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AGO ltr 29 Apr 1980 ; AGO ltr 29 Apr 1980

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IN REPLY REFER TO  
AGAM-P (M) (14 Aug 67) FOR OT 670215

24 August 1967

SUBJECT: ~~Operational Report~~ Lessons Learned, HQ, 34th General Support Group (AM/S) (U). (8)

TO: SEE DISTRIBUTION

AD 385639

9 Operational rept. for quarterly period ending 31 Jan 67.

1. Forwarded as inclosure is Operational Report - Lessons Learned, Headquarters, 34th General Support Group (AM&S) for quarterly period ending 31 January 1967. Information contained in this report should be reviewed and evaluated by CDC in accordance with paragraph 6f of AR 1-19 and by CONARC in accordance with paragraph 6c and d of AR 1-19. Evaluations and corrective actions should be reported to ACSFOR OT within 90 days of receipt of covering letter.

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

11 15 Feb 67

BY ORDER OF THE SECRETARY OF THE ARMY:

18 OACSFOR

Kenneth G. Wickham

19 OT-RD-670215

KENNETH G. WICKHAM  
Major General, USA  
The Adjutant General

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(Continued on page 2)

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DEPARTMENT OF THE ARMY  
HEADQUARTERS, 34TH GENERAL SUPPORT GROUP (AM&S)  
APO 96307

AVCF-BB

15 February 1967

SUBJECT: Operational Report for Quarterly Period Ending 31 January 1967  
(RCS CSFOR-65)

THRU: Commanding General  
United States Army, Vietnam  
APO 96307

TO: Assistant Chief of Staff for Force Development  
Department of the Army (ACSPOR DA)  
Washington, D. C.

(U) Under the provisions of United States Army, Vietnam (USARV) Regulation Number 870-2, dated 19 July 1966, the following report is submitted in two sections.

SECTION I

1. (U) MISSION: Provide Army Aircraft Maintenance and Supply Support (Aircraft, Aircraft Repair Parts, Avionics, Aircraft Armament and Aircraft Armor) to United States and other Free World Military Assistance Forces within the Republic of Vietnam.

2. (U) ORGANIZATION:

a. General Order Number 6, Headquarters, United States Army, Pacific, dated 17 January 1966, established Headquarters and Headquarters Company, 34th General Support Group (AM&S) under TOE 29-102F as modified.

b. At the beginning of this quarter, the Group Headquarters was organized as shown at Tab A.

c. Subordinate units and locations, Tab B.

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3. (U) PERSONNEL:

a. The authorized strength of this Group is as follows:

<u>OFFICER</u>	<u>WARRANT OFFICER</u>	<u>ENLISTED</u>
153	65	3185

b. The present, in duty strength in authorized and provisional status positions is as follows:

<u>OFFICER</u>	<u>WARRANT OFFICER</u>	<u>ENLISTED</u>
159	57	3673

4. (C) DIRECTORATE OF PLANS AND OPERATIONS:

a. PLANS AND OPERATIONS:

(1) The Modifications Table of Organization and Equipment (MTOE) that were previously submitted (see Operational Report for Quarterly Period Ending 31 October 1966) are still being staffed at higher headquarters with the following exceptions:

✓(a) MTOE 55-458E - The MTOE for reorganization of the General Support Companies was submitted in June 1966. It was returned to the 34th General Support Group in January for further review under change three to the TOE which was published subsequent to submission of the MTOE. The personnel changes indicated in Change 3, do not correspond to personnel changes requested in MTOE. It appears that under the USARV troop ceiling the additional personnel requested by the MTOE will not be available. The General Support Companies will, therefore, be required to continue to operate without the necessary augmentation required to fully support the heavy density of Rotary Wing aircraft in theater.

>(b) MTOE 55-447F - The MTOE for reorganization of the Transportation Companies (Depot) was initially submitted by 34th Group in April 1966. The personnel fill for these MTOE's appeared in the approved portion of the USARV Troop list, therefore, it was assumed that reorganization of the Depot Companies was approved. The MTOE was, however, returned to 34th Group on 22 January 1967 for resubmission under TOE 55-447F dated 30 September 1966. The new TOE does not provide the necessary personnel or equipment to accomplish the Depot mission in RVN. A new MTOE is being prepared for submission under emergency procedures outlined in paragraph 20j of AR 310-10. The personnel and equipment

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outlined in the MTOE are urgently required if a second aviation depot complex is to be opened at Qui Nhon. It is recommended that immediate staff action be taken at all levels to insure approval of the MTOE's at the earliest possible date.

(2) Supply and Maintenance Conference - The 3rd Quarter 34th Group Supply and Maintenance Conference was held in Saigon on 6 January 1967. The conference is used as a means of updating key maintenance and supply officers throughout RVN. Each attendee is provided with written summaries of material covered during the conference so that he may in turn brief the maintenance and supply personnel within his unit.

(3) Aviation Materiel Management Center (AMMC) - The original Table of Distribution and Allowances (TDA) for AMMC was returned to USARV in November 1966. In December, 34th Group was directed to prepare a new TDA under the provisions of AR 310-49. The new TDA was prepared and submitted to USARV on 15 December 1966. As of this date the TDA is still being staffed at USARV. The mission of AMMC is presently being accomplished by an insufficient number of personnel drawn from many different sources. For the most part, these personnel, although highly motivated and conscientious in their efforts, are improperly trained in the MOS's required and lack the technical qualifications necessary to manage the vast aviation logistics program in RVN today, and projected for the future.

(4) The 34th General Support Group (AM&S) conducts information briefings for key Commanders and Staff Officers visiting RVN. During the past three months, briefings have been presented to:

General Harold K. Johnson	Chief of Staff	United States Army
Major General O. E. Hurlbut	ACofS, G-4	USARPAC
Major General C. P. Brown	Director of Army Budget	DA
Brigadier General J. J. Ivrrin	ACofS, G-1	USARPAC
Brigadier General C. L. Lang	J-4	USSTRICOM
Brigadier General R. Williams	Director of Army Aviation	ACSFOR, DA
Brigadier General L. B. Jones	Director of Plans	DCSLOG, DA

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(5) A letter was sent out to the operating battalions requesting that maintenance planning factors be updated since their last report of August 1966. This report was to include the maintenance man-hours per flight hour for each type aircraft being supported. Factors were to be in the areas of direct support, back-up direct support and general support for aircraft, avionics and armament support. This information is needed in order to develop a more finite basis for determining maintenance units required in support of aircraft in Vietnam. Current publications such as FM 101-20 and SB1-2 appear not to meet support requirements based on the best experience data available.

(6) The recent DOD Program 4 has imposed a shortfall of maintenance units in support of programmed aviation units. This shortfall approaches a noticeable magnitude in the last quarter of CY 67 and increases through June of 1968. With certain aviation maintenance units being deferred and new requirements not being filled, it is imperative that a trade-off of spaces be made for the necessary aircraft maintenance support and/or a comparative reduction be made to programmed aviation units.

b. TRAINING:

(1) The most significant training conducted by the 34th General Support Group has been instruction given at the Army Aircraft Mobile Technical Assistance Program at Vung Tau. There are currently four courses being taught:

- (a) UH-1 Airframe (B, C, D)
- (b) T-53 Engine (-9,-11,-13)
- (c) CH-47 Airframe
- (d) T-55 Engine

All airframe classes have a student input of 21 and the engine classes have an input of 11. The school graduates an average of 170 students a month.

(2) The school will be expanded in February to include OH-6 Airframe, T-63 Engine and XM-27 Armament System. These courses will be taught by the LOH New Equipment Training Team which will arrive in-country on or about 15 February 1967.

(3) Plans are also being made to initiate a supply course at Vung Tau. The course will teach basic supply procedures to organizational and direct support supply personnel.

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(4) Construction is currently under way to expand the school to accept additional courses and students to support new systems such as the AH-1G.

5. (c) DIRECTORATE OF MATERIAL

a. AIRCRAFT MAINTENANCE:

(1) The aircraft maintenance division had no significant change in function or organization during the period.

(2) The theater aircraft deadline rate climbed slightly during this reporting period. Major contributing factors were the shortage of UH-1 engines and tail rotor hubs. With the receipt of replacements, the trend is now downward.

(3) The average daily work load in 34th General Support Group shops during the period was:

(a) DS UNITS (Daily Average)

<u>Total A/C in Work</u>	<u>Work in Progress</u>	<u>Work Stoppage</u>	<u>Tech Insp</u>	<u>Awaiting Shop</u>
153.3	95.3	31.0	5.6	6.2

The average back-log in DS units during the period was 8-9 days, with 130.3 aircraft in repair under 30 days and 23.0 in repair over 30 days.

(b) GS UNITS (Daily Average)

<u>Total A/C in Work</u>	<u>Work in Progress</u>	<u>Work Stoppage</u>	<u>Tech Insp</u>	<u>Awaiting Shop</u>
56.1	41.9	4.3	4.1	2.4

The average back-log is 17 days, with 37.8 aircraft in repair under 30 days and 18.3 aircraft in repair over 30 days.

(4) The status of all aircraft based on DA Form 1352 feeder reports to this headquarters for the months of October, November and December are shown at Tab C.

NOTE: For the purpose of this report the 1352 reports cover October, November, and December 1966.

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(5) Tasks accomplished during the period that contributed significantly to the aircraft maintenance program were:

(a) A test was conducted to determine if the 1st TC Bn (FAMF) could continue to operate in an open and unprotected harbor. Qui Nhon harbor was selected and the ship was dispatched to this location for approximately 30 days. Reports indicate that no major problems were encountered and operations were conducted without any undue difficulty.

(b) FAMF continues to be a valuable asset to the theater maintenance effort due to its unique capability. A study is presently underway to determine the desirability of moving the FAMF closer to the supply chain to increase reaction time to the daily EDP listing. Tentative location is Vung Tau.

(c) 34th Group implemented a Theater Aircraft Repairable Program (TARP) 1 January 1967. This program systematizes the input of repairables to the appropriate maintenance facility. Preliminary results at this time are inconclusive as to the overall effect TARP will have on aircraft availability. The program will be updated quarterly to include those items which are causing high NORS rates.

(d) MWO Kit for Installation of Main Rotor Hub Deflector and Improved Radius Ring on UH-1C arrived in RVN during the months of September, October and November. All required kits were issued and installed. The deflector is designed to keep dust and dirt out of the Teflon bearings in the rotor head. An increased bearing life has been experienced due to this modification.

(e) The Boeing-Vertol Team completed the residual stress inspection on installed CH-47 APT rotor blades of the 1st Cavalry Division and 179th Aviation Company on 25 November 1966. The team and equipment were subsequently moved to Vung Tau and commenced the inspection on aircraft of the 147th and 178th Aviation Companies on 12 December 1966. The original contract expired on 25 November 1966 and was extended through 26 January 1967. Due to the arrival of 180th Aviation Company with blades which had not been inspected, a request was made to extend the contract through 15 February 1967. This extension was approved and all blades will be inspected prior to this date. This is a one-time inspection and requires no further support.

(6) Regulations pertaining to maintenance policy and procedures continue to be published and up-dated to better manage and implement the theater maintenance program.

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(a) USARV Regulation 725-51, Maintenance Float Aircraft was published. This regulation prescribes the policies, responsibilities and criteria for establishment and issuance of Army aircraft and maintenance float.

(b) A change to USARV Regulation 750-16 has been finalized to establish reporting requirements to expedite disposition of crash-damaged aircraft. This change has been submitted to USARV for publication.

(7) The conversion or replacement of contractor technical representatives by Department of the Army Civilians originally scheduled for 31 December 1966 has been extended through 30 June 1967. The program is progressing slowly due to the difficulty in obtaining qualified maintenance specialists and it is anticipated that both DAC and contractor representatives will be assigned until 30 June 1967. The present program provides a thirty (30) day overlap in the replacement of contractor representatives. A listing of all contract technicians and Government employees, with specialty and work location are attached at Tab D.

(8) The Okinawa oil analysis laboratory operated by Lear-Siegler Corporation has assumed full responsibility for all USARV oil samples. Initial programming was extended to cover reciprocating engine powered aircraft as well as the turbine engine powered aircraft, effective 30 November 1966. Commencing 1 December 1966, all USARV aircraft were transferred from CONUS facilities to Okinawa. D/A Reg 750-13 has been published which outlines command responsibilities within the Army structure; its effect on field organizations is to make the program mandatory in lieu of voluntary participation. USARV Reg 385-20 is outdated since the Okinawa lab activation and a draft USARV Reg within the 750 series has been forwarded to USARV for replacement action. The sample input to Okinawa facility has reached 38% of the estimated programmed monthly rate as of the end of December.

(9) The SAV-N-558 procedures designed to support the acquisition actions of USAAVCOM in support of obtaining parts not identifiable as federal stock numbers for crashed/battle damage aircraft will be revised upon USAAVCOM advice to include the CH-47 coloring book as an attached supplement. The coloring book was previously deleted as it was formerly processed direct from the theater to the Boeing-Vertol factory. This has been corrected and the commercial publication will be submitted with the SAV-N-558 as a complementary document. The SAV-N-558 procedures as they relate to theater supply or maintenance policies will not change due to this inclusion.

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(10) UH-1D personnel rescue hoists have been arriving in-country in ever increasing densities. The hoist has been shipped on a crash basis to fulfill operational requirements without proper supporting technical data or repair part packages. Numerous actions have been taken to increase operational readiness. USARV has been requested to standardize hoist operations and provide training to receiving units; USAVCOM has been requested to provide a support package as quickly as possible; Headquarters, 34th Group has centralized repairs aboard FAMP I to provide statistical data of failures and a central investigating agency for hoists reported inoperative.

(11) Publication of the Aircraft Recovery SOP is being hampered by the lack of supporting doctrine and authorized equipment listings for slings and other required impediments.

## b. AIRCRAFT SUPPLY:

(1) Aircraft Supply Evaluation and Assistance Team has visited over 50 units in the field providing guidance in correct supply procedures for operations in RVN. Units have been very cooperative and receptive to suggestions which will improve their AR 711-16 and AR 735-35 procedures. Shortage of personnel restricts the number of teams. Additional teams are definitely required, since it is impossible for one team to visit adequately and provide 1-2 days assistance for each unit due to the large number of units in RVN. A formal request was submitted to USARV for additional personnel authorizations to establish three evaluation teams. Further action is pending approval to this request.

(2) The retrograde of reparable has been firmly established in RVN. This program includes evacuation of components to in-country facilities (GS, FAMP, and Air Vietnam) with a monthly print out and deck of all reparable evacuated being provided appropriate agencies.

(3) A regulation, Stockage of Aircraft Repair Parts, was drafted to further clarify portions of AR 711-16 and AR 735-35 as they pertain to aircraft, avionics and armament repair parts. This regulation was published by USARV as 711-2 of 18 November 1966.

(4) During January 1967, an AVCOM instructional supply team arrived in-country to conduct classes for a 90 day period on AR 711-16 and AR 735-35. Classes will be held in 3 separate locations and each major headquarters will be provided appropriate number of quotas. It is felt this instruction will help to improve the supply procedures and overall posture in RVN.

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(5) USARPAC through Comptroller, USARV, has approved action for USARV to obtain 3 additional flexowriters required to complete the initial program of providing a flexowriter and 026 key punch to each aircraft DSU. Funds will be provided by USARV. Delivery of this equipment is expected during latter part of the 3rd quarter FY 67.

(6) Proposed regulation sent to USARV entitled: Special Management of Selected Aviation Repairable Components (SMI) was published 18 November 1966 as USARV Reg 711-1. This regulation now provides policy for implementation of procedures to centralize control of critical, intensively managed, and other selected aviation items.

(7) Red Ball Express/EDP system operated by the Aviation Materiel Management Center conducted a reconciliation with the Logistics Control Office, Pacific, Fort Mason during December 1966. This action proved beneficial and should continue to be accomplished on a quarterly basis. Responsive turnaround time for this system has averaged 14-15 days.

(8) Initial planning has been accomplished in anticipation of receiving NCR 500 computers for aircraft direct support supply activities commencing in May 1967. The mechanization of the stock accounting procedures in these supply activities will materially improve the overall avionics and armament repair part supply posture in RVN.

(9) A conference was conducted at AVCOM in December 1966 during which the number of special managed items was reduced from 160 to 106.

(10) Reconciliation of requisitions submitted by Aviation Materiel Management Center to 2nd Logistical Command commenced in early January 1967 and is still in progress. Results of this reconciliation, coupled with the monthly reconciliation printout provided each AMMC customer, will insure the highest degree of validity yet realized as to what is due out to AMMC and in-turn to its customers.

(11) Major subordinate units have developed a lateral search SOP within their own direct support supply activities for repair parts. The shortage of adequate in-country communications precludes the establishment of an effective RVN command wide lateral search capability.

(12) Liaison with 1st Logistical Command through 14th ICC has established procedures to provide lateral search for parts on a "kill or fill" basis. It is anticipated that these procedures will reduce EDP's, particularly in those items common to AMMC and 14th ICC ASL.

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c. AIRCRAFT ARMAMENT:

(1) During the period covered, supply shortages have been the prime contributing factors in limiting aircraft armament reliability and availability. A coordination meeting was held at US Army Materiel Command and US Army Weapons Command in November - December 1966 and resolutions and agreements were reached which should improve the support posture in RVN. Highlights of the meeting between USARV armament personnel and members of the above organizations are as follows:

(a) Changes in projected delivery dates of armament sub-systems were approved where desired by RVN.

(b) M5 and XM21 wiring installations are to be accomplished at Sharpe Army Depot, California and at the aircraft manufacturer's site. This will relieve RVN of an approximate 30,000 maintenance man-hour workload.

(c) A reconciliation of AMMC requisitions (800 lines sampled at random) revealed that 66% of requisitions which AMMC believed were valid were not on record at USAWECOM. The following actions were taken:

1. AMMC sent personnel with requisitions to the 2d Logistics Command Depot, Okinawa, to identify and ship to AMMC all items which matched or had stock status. The unmatched portion of the requisitions were sent to USAWECOM for further supply action.

2. Agreement was reached on the desirability of requisitioning directly against the appropriate commodity commands. As an interim measure to full direct requisitioning procedures, all critical items are being considered for inclusion in the "Intensive Management System" inasmuch as current stocks of these items are not sufficient to fill the pipe line. In addition, use is being made of the "Expanded Red Ball" procedures.

3. USAWECOM will station a man in California to expedite air armament parts and components shipments to RVN. Parts and components, other than "Red Ball", will be crated weekly (to prevent loss of small items) and shipped to AMMC (AT 8889).

4. Arrangements were made to expedite shipments of various items of equipment, to include M75 grenade launchers, M60 series machine guns, and test equipments.

(d) USAWECOM has not been receiving loss data on armament sub-systems and major end items such as M75 grenade launchers

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and M60 series machine guns. It appears that units are not reporting their losses in accordance with USARV Regulations 735-2 and 735-11. The NICP's must have this information in order to adjust the Army Materiel Plan (AMP) and to justify procurement of replacement sub-systems and/or major end items.

(e) Agreements were reached wherein sufficient quantities of M60 series machine guns will be available to assure adequate direct exchange (DX) stocks at DSU level. Requests are being considered for DX stocks of M75 grenade launchers and GAU2B/A miniguns. SOP's were published to establish the DX procedures.

(2) Jury-rigging of aircraft armament sub-systems continues, but at a diminishing rate. Liaison trips to field units, instructions to armament personnel, newsletter, and safety bulletins appear to be influencing using units to return to standardized configurations.

(3) Aircraft armament peculiar items are still being located in 1st Logistical Command warehouses throughout the country, although the quantities and frequency of misshipments is diminishing. AMME, by informal agreements with 1st Logistical Command, has been partially effective in purging air items.

(4) Air armament support of the three ACH-47A aircraft in the 1st Air Cavalry Division has posed problems because of the unique nature of the weapons employed on the armed "Chinook". US Army Materiel Command has taken steps, however, to provide normal, in-country armament support for these aircraft by directing the various NICP's to take that action necessary to supply RVN with support requirements.

(5) There have been limited statistical data compiled on usage factors for aircraft armament sub-systems and their component weapons. This has rendered the determination of "system life" a virtual impossibility. 34th General Support Group, in conjunction with USARV G-4, is in the process of preparing a USARV Circular which will ultimately require the maintenance of TAERS forms on all aircraft armament sub-systems. As an interim measure to eventual changes in TM38-750, this circular will require use of the DA Form 2408-4 with each sub-system and with each weapon of the sub-system. Units will then be able to determine when barrels, receivers and other components should be checked or changed, thereby increasing weapon reliability and establishing "system life" factors at the same time.

## d. AIRCRAFT AVIONICS:

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(1) There has been a marked improvement in the avionics support program in that float equipment, spare parts, and test equipment for various systems are starting to arrive in RVN. Some of the improved areas are as follows:

(a) DS and GS support packages consisting of repair parts were received for the AN/ASN-64, Doppler Navigational System and the 51S-1A, Transceiver used in RU-6 and -8 aircraft.

(b) Float power supplies for the C-12 Compass were received in January 1967. The C-12 Compass is used with the AN/ASN-64 Doppler Navigational System.

(c) Float for the AN/ARC-54 and AN/ARN-82/83 has also been received.

(d) Test equipment peculiar to the AN/ARC-54, AN/ARC-51, AN/ARC-102 and AN/ARN-82/83 has been issued by 1st Logistical Command.

(e) EDP's are on the decrease, which is a result of a reduction in zero balances from 2200 lines in October 1966 to 1665 lines in December 1967.

(2) Many problem areas still exist, and there is no relief in sight in the foreseeable future. Some of these problem areas are:

(a) Shortages of float for various avionics equipment.

(b) Shortages of test equipment peculiar to avionics equipment.

(c) Long turn-around time on SB 11-497 (contractor repair) items repaired in CONUS under repair and return program with Sacramento Army Depot.

(d) Shortages of qualified maintenance personnel, i.e., new graduates of maintenance courses require 30 to 90 days, depending upon system complexity, to be productive repairmen.

(e) Lack of general support avionics maintenance capability. Avionics support requirements keep increasing as a result of increased aircraft densities but avionics GS strengths are not increased accordingly. New maintenance responsibilities are assigned such as general support of Ground Control Radar Systems and Navigational

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Beacon Systems, but no additional maintenance personnel are assigned. This places an additional burden on an already overtaxed maintenance system.

(g) Shortages of direct support test equipment in units newly deployed to RVN places an additional workload on the backup direct support maintenance provided by the general support facilities.

(h) Non-availability of modules has delayed progress in reorganizing maintenance support into the modular maintenance concept.

## 6. (U) DIRECTORATE OF ADMINISTRATION AND SERVICES:

### a. REAL ESTATE AND CONSTRUCTION:

(1) Warehouses, Aircraft Materiel Management Center, Tan Son Nhut: Completion of a third warehouse has provided the AMMC with 20,196 square feet of additional storage space. This warehouse is actually 3, 140'x70' prefabricated, metal warehouses joined to form 1 building. Another warehouse, 160'x120' was delivered in mid-January. When completed, these warehouses, total of 4, will provide 87,396 square feet of modern, covered storage space. After 10 months, this facility is finally nearing completion. Delay has been caused by real estate acquisition, funding, jobbing (contract: RMK-BRJ) and availability of building. Estimated completion date: 7 February 1967.

(2) Open Storage Area, Aircraft Materiel Management Center: An open storage area, contiguous to the Tan Son Nhut runway, was requested in the last quarter of CY 65. This area is in the immediate vicinity of the AMMC warehouse complex. The concept of location was to provide access via taxiway for aircraft making parts pick-up. The job order request was approved, and a troop labor construction directive was issued in January 1966. This project is now approximately 60% completed. AMMC is using the completed portion for open storage, and limited parts pick-up by helicopter. Foundations for the remaining 40% have been accomplished. Estimated completion date: 15 February 1967. Upon completion, this area will provide 24,700 square yards of combination P.S.P./asphalt storage capacity, with access to the Tan Son Nhut runway via a 75'x300' PSP taxiway.

(3) Automatic Data Processing Building, Aircraft Materiel Management Center: Design has been approved, contract let, and real estate acquired for erection of a two-story, air conditioned Automatic Data Processing building. When completed, this structure will provide approximately 20,000 square feet of office space. Completion, although previously

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estimated as 1 January 1967 has been delayed because of design problems. Construction is to begin in February 1967, with an estimated completion date unavailable at this time.

(4) Qui Nhon Aircraft Supply Depot: Progress on this facility has been slow because of several factors:

(a) Priority of current troop construction projects in the Qui Nhon Area precluded the early commencement on this facility, once the decision was made to establish it in Qui Nhon.

(b) Relocation of the original Engineer Group responsible for the project ceased all further development until the replacement Engineer Group organized and assumed the mission of the other. At this time, horizontal construction has begun, and all facilities directed will be constructed. Four 180'x200' warehouses are now approved to replace six 80'x220' warehouses initially directed. Warehouses are not available in RVN, however, they have been ordered from Japan, for delivery at Qui Nhon. Estimated beneficial occupancy date has not been made, as the delivery date of the warehouses is not yet firm.

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SECTION II

COMMANDERS OBSERVATION AND RECOMMENDATION

1. (C) PART I - OBSERVATIONS (Lessons Learned)

a. Directorate of Plans & Operations

(1) Planning Factors:

(a) Item: Maintenance Planning Factors.

(b) Discussion:

1 The flying hour program, operating conditions and battle damage in Vietnam have produced maintenance factors and problems never before encountered.

2 Current statistics do not support aviation operations and maintenance requirements in Vietnam.

3 The 34th General Support Group (AM&S) is attempting to arrive at the most valid factors in regard to maintenance support requirements.

(c) Observation: A requirement exists for a comprehensive study of the maintenance experience being compiled in Vietnam.

(2) Maintenance Shortfall:

(a) Item: Aircraft Maintenance Shortfall.

(b) Discussion: DOD Program 4 has deferred some maintenance units and prevents new requirements from being filled.

(c) Observation: A shortfall of maintenance units in support of aviation units exists in the last quarter of CY 67 and increases through June of 1968. ✓

b. Directorate of Materiel

(1) Turbine Engine Test Stands:

(a) Item: Inoperative stand at Vung Tau.

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(b) Discussion: Lack of repair parts for this one stand has hindered the maintenance effort of this command with relation to the T-53 engine shortage. Stands arrived in-country without the proper provisioning and Army parts catalogs with FSNs which are required for proper and expeditious supply action.

(c) Observation: Although the intent to solve problems with non-standard equipment is good, proper provisioning and back up support must be established prior to shipment.

(2) Oil Analysis Program:

(a) Item: Lack of Response to Oil Analysis Program.

(b) Discussion: Oil sample input is not meeting the programmed density as computed using sampling intervals and number of samples per aircraft type when equated to the flying hour program.

(c) Observations:

1 Organizations are not forwarding samples in consonance with the requirements. (Normally samples are forwarded at least every 25 hours.) This lack of participation can be contributed to the shortage of sampling supplies within the units. This is apparently a distribution problem as stocks have not been exhausted from AMHC.

2 Differing opinions as to what component sampling intervals should be. This situation will be corrected upon publication of the new USARV Regulation.

3 Organizational aircraft on extended operations are submitting samples upon return to home base, thus exceeding the 25 hour interval.

(3) Aircraft Maintenance.

(a) Item: Disposition of Crash-damaged Aircraft.

(b) Discussion: Disposition instructions for aircraft damaged beyond the repair capability of in-country maintenance facilities are initiated upon receipt of DA Form 598. Any delay in submission of the DA Form 598 subsequently delays evacuation or salvage action.

(c) Observation: Reports initiated within 48 hours of the initial decision that crash-damaged aircraft cannot be repaired in-country assists in expediting evacuation or salvage action. Follow-up DA Form 598 is required.

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## (4) DAC Technical Assistance

(a) Item: Lack of communications encountered by the DAC in the field to the factory,

(b) Discussion: The immediate response to problems in the field by the factory has proven invaluable. A procedure has been instituted whereby the DAC in the field calls the Central Technical Assistance Officer and presents his problem. The Central Technical Officer contacts the senior representative, who calls the factory. The information is returned to the senior representative to Central Technical Assistance Officer and to the DAC.

(c) Observation: Newly instituted with insufficient observation.

## (5) UH-1D Personnel Rescue Hoist.

(a) Item: Procuring of Repair Parts for the Hoist.

(b) Discussion: Lack of a provisioning package has presented serious problems in maintaining rescue hoist availability up to standards required in the command.

(c) Observations:

1 There is one set (incomplete) of "blueprints" in theater pertaining to the wiring and trouble shooting of the Breeze manufactured hoists. These plans have been placed aboard FAMF to aid in repair.

2 A support package is being evaluated and prepared at USAAVCOM for forwarding to USARV. An interim measure by USAAVCOM has been to send components to AMMC and these have been established as SMI items for DX to units. Repairables from units will be forwarded to FAMF for repair.

3 USAAVCOM has published a parts breakdown of the unmodified hoist assembly. This will be corrected to the current version when formal republication of the supply manuals are made.

## (6) UH-1C Maintenance.

(a) Item: Lack of UH-1C Special Tools.

(b) Discussion: Units have received the UH-1C helicopter in the field without the benefit of special tools required to efficiently perform required maintenance. These units have been using the

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special tools for other models of UH-1 but have experienced some difficulty. In addition, many units lacked the publications to order the special tools. A message containing a list of the special tools required for the 540 rotor was published; this message contained all the information required to order the tools and directed that units report all shortages. A survey was made of the units to assure that tools were ordered. The AMC UH-1 Liaison Officer contacted his office to determine the status as to filling requisitions and it was brought out that delivery dates from the vendors varied from early in 1967 to Sept 1968. An analysis was made to determine the four most critical special tools. The UH-1 Liaison Officer in St. Louis was requested to secure twenty each of these four special tools on an expedited order. The tools are to be sent direct to the UH-1 Liaison Officer to RVN for issue to units.

(c) Observation: Units are borrowing tools to accomplish maintenance which increases NORM time of aircraft. New or modified equipment must be adequately provisioned before shipment.

#### c. Aircraft Supply: Supply Training.

(1) Item: Requirement to intensify technical supply training.

(2) Discussion: The scope and complexities of aircraft supply support to include avionics and armament in RVN requires a thorough knowledge of AR 711-16 and AR 735-35 procedures in order to establish and maintain a proper logistical posture.

#### (3) Observation:

(a) Present technical supply personnel in-country being assigned as replacements do not have a thorough working knowledge of AR 711-16 and AR 735-35.

(b) Extensive on-the-job training is being required plus in-country supply schools to train Officer/NCO supervisors and lower grade personnel.

#### d. Aircraft Armament:

##### (1) Float Stock:

(a) Item: The need for increased stocks of float and direct exchange aircraft armament sub-systems and major end items.

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(b) Discussion: Most aircraft armament sub-systems are allocated by Department of the Army on a TOE or TL, with a 10% float factor and no depot stockage allowed. The major end items, such as M75 grenade launchers and M60 series machineguns, can only be replaced as losses occur and justifications are submitted back to the NICP for replacement.

(c) Observations:

1 At no time in the past has the 10% float factor ever kept pace with the demand placed upon USARV for replacement of sub-systems or major end items due to combat losses, crash losses, fair wear and tear, etc.

2 At no time in the past have sufