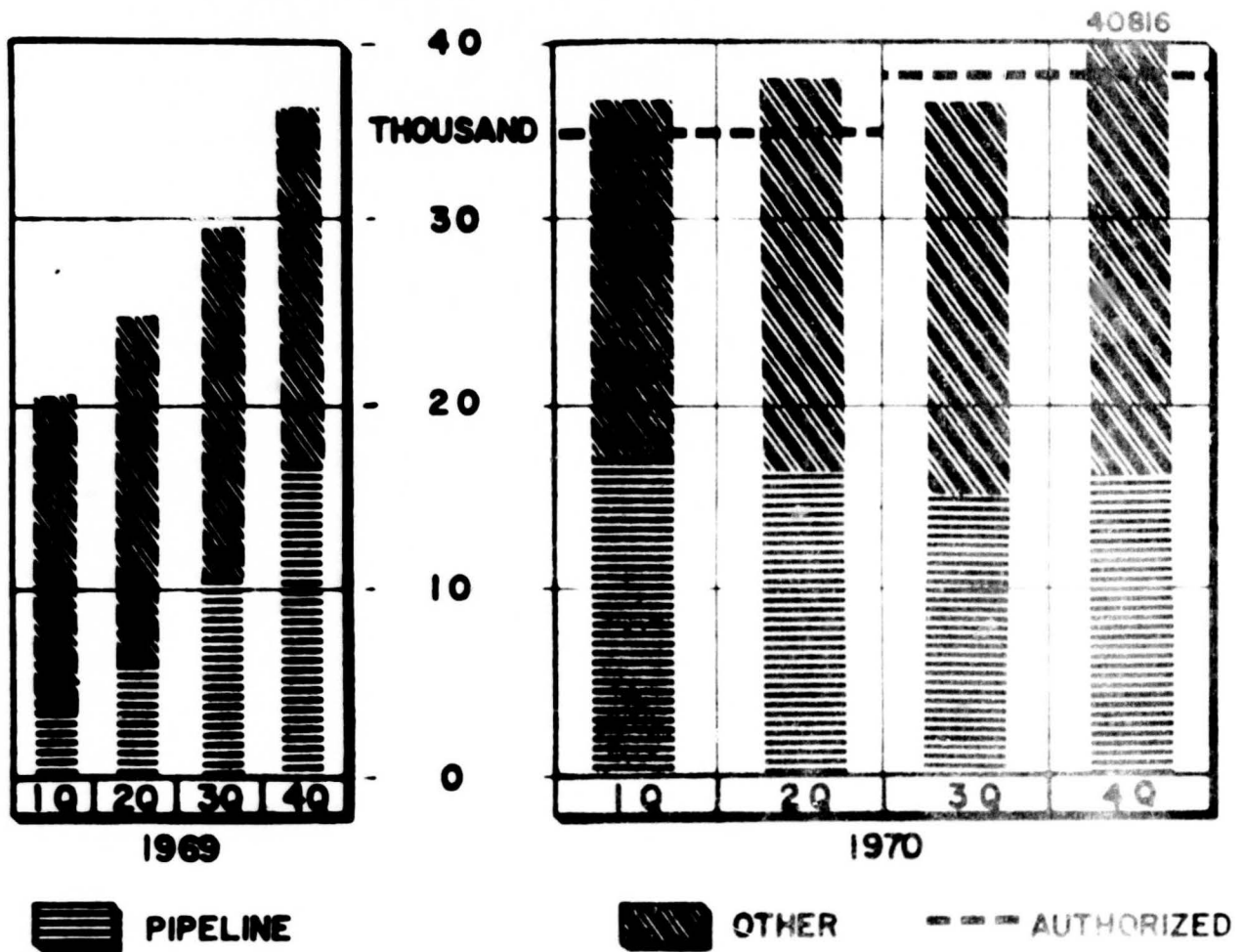
(a) Bien Hoa AB. The 3d Air Division (3AD) at Bien Hoa is critically short of maintenance facilities. The solution proposed is to have the Air Logistics Command (ALC) transfer one of its hangars to 3AD earlier than presently planned. This is contingent on ALC receiving other facilities from US units during the next four months.

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CHART 2

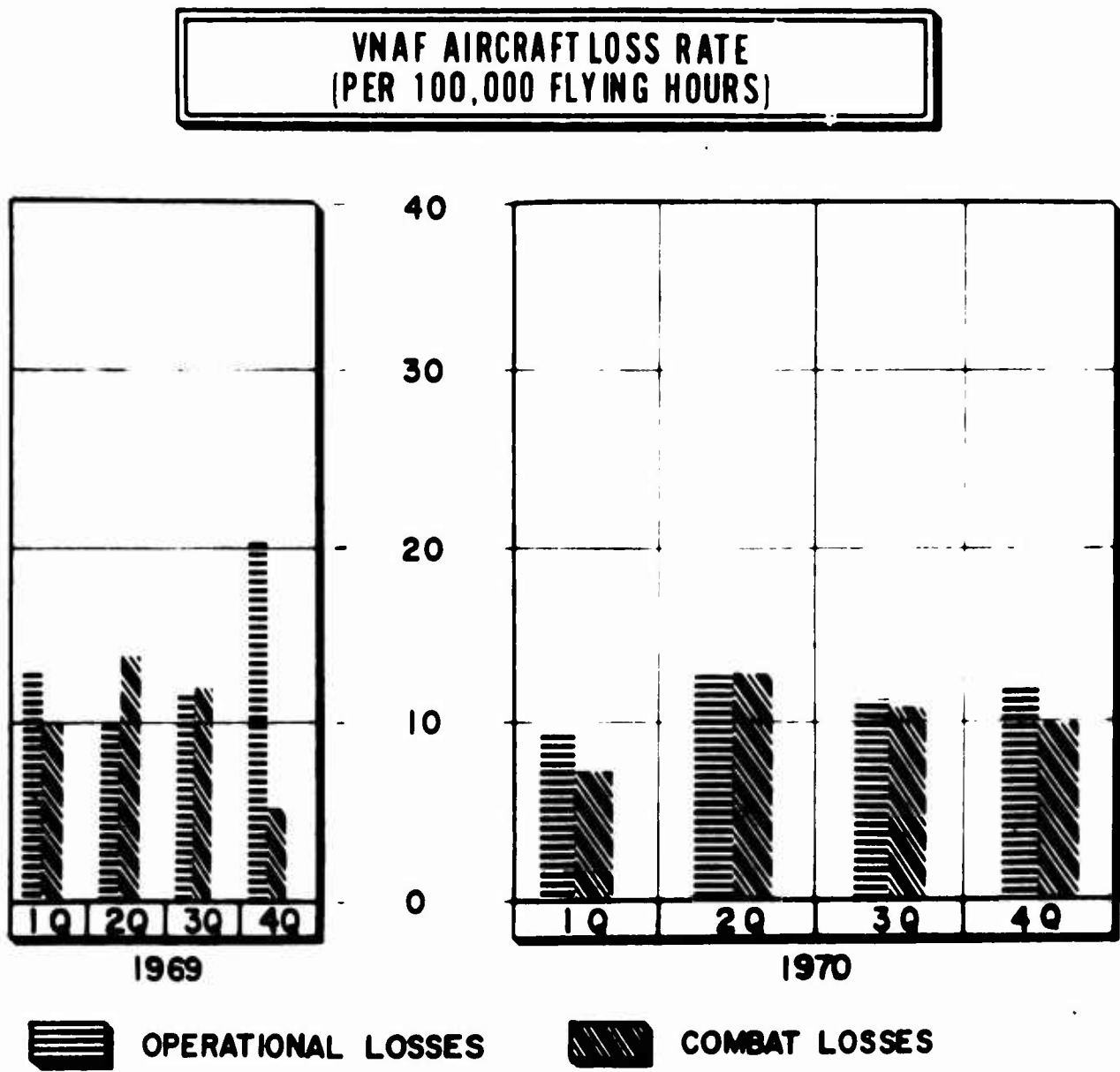
VNAF PERSONNEL ASSIGNED



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CHART 5



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(b) Tan Son Nhut AB. Tan Son Nhut AB is currently the most critical base for facility transfer because it is overcrowded. The current critical requirements are billeting and storage areas. The critical period for maintenance facilities and additional quarters will come in February through April 1971. Unless some US Air Force units are scheduled to be phased down by July 71, ramp space will become critical beginning July 1971.

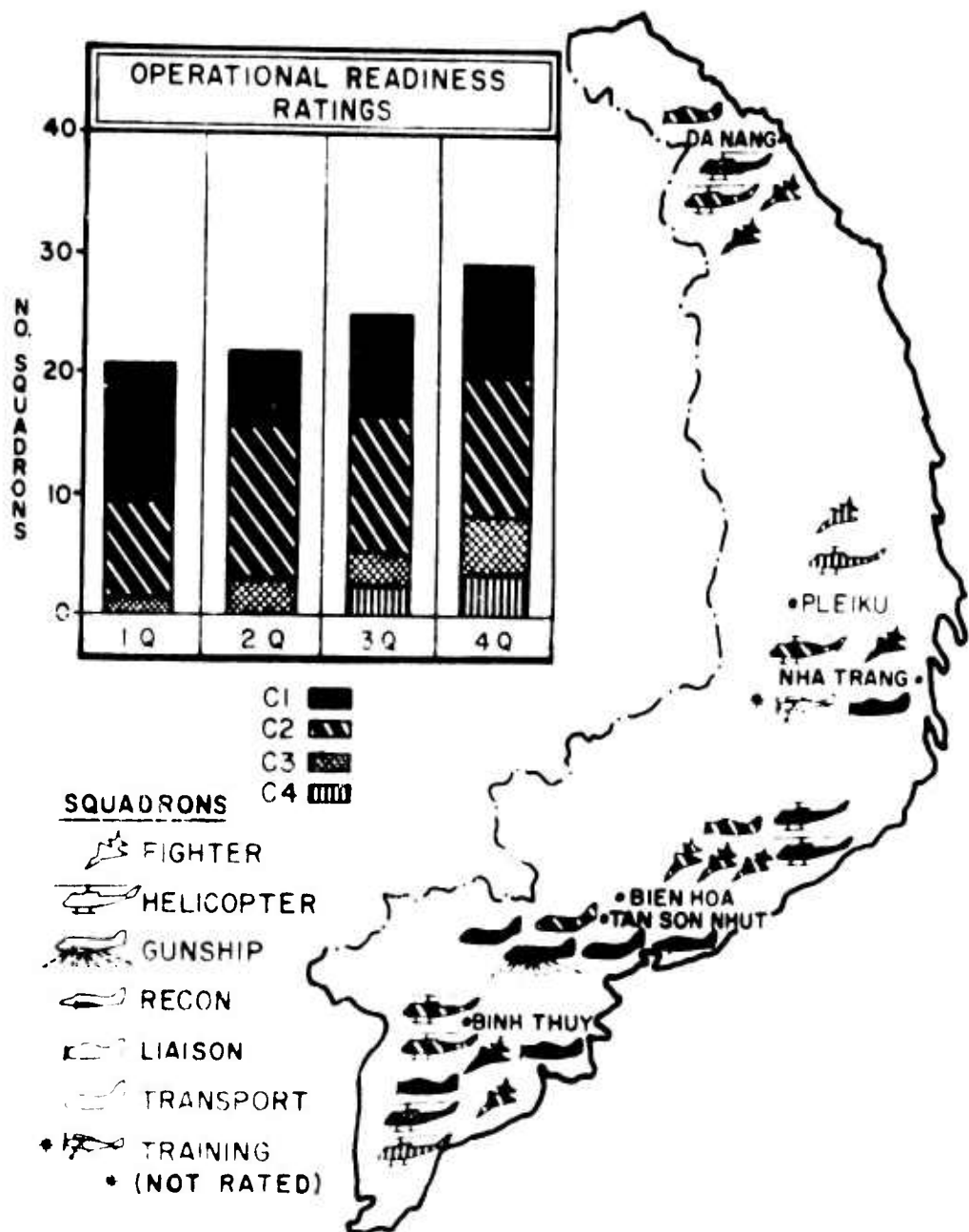
(2) Personnel Accounting System. The VNAF manual strength accounting system remains overtaxed, as the strength continues to grow and a lag time of approximately 60 days in strength accounting exists. To resolve the problems in personnel accounting, a Personnel Data System (PDS), consisting of one punched card for each individual assigned to VNAF is being developed by AFGP (DP). Justification for punch card equipment required to support the PDS has been approved by 7AF and forwarded to PACAF for review and approval. Final system specifications are being prepared, and procedures developed to establish the initial VNAF file. VNAF personnel are receiving ITP at the 377th Combat Support Group Central Base Personnel Office to learn the operation of the card sorter which will be used (in Hq VNAF) to support the PDS. Assuming that the approval for equipment to support the VNAF PDS will be received no later than January 1971, the system will be operational in April 1971.

3. (S) VNAF OPERATIONAL READINESS.

a. General. Operational readiness ratings, as of 31 December, of VNAF squadrons are shown in Chart 4, while Table 2 shows the ratings given since 1st Qtr CY 68. The 12th School Squadron is not rated. The number of rated squadrons increased to 29. USAF Operational Readiness Ratings are used. The composite "C" rating is a single indicator based on the percent of authorized aircraft possessed; the percent of authorized aircraft operationally ready; the percent of authorized aircrews formed; the percent of authorized aircrews operationally ready; and the availability of one operationally ready aircrew for each operationally ready aircraft. C-1, is Fully Operationally Ready; C-2, Operationally Ready; C-3, Marginally Operationally Ready; and C-4, Not Operationally Ready. (See Glossary of VNAF Evaluation Terms, Annex A.)

b. Ratings. During the 4th Qtr CY 70, the number of squadrons rated as C-1 increased from eight to nine (three liaison, two fighter, two transport, one reconnaissance, and one gunship), and those rated C-2 increased from 11 to 12 (five fighter, four helicopter, two liaison, and the special air mission squadron). The total number of squadrons rated C-1 and C-2 increased by two this quarter. The number of squadrons rated C-3 increased from three to five (four helicopters and one fighter); those rated C-4 increased from two to three (two helicopter and one fighter). The twenty squadrons not rated C-1 would require the following to obtain that status: 11 possessed aircraft, 31 operationally ready aircraft, 94 formed aircrews, and 156 operationally ready aircrews.

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c. Effectiveness. The VNAF flew 5,073 (39 percent) of the 12,920 in-country strike sorties flown in the Republic of Vietnam this quarter. It also flew 3,752 fighter sorties and 200 gunship sorties in Cambodia. The fighter sorties represented approximately 66 percent of the total fighter sorties flown in Cambodia this quarter. Forty-two percent of the VNAF fighter sorties were flown in Cambodia. During this quarter, USAF and VNAF Forward Air Controllers flew 26,705 FAC and VR sorties in RVN and Cambodia. Of the in-country FAC and VR sorties, the VNAF flew 3,312 (43 percent) of the total of 7,746 FAC sorties and 6,100 (45 percent) of the total of 13,676 VR sorties. Of the sorties flown in Cambodia, VNAF flew 440 (15 percent) of the total of 2,939 FAC sorties and 291 (22 percent) of the total of 1,343 VR sorties.

TABLE 2
OPERATIONAL RATINGS

1968				
<u>RATING</u>	<u>1ST QTR</u>	<u>2D QTR</u>	<u>3D QTR</u>	<u>4TH QTR</u>
C-1	2	3	7	7
C-2	10	10	3	5
C-3	7	4	7	4
C-4	0	2	2	3
TOTAL	19	19	19	19

1969				
<u>RATING</u>	<u>1ST QTR</u>	<u>2D QTR</u>	<u>3D QTR</u>	<u>4TH QTR</u>
C-1	7	9	12	8
C-2	5	4	6	11
C-3	5	3	1	0
C-4	2	3	0	0
TOTAL	19	19	19	19

1970				
<u>RATING</u>	<u>1ST QTR</u>	<u>2D QTR</u>	<u>3D QTR</u>	<u>4TH QTR</u>
C-1	11	6	8	9
C-2	8	12	11	12
C-3	1	3	3	5
C-4	0	0	2	3
TOTAL	20	21	24	29

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4. (S) AIR DIVISION/WING/SQUADRON OPERATIONAL READINESS

a. The 1st Air Division.

(1) General. The 1st Air Division, located at Da Nang AB, is comprised of two tactical wings, the 41st and 51st. The 51st Wing was activated during this quarter. The following squadrons are currently assigned to the 41st Wing: the 110th Liaison Squadron, the 213th and 219th Helicopter Squadrons, and the 516th and 528th Fighter Squadrons. The 528th Fighter Squadron was activated in December 1970. The overall operational readiness of the 1st Air Division has decreased slightly during this reporting period due to the activation of the 528th Fighter Squadron. Not one of the squadrons was rated C-1 at the end of the quarter. The percent of programmed hours flown decreased this quarter as compared to the previous quarter. The number of hours flown was considerably less than the VNAF average. The weather in MR 1 was a contributing factor in the reduction of actual hours flown. Eighty-seven percent of sorties flown were operational compared to 90 percent last quarter. Operational sorties flown exceeded the VNAF average.

TABLE 3

1ST AIR DIVISION PERFORMANCE SUMMARY

Squadron	110	213	219	516	528*
Pct auth acft poss'd	92	99	97	91	112
Pct auth acft opn'l rdy	78	77	72	77	98
Pct auth aircrews formed	80	91	74	93	59
Pct auth aircrews opn'l ready	68	41	72	80	44
Pct programmed hours flown	56	82	83	75	51
Pct operational sorties	68	94	94	71	0
Operational Results					
VNAF EAC sorties	265				
Troops airlifted		21,718	10,000		
Cargo airlifted (tons)		382.2	718.0		
Secondary explosions				26	
Structures damaged/destroyed				154	
C-1 Shortfalls (31 December 1970)					
Possessed aircraft	4	0	0	1	0
Operationally ready aircraft	2	5	3	1	0
Formed aircrews	1	0	2	7	6
Operationally ready aircrews	2	14	2	6	9
1968 Acdt rate (per 100,000 hrs)	13.5	27.5	9.0	0.0	-
1969 Acdt rate (per 100,000 hrs)	27.3	23.1	6.6	0.0	-
1970 Acdt rate (per 100,000 hrs)	5.0	26.5	27.8	25.5	0.0

*Activated 1 December 1970.

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b. The 2d Air Division.

(1) General. The 2d Air Division, located at Nha Trang AB, consists of two tactical wings, the 62d located at Nha Trang and the 72d located at Pleiku. The 530th Fighter Squadron and the 229th Helicopter Squadron are assigned to the 72d Wing, while the 114th Liaison Squadron, the 215th Helicopter Squadron, and the 524th Fighter Squadron are assigned to the 62d Wing. The overall operational readiness of the 2d Air Division has decreased slightly due to the activation of the 530th Fighter Squadron and the 229th Helicopter Squadron. Two squadrons (114th and 524th) were rated C-1 at the end of this reporting period. This quarter, the division flew less of its programmed flying hours than it did last quarter. However, it did fly within one percentage point of the VNAF average for programmed hours flown. Eighty-four percent of the sorties flown this quarter were operational compared to 83 percent during the previous quarter. Operational sorties flown exceed the VNAF average.

TABLE 4

2D AIR DIVISION PERFORMANCE SUMMARY

Squadron	114	215	229*	524	530*
Pct auth acft poss'd	88	99	0	117	0
Pct auth acft opn'l rdy	74	76	0	88	0
Pct auth aircrews formed	101	67	44	95	63
Pct auth aircrews opn'l rdy	76	67	13	95	19
Pct programmed hours flown	72	94	-	103	-
Pct operational sorties	63	92	-	74	-
Operational Results					
VNAF EAC sorties	321				
Troops airlifted		14,735			
Cargo airlifted (tons)		108.9			
Secondary explosions				60	
Structures damaged/destroyed				54	
C-1 Shortfalls (31 December 70)					
Possessed aircraft	0	0	0	0	6
Operationally ready aircraft	0	0	0	0	7
Formed aircrews	0	6	14	0	5
Operationally ready aircrews	0	5	25	0	16
1968 Acft rate (per 100,000 hrs)	26.3	0.0	-	0.0	-
1969 Acft rate (per 100,000 hrs)	19.5	21.8	-	0.0	-
1970 Acft rate (per 100,000 hrs)	15.9	15.5	0.0	22.2	0.0

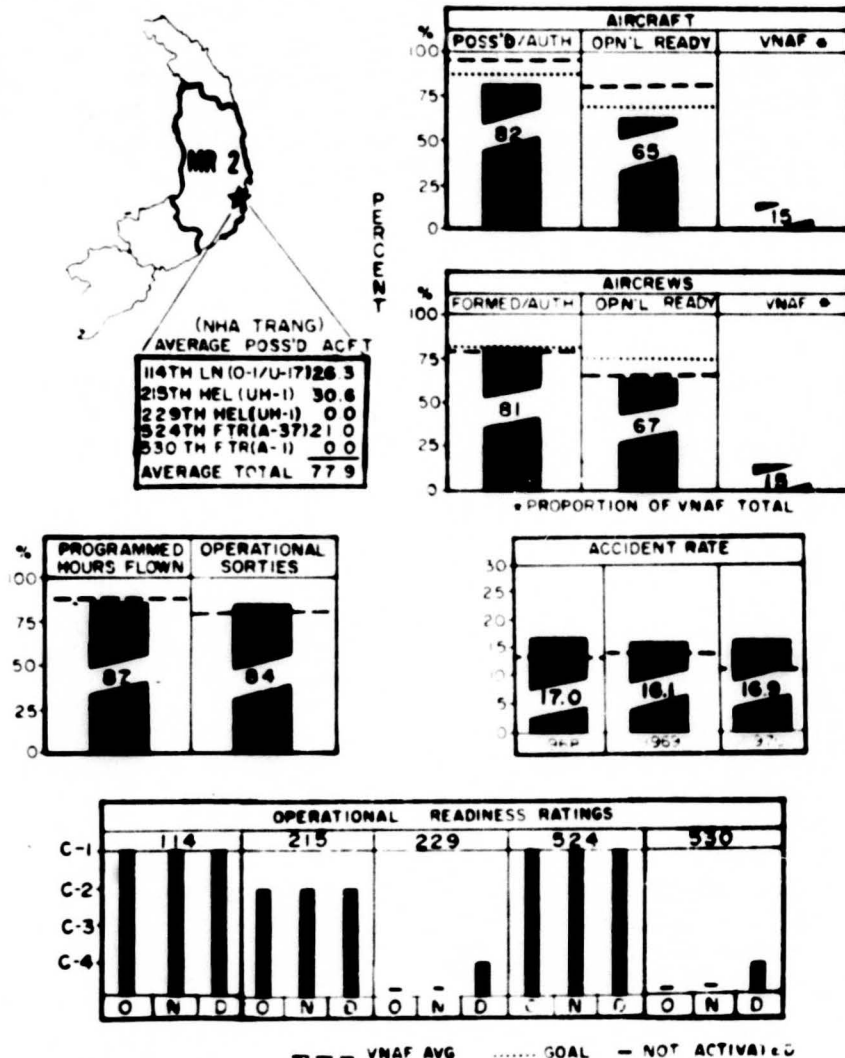
* Activated 1 December 1970

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(2) Results. The number of troops airlifted and tons of cargo airlifted by the 215th Helicopter Squadron decreased this quarter by 21 percent and 15 percent, respectively. Secondary explosions decreased from 80 last quarter to 60 this quarter. There was also a decrease in the number of structures damaged or destroyed from 99 last quarter to 54 this quarter. The number of VNAF FAC sorties increased slightly from 316 last quarter to 321 this quarter. The division experienced three major accidents this quarter, increasing the accident rate to 16.9 for CY 1970. No aircraft were lost due to combat during the reporting period.

CHART 6

2D AIR DIVISION



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c. The 3d Air Division.

(1) General. The 3d Air Division, based at Bien Hoa, consists of two tactical wings, the 23d and the 43d. The 112th Liaison Squadron, and the 514th, 518th and 522d Fighter Squadrons are assigned to the 23d Wing, while the 223d and 237th Helicopter Squadrons are assigned to the 43d Wing. The overall operational readiness of the 3d Air Division was improved this quarter. The 223d and 237th Helicopter Squadrons were rated marginally operationally ready throughout the reporting period as opposed to being not operationally ready during the previous quarter. Not one of the squadrons was rated C-1 as of 31 December 1970. The fighter and helicopter squadrons assigned to the 3d Air Division expended a large portion of their efforts in Cambodia. Fifty-one percent of all the operational sorties flown by fighter aircraft of the 3d Air Division were committed to Cambodian operations. During December, the 223d flew 2,054 of its total of 3,710 sorties in Cambodia, and the 237th flew in Cambodia 692 of its total of 1,640 sorties. The division flew a smaller percent of its programmed flying hours this quarter compared to last quarter. However, it flew more than the VNAF average for this reporting period. Eighty-five percent of the sorties flown this quarter were operational compared to 82 percent during the previous quarter. Operational sorties flown exceeded the VNAF average.

TABLE 5

3D AIR DIVISION PERFORMANCE SUMMARY

Squadron	112	223	237	514	518	522
Pct auth acft poss'd	82	99	95	83	96	95
Pct auth acft opn'l rdy	76	75	66	64	79	69
Pct auth aircrews formed	71	69	55	94	99	87
Pct auth aircrews opn'l rdy	71	46	42	76	84	82
Pct programmed hours flown	121	83	63	90	92	82
Pct operational sorties	96	88	73	82	83	84
Operational Results						
VNAF FAC sorties	1,022					
Troops airlifted		11,099	11,715			
Cargo airlifted (tons)		287.2	2,768.9			
Secondary explosions				51	91	108
Structures damaged/destroyed				1,140	940	539
C-1 Shortfalls (31 December 1970)						
Possessed aircraft	0	0	0	0	0	0
Operationally ready aircraft	1	0	0	3	1	2
Formed aircrews	10	2	5	0	0	1
Operationally ready aircrews	8	12	4	3	0	0
1968 Acdt rate (per 100,000 hrs)	7.7	-	-	31.8	8.8	36.9
1969 Acdt rate (per 100,000 hrs)	13.3	-	-	11.9	7.1	27.9
1970 Acdt rate (per 100,000 hrs)	9.8	0.0	0.0	25.1	7.6	13.9

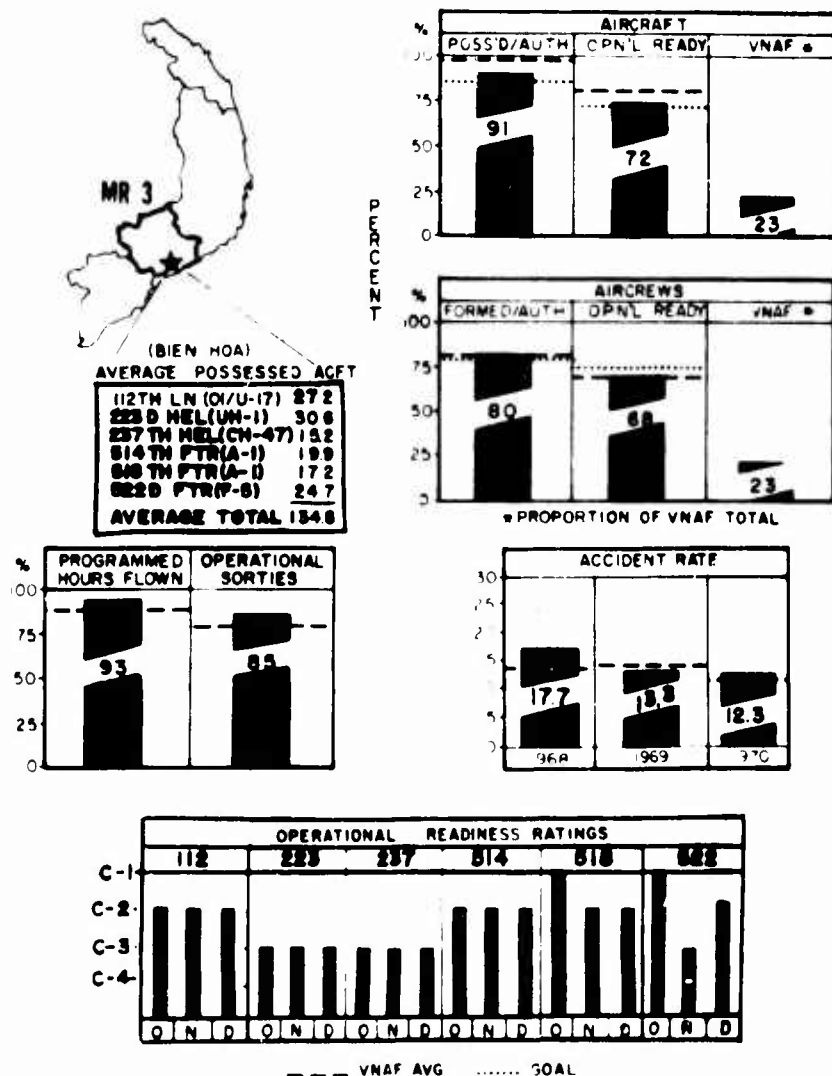
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(2) Results. During the quarter, there was an increase of 77 percent in the number of secondary explosions and less than a one percent increase in structures damaged or destroyed. The number of VNAF FAC sorties increased from 848 last quarter to 1,022 this quarter. The helicopter squadrons airlifted 22,814 passengers and 3,056.1 tons of cargo during this reporting period. The 3d Air Division experienced two major accidents this quarter, resulting in an accident rate of 12.9 for CY 1970. Three aircraft (a UH-1, an A-1 and a CH-47) were lost due to combat.

CHART 7

3D AIR DIVISION



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d. The 4th Air Division.

(1) General. The 4th Air Division, based at Binh Thuy, consists of two tactical wings, the 74th and the 84th. The 116th and 122d Liaison Squadrons and the 520th and 526th Fighter Squadrons are assigned to the 74th Wing, located at Binh Thuy, while the 211th, 217th, 225th, and 227th Helicopter Squadrons are assigned to the 84th Wing located at Soc Trang. The overall operational readiness of the division was improved over that of the previous quarter. The two liaison squadrons and the 520th were rated C-1 at the end of the reporting period. The 4th Air Division now contains its total programmed number of flying squadrons, the first air division to do so. This quarter, the division flew a smaller percent of its programmed flying hours than last quarter. The hours flown exceeded the VNAF average. Seventy-three percent of the sorties flown this quarter were operational compared to 86 percent last quarter. Operational sorties flown were less than the VNAF average.

TABLE 6

4TH AIR DIVISION PERFORMANCE SUMMARY

Squadron	116	122	211	217	225*	227**	520	526
Pct auth acft poss'd	95	133	96	100	89	84	126	111
Pct auth acft opn'l rdy	84	118	71	74	71	61	116	102
Pct auth aircrews formed	85	105	80	69	50	54	85	65
Pct auth aircrews opn'l rdy	80	95	77	66	39	0	85	65
Pct programmed hrs flown	100	160	110	96	47	59	95	75
Pct opn'l sorties	73	83	74	86	24	0	86	78
Operational Results								
VNAF FAC sorties	1,557	409						
Troops airlifted			16,140	19,667	3,066	405		
Cargo airlifted (tons)			124	129.8	81.3			
Secd explosions								
Structures dam/dest							54	251
C-1 Shortfalls (31 Dec 70)							1,650	4,557
Possessed acft	0	0	0	0	0	0	0	0
Opn'ly rdy acft	0	0	2	0	2	2	0	0
Formed aircrews	0	0	0	7	13	9	0	4
Opn'ly rdy aircrews	0	0	0	6	12	28	0	5
1968 Accident rate								
(per 100,000 hrs)	14.2	-	21.6	10.4	-	-	15.7	-
1969 Accident rate								
(per 100,000 hrs)	24.5	-	28.4	14.0	-	-	16.0	-
1970 Accident rate								
(per 100,000 hrs)	6.9	8.8	4.2	4.2	0.0	0.0	11.0	0.0

*Activated 1 October 1970

**Activated 1 November 1970

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(2) Results. During the quarter, the tons of cargo airlifted increased by 101 percent and the number of structures damaged or destroyed increased by 224 percent compared to the last quarter. The number of troops airlifted decreased by one percent. VNAF FAC sorties flown changed very little, 1,974 last quarter compared to 1,966 this quarter. The division experienced one major accident resulting in an accident rate of 7.0 for CY 1970. Two UH-1 helicopters were lost due to combat.

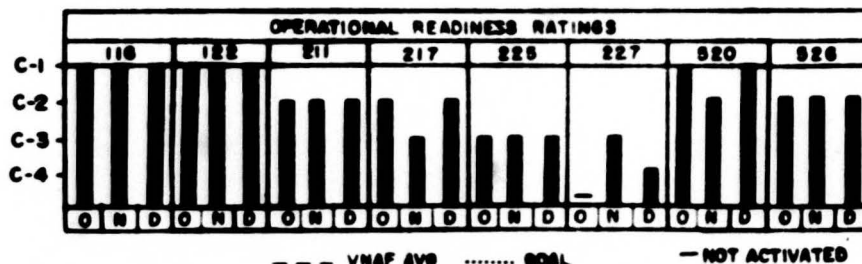
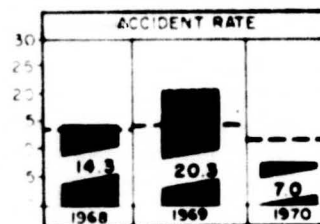
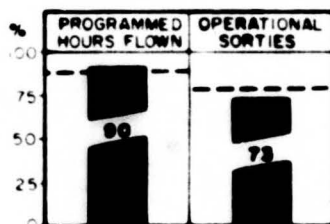
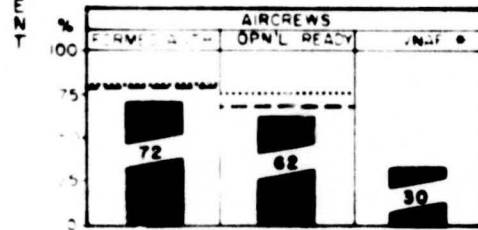
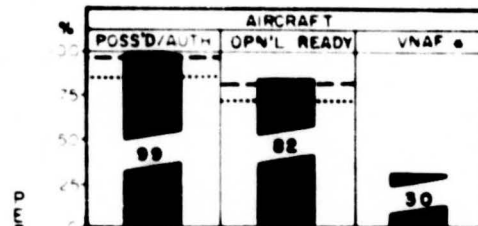
CHART 8

4TH AIR DIVISION



(BINH THUY)
AVERAGE POSSESSED ACFT

116TH LN(O-1/U-17)	286
122D LN(O-1)	133
211TH MEL(UH-1)	297
217TH MEL(UH-1)	310
225TH MEL(UH-1)	277
227TH MEL(UH-1)	173
220TH FTR(A-37)	227
226TH FTR(A-37)	200
AVERAGE TOTAL	1903



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e. The 33d Wing.

(1) General. The 33d Wing, based at Tan Son Nhut Air Base, is composed of the 314th Special Air Mission (SAM) Squadron, the 413th and 415th Transport Squadrons, the 716th Reconnaissance Squadron, and the 817th Combat Squadron. The overall operational readiness of the wing increased during the quarter. The 413th and 415th Transport Squadrons and the 716th Reconnaissance Squadron maintained operational readiness ratings of C-1 throughout the quarter. This quarter, the wing flew a smaller percent of its programmed flying hours as compared to the last quarter. The hours flown, however, did exceed the VNAF average. Eighty-two percent of the sorties flown this quarter were operational compared to 68 percent last quarter. Operational sorties flown exceeded the VNAF average.

TABLE 7

33D WING PERFORMANCE SUMMARY

Squadron	314	413	415	716	817
Pct auth acft poss'd	146	106	120	113	89
Pct auth acft opn'l rdy	135	88	109	108	78
Pct auth aircrews formed	69	95	90	95	97
Pct auth aircrews opn'l rdy	69	95	90	95	97
Pct programmed hours flown	56	105	102	105	100
Pct operational sorties	97	87	55	86	85
Operational Results					
Passengers airlifted		19,461	13,407		
Cargo airlifted (tons)		3,007.3	153.3		
Secondary explosions					No BDA
Structures damaged/destroyed					No BDA
C-1 Shortfalls (31 December 1970)					
Possessed aircraft	0	0	0	0	0
Operationally ready aircraft	0	0	0	0	0
Formed aircrews	2	0	0	0	0
Operationally ready aircrews	1	0	0	0	0
1968 Acdt rate (per 100,000 hrs)	-	0.0	7.1	0.0	0.0
1969 Acdt rate (per 100,000 hrs)	0.0	0.0	6.7	0.0	7.7
1970 Acdt rate (per 100,000 hrs)	23.4	9.5	0.0	0.0	0.0

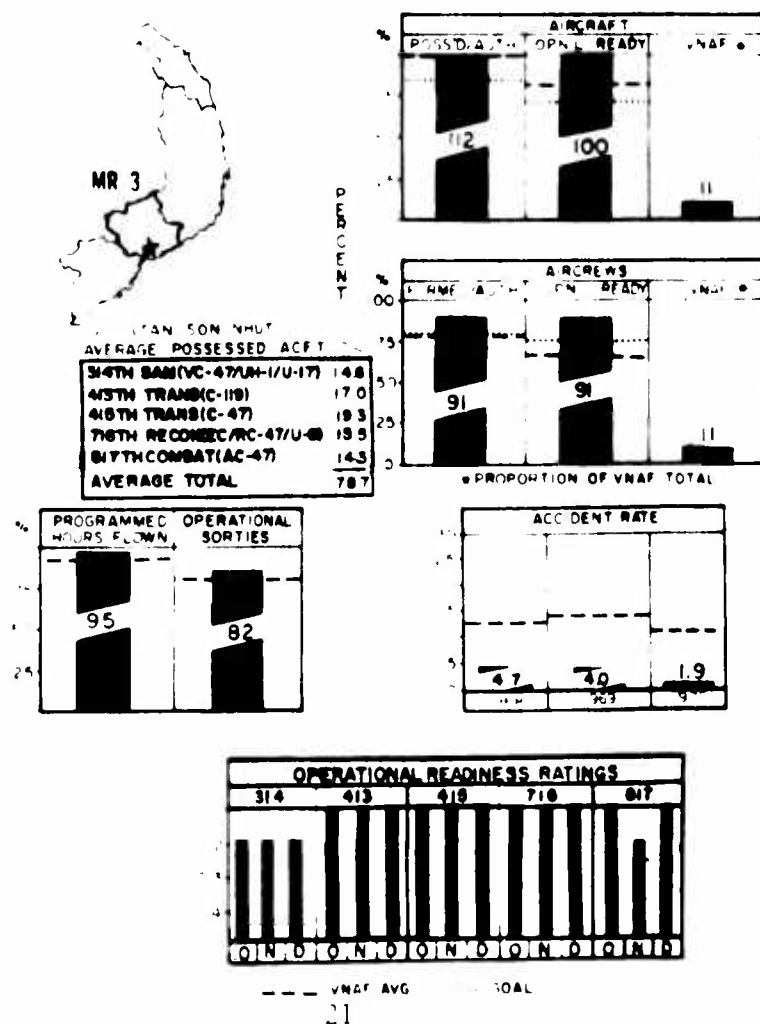
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(2) Results. Passengers airlifted by the Wing increased by nine percent and tons of cargo airlifted by 14 percent this quarter as compared to last quarter. The joint Cambodian and Vietnamese operation, Operation Eagle Jump, commenced 14 December 1970 and terminated 29 December 1970. During the deployment phase, C-47 and C-119 aircraft of the VNAF 33d Wing flew a total of 451 sorties, airlifting 1,754 ARVN troops and 899.6 tons of cargo into Kampong Cham Airfield, Cambodia. The withdrawal phase required 131 sorties, airlifting 1,434 troops and 112.4 tons of cargo. In addition, the VNAF 33d Wing flew 22 sorties in self-support. Upon completion of the operation, the wing had flown a total of 604 sorties, airlifting 3,188 troops and 1,012 tons of cargo. There were two major accidents during this reporting period increasing the accident rate to 1.9 for CY 1970. There were no aircraft lost due to combat.

CHART 9

33D WING



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f. The Air Training Center.

(1) General. The Air Training Center (ATC) is located at Nha Trang. It conducts eight VNAF schools. They are: Flight School; Language School; Military Training School; Air Ground Operations (Air Liaison Office/Forward Air Controller) School; Command and Staff School; Communications and Electronics School; Technical School; and the General Services School.

(2) Liaison Pilot Training. The ATC Liaison Pilot Training Program for classes 35-70 and 36-70, currently in training, will be accomplished in two phases. Students will be given Phase I training in the T-41 aircraft and Phase II in the O-1 aircraft. Phase I and II training are described below:

(a) Phase I: T-41	
Flight Maneuvers	25 Hours
Refresher	30 Hours
Flight Instruments	30 Hours
Navigation over 5,000 ft	4 Hours
Navigation over 1,000 ft	6 Hours
Night Flying	5 Hours
Formation	10 Hours
TOTAL	110 Hours

(b) Phase II: O-1	
Flight Maneuvers and Refresher	15 Hours
Operational Practice (Short Field Landings, Navigation and Observation Below 1,000 ft.)	25 Hours
TOTAL	40 Hours

Class 37-70 and all classes thereafter are scheduled to have 80 hours of instruction in T-41 aircraft and 70 hours in O-1 aircraft. Projected graduation dates for classes 35-70 and 36-70 are 15 January 1971 and 15 April 1971, respectively.

(3) Graduates to date and CY 70 goals for the training programs managed by the Air Training Center are shown in Table 8.

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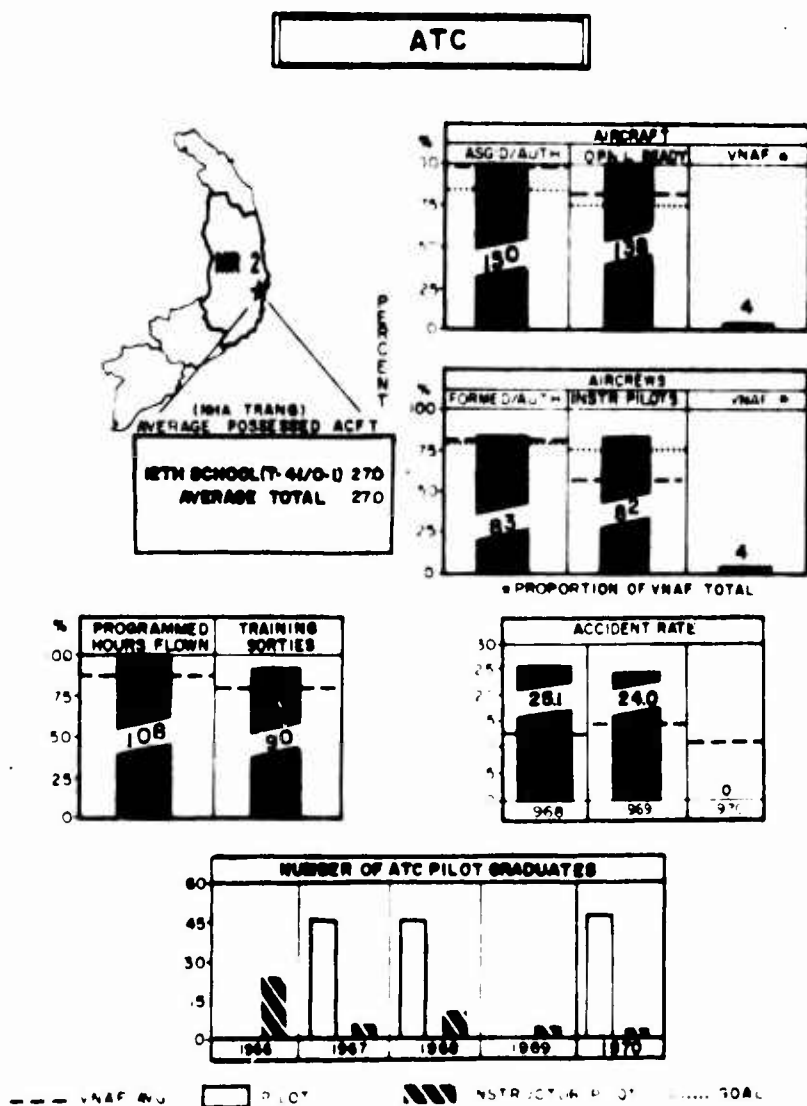
TABLE 8

ATC Graduates and CY 70 Goals

SCHOOL	CY 70 GRADUATES	CY 70 GOALS
Flight School	56	82
ALO/FAC	130	264
Technical School	3,658	4,077
General Services	1,168	1,265
Communications and Electronics	542	606
Command and Staff	86	Not Available
VNAF English Language	897	Not Available

(4) There were no major accidents during this quarter.

CHART 10



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5. (S) FIGHTER STATUS. (Chart 11)

a. General. All fighter squadrons are conducting combat missions as programmed. Five A-37 squadrons, three A-1 squadrons and one F-5 squadron are now assigned to the VNAF. As of 31 December 1970, 100 A-37s, 61 A-1s, and 20 F-5s were assigned to the VNAF against an authorized strength of 90 A-37s, 60 A-1s, and 18 F-5s. Six RF-5s are assigned to the 522d Fighter Squadron against an authorization of six RF-5s. Two fighter squadrons were rated C-1, five C-2, one C-3, and one C-4 as of 31 December 1970. Training in Combat Skyspot (Radar Controlled Bombing) for the VNAF is continuing with all five A-37 units operationally ready in this technique. Three A-1 squadrons have also been trained in Skyspot but have not been cleared by VNAF Headquarters for live ordnance delivery. Eighty-one percent of the flight and element leaders in the VNAF are qualified for this ordnance delivery technique. All the VNAF fighter squadrons, except the 522d (F-5s) are training in the Night Owl (Night Ordnance Delivery) program. All A-37 and A-1 squadrons have the SUU-25 flare dispenser, and three squadrons have started training for their own target illumination capability. Fifty-six percent of all the VNAF fighter pilots are operationally ready in night ordnance delivery. The F-5 squadron is maintaining night currency but will not train for Night Owl because of involvement with the Air Defense Training program.

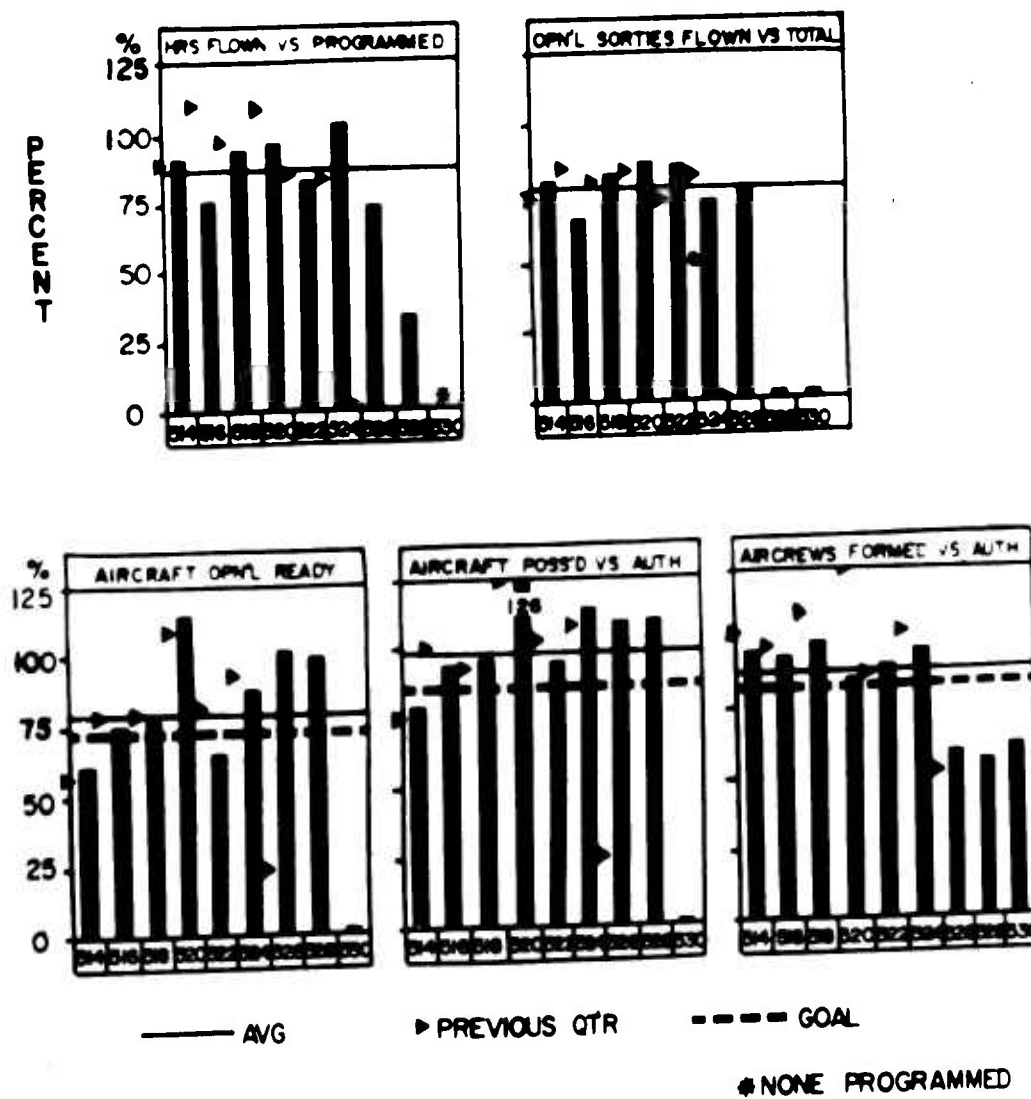
b. Effort. Fighter aircraft are fragged at the rate of one sortie per UE aircraft per day. The A-37 fighter squadrons achieved this standard during October and November, while the A-1 squadrons achieved this standard during October and December.

c. Results. VNAF fighters flew 86 percent of their programmed flying hours compared to 94 percent for the previous quarter. Seventy-eight percent of sorties flown were operational compared to 81 percent for the previous quarter. During this quarter, the number of secondary explosions and structures damaged or destroyed increased by 83 percent and 89 percent, respectively, reversing the trend of the last quarter. Trend analysis for in-country strike sorties and the rate of structures damaged or destroyed is shown in charts 12 and 13, respectively. Chart 12 depicts a steady decline in the number of in-country strike sorties flown for both US/FWMAF and the VNAF. VNAF while flying fewer in-country strikes continues to fly about the same number of total (in-country plus Cambodia) strike sorties per month. Total strike sorties flown per month have varied between 2,838 and 3,335 throughout the year. VNAF flew 3,752 fighter sorties in Cambodia, which represented 66 percent of the VNAF/USAF fighter sorties flown there. Five hundred and thirteen of the above sorties were flown during Operation Eagle Jump, a joint Cambodian and Vietnamese operation which commenced 14 December 1970 and terminated 29 December 1970. Fighter aircraft losses during the quarter consisted of one A-37, one A-1, and one RF-5 due to accidents; one A-37 plus an A-1 due to combat.

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CHART 11

VNAF FIGHTER OPERATIONAL STATUS

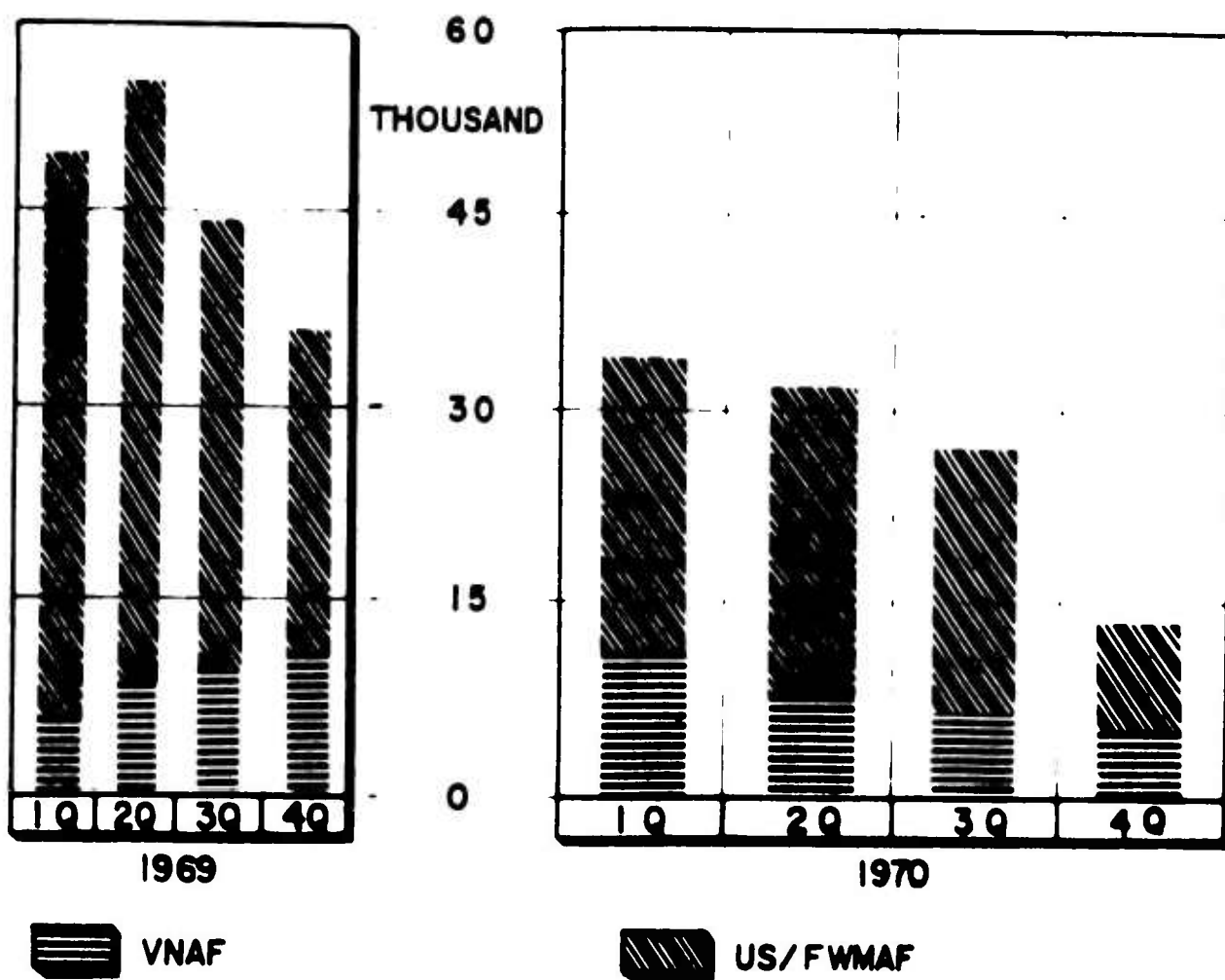


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CHART 12

IN-COUNTRY STRIKE SORTIES

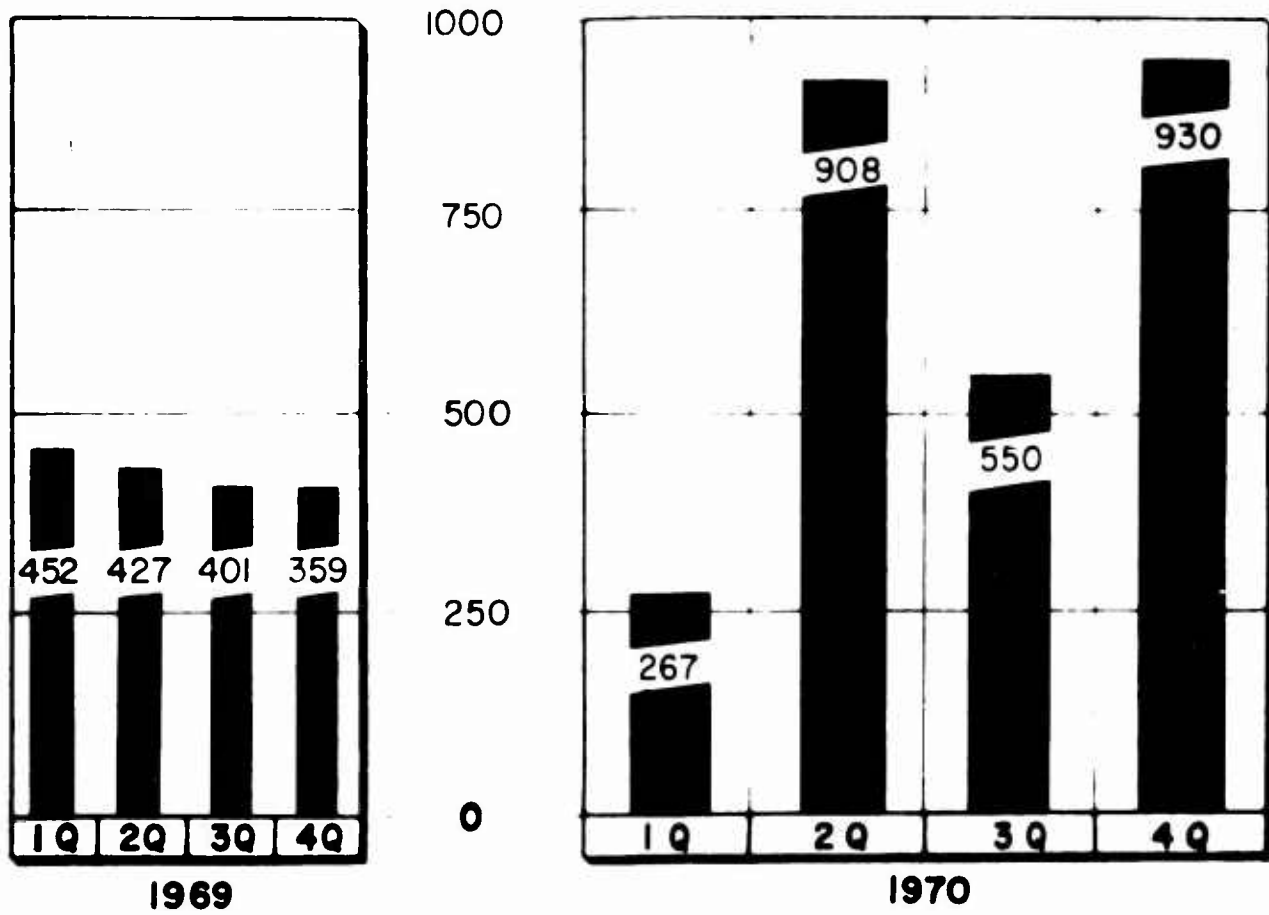


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CHART 11

STRUCTURES DAMAGED/DESTROYED RATE
PER 1,000 SORTIES



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6. (S) HELICOPTER STATUS. (Chart 14)

a. General. The VNAF helicopter program continued to show progress in operational and training activities. Eight UH-1 squadrons, one H-34 squadron, and one CH-47 squadron are assigned to the VNAF. Each UH-1 squadron has eight gunships equipped with the X-93 system. Command and Control consoles have been installed for all UH-1 squadrons except the 229th Squadron at Pleiku. Four UH-1 squadrons are scheduled to be activated during the 1st Qtr CY 71. The 227th Helicopter Squadron was activated on 1 November 1970 at Soc Trang AB. The 227th becomes the second VNAF UH-1 helicopter squadron at Soc Trang and the fourth in MR 4. MR 4 thus becomes the first military region to activate all programmed squadrons under the Improvement and Modernization (I&M) program. The 229th Helicopter Squadron was activated on 1 December 1970 at Pleiku. This squadron was the first VNAF UH-1 helicopter squadron to activate in MR 2 under the I&M program. As of 30 December, 262 UH-1s, 33 H-34s, and 16 CH-47s were assigned to the VNAF against an authorized strength of 252 UH-1s, 25 H-34s, and 16 CH-47s. Three UH-1 squadrons were rated C-2; three, C-3; and two, C-4 as of 31 December 1970. The H-34 squadron was rated C-2, while the CH-47 squadron was rated C-3.

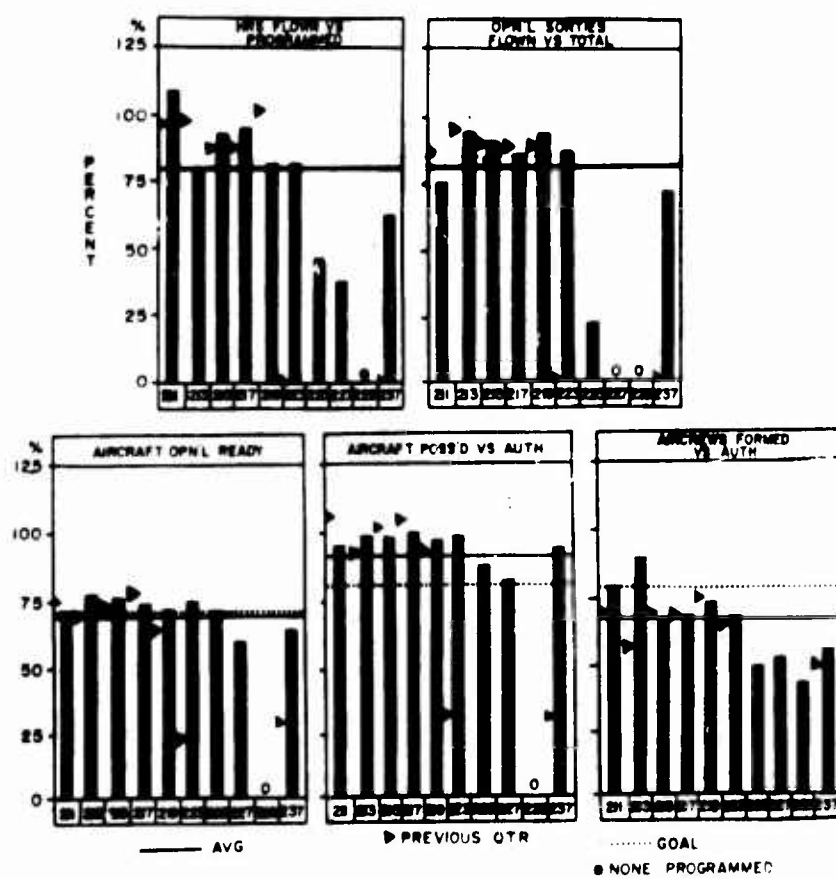
b. Effort. The distribution of effort for CY 70, in terms of sorties flown by the 211th, 213th, 215th and 217th Helicopter Squadrons, is shown on charts 15 through 18.

c. Results. VNAF helicopters flew 82 percent of their programmed flying hours compared to 95 percent for the previous quarter. Eighty-two percent of the sorties flown were operational. The number of troops airlifted increased by 22 percent and the tons of cargo airlifted by 305 percent. The CH-47 and UH-1 helicopters flew 4,496 sorties, carrying 8,989 passengers and 123 tons of cargo during the joint Cambodian and Vietnam operation, Operation Eagle Jump. The demonstrated operational capability of the newly activated (Sep 70) CH-47 squadron was outstanding. The 213th Helicopter Squadron at Da Nang AB conducted a successful assault operation into the Barrier Islands area south of Da Nang, which has been under VC/NVA control for an extended period of time. Two hundred and ninety-one troops were inserted. The operation had effective VNAF gunship support. The unit airlifted was the 3d BN, 5th Regiment, 2d ARVN Division. Helicopter losses during the quarter consisted of six (all UH-1s) due to accidents and five (one H-34, three UH-1s and one CH-47) due to combat.

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VNAF HELICOPTER OPERATIONAL STATUS



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HELICOPTER SORTIES

CHART #15
211TH

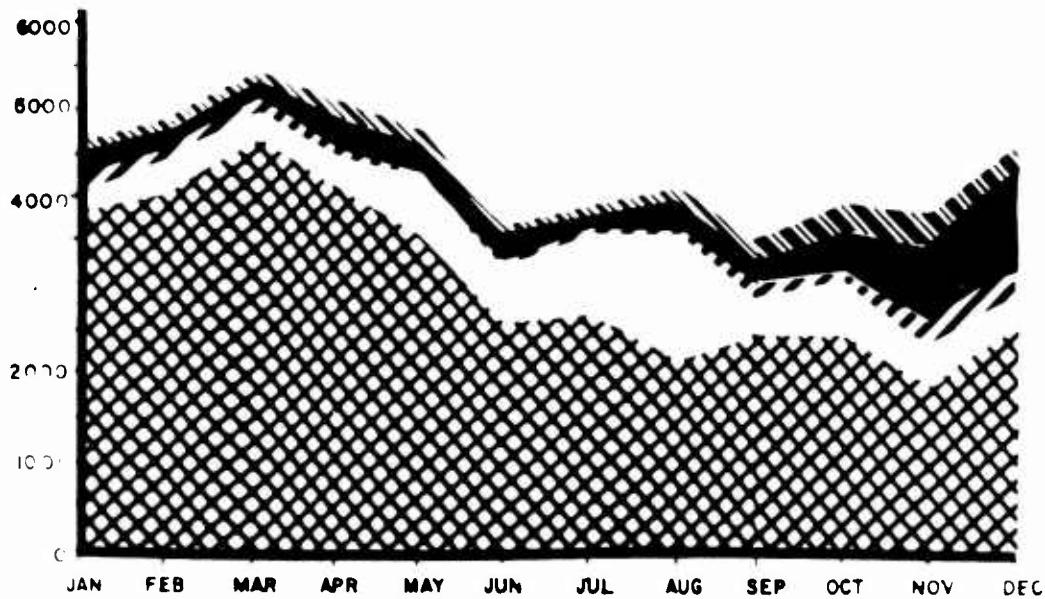
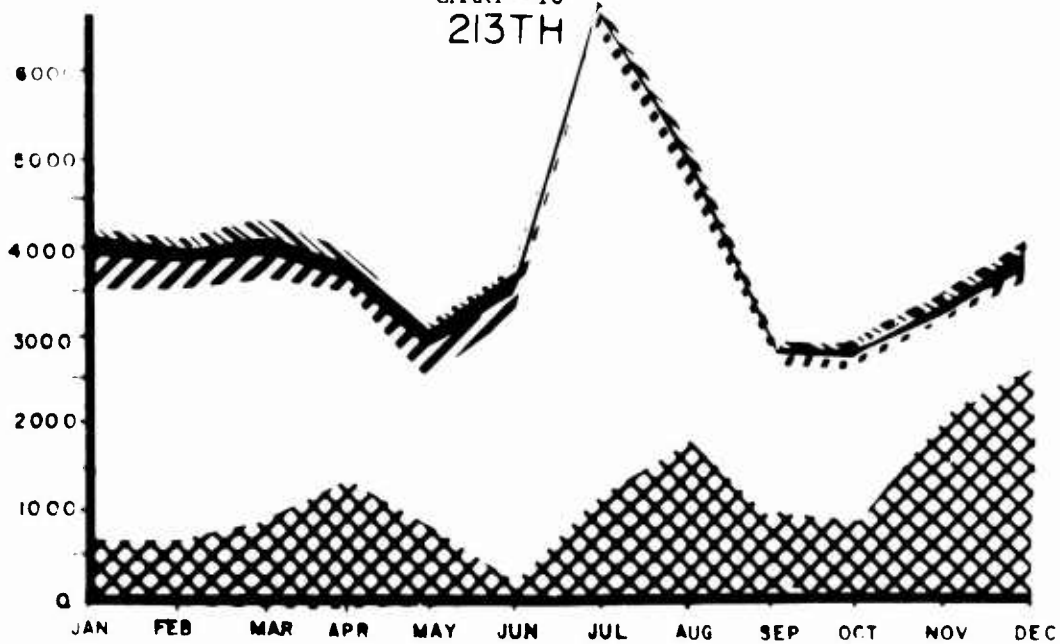


CHART #16
213TH



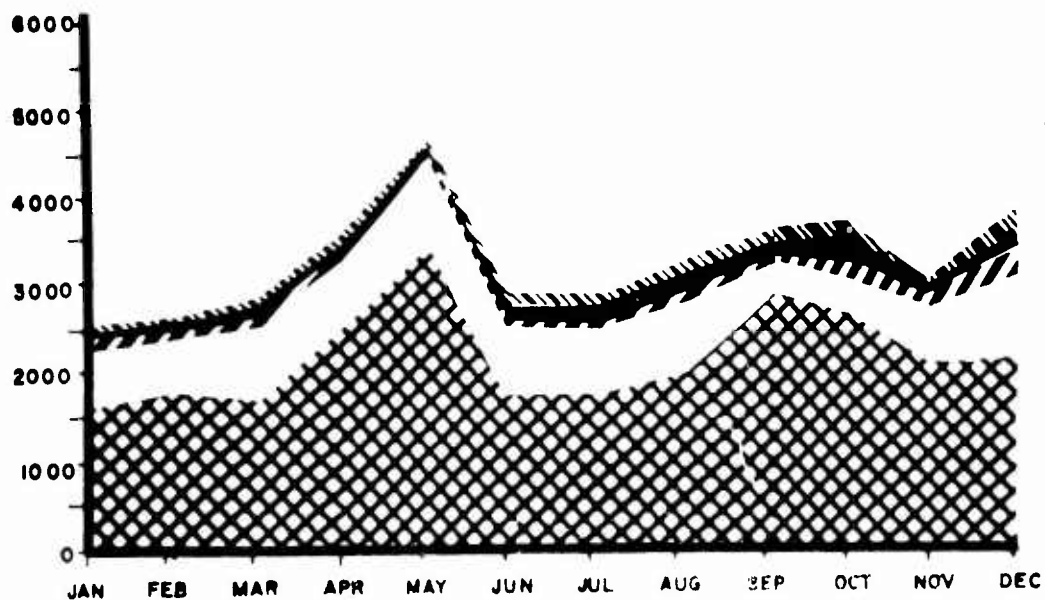
 MED EVAC
 COMBAT SUPPORT
 COMBAT ASSAULT

 OTHER
 TRAINING

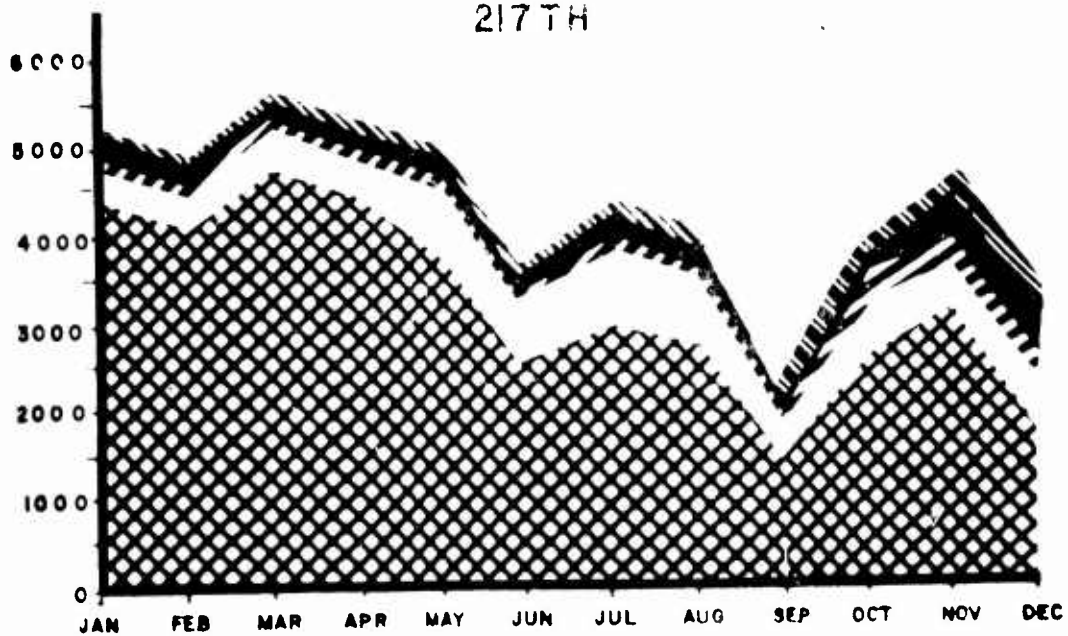
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HELICOPTER SORTIES

215 TH



217 TH



/// MED EVAC

COMBAT SUPPORT

COMBAT ASSAULT

OTHER

TRAINING

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7. (S) LIAISON STATUS. (Chart 19)

a. General.

(1) The VNAF operated five liaison squadrons throughout the reporting period. As of 31 December, 105 O-1s and 50 U-17s were assigned to the VNAF liaison squadrons against an authorized strength of 100 O-1s and 42 U-17s. Three liaison squadrons (114th, 116th, and 122d) were rated C-1 and two (110th and 112th) C-2 at the end of the reporting period.

(2) The VNAF now has 28 Pilot/FACs and 57 Observer/FACs qualified to control US TACAIR. This number provided complete FAC capability to control US tactical air strikes in all MRs.

(3) During the quarter, the following guides to increase U-17 utilization on each PSYWAR sortie were recommended:

(a) Plan for three compatibly located targets with a maximum distance to be flown of 400km to allow coverage of the targets within a reasonable sortie length (2-2.5 hours).

(b) Frag for minimum of three boxes of leaflets (90,000).

(c) Frag for minimum of 1.5 hours speaker time on each sortie. These recommendations produced notable results in October 1970 when MR 4 PSYWAR performance increased speaker operation by 36.3 hours and leaflets delivered by 1,803,000.

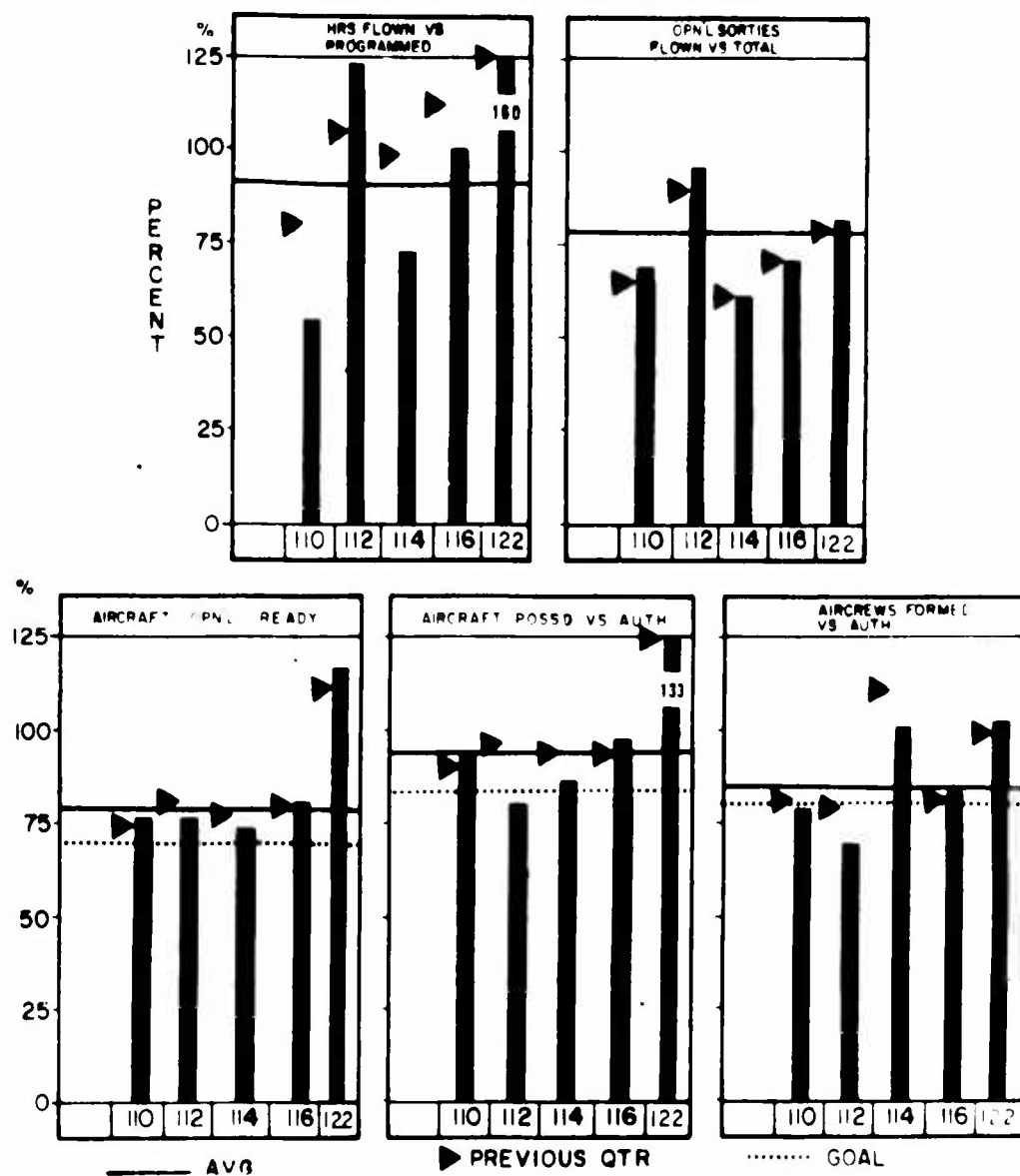
b. Results. The liaison squadrons flew 93 percent of their programmed flying hours compared to 106 percent during the previous quarter. Seventy-eight percent of the sorties flown were operational compared to 73 percent last quarter. The number of VNAF FAC sorties increased from 3,496 last quarter to 3,752 this quarter. Four hundred and forty of these sorties were flown in Cambodia. PSYWAR sorties conducted by the liaison squadrons resulted in the delivery of 108.9 million leaflets and the use of 536.8 speaker hours. One O-1 was lost due to major accident; no aircraft were lost due to combat.

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CHART 19

VNAF LIAISON OPERATIONAL STATUS



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8. (S) TRANSPORT, GUNSHIP, AND RECONNAISSANCE STATUS. (Chart 20)

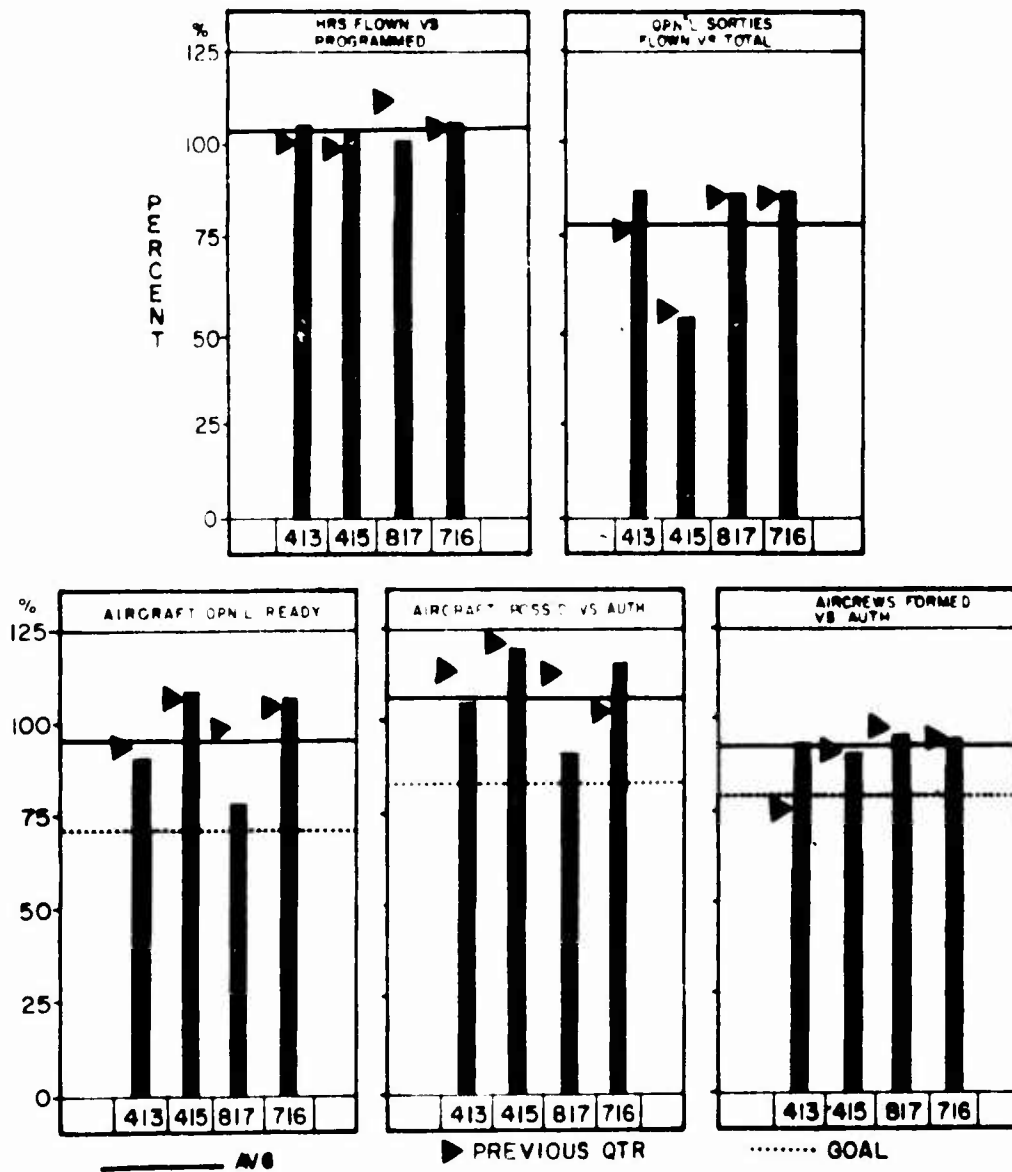
a. General. The VNAF has currently assigned two transport squadrons, the 413th and 415th; one gunship squadron, the 817th; and one reconnaissance squadron, the 716th. As of 31 December 1970, 16 C-119s, 20 C-47s, 18 AC-47s, one EC-47s and ten U-6s were assigned to the VNAF transport, gunship and reconnaissance squadrons against an authorized strength of 16 C-119s, 16 C-47s, 16 AC-47s, one EC-47, three RC-47s and eight U-6s. The transport, gunship and reconnaissance squadrons were all rated C-1 at the end of the reporting period.

b. Results. These squadrons flew 103 percent of their programmed flying hours compared to 104 percent last quarter. Seventy-eight percent of the sorties flown were operational. Passengers and cargo airlifted in support of RVNAF increased by nine and 14 percent, respectively. During December 1970, VNAF C-47 and C-119 aircraft airlifted a new record of 1,524 short tons of cargo. This surpasses the previous record established during September 1970 by 404 short tons or 36 percent. This accomplishment is attributed to satisfying Cambodian airlift requirements.

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CHART 20

VNAF TRANSPORT GUNSHIP AND RECONNAISSANCE OPN'L STATUS



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ANNEX A

GLOSSARY OF VNAF EVALUATION TERMS: OPERATIONAL READINESS*

1. Fully Operationally Ready (C-1): A high degree of relative effectiveness. The unit is adequately manned, equipped, trained and capable of performing its primary mission.

At least 85% of authorized aircraft possessed.

At least 71% of authorized aircraft operationally ready.

At least 80% of authorized crews formed.

At least 75% of authorized crews operationally ready.

At least one operationally ready crew for each operationally ready aircraft.

2. Operationally Ready (C-2): A lesser degree of capability than C-1. Minor deficiencies exist in personnel, facilities, equipment, training, etc.

61 to 84% of authorized aircraft possessed.

51 to 70% of authorized aircraft operationally ready.

56 to 79% of authorized crews formed.

51 to 74% of authorized crews operationally ready.

At least one operationally ready crew for each operationally ready aircraft.

3. Marginally Operationally Ready (C-3): A lesser degree of capability than C-2. Major deficiencies exist in personnel, facilities, equipment, training, etc.

30 to 60% of authorized aircraft possessed.

25 to 50% of authorized aircraft operationally ready.

31 to 55% of authorized crews formed.

25 to 50% of authorized crews operationally ready.

At least one operationally ready crew for each operationally ready aircraft.

4. Not Operationally Ready (C-4): The lowest degree of effectiveness. Unit is incapable of performing its operational mission. Extreme deficiencies exist in personnel, facilities, equipment, training, etc. Aircraft and aircrew readiness percentages are lower than those prescribed for C-3.

*US Air Force Regulation 400-4, 19 May 65.

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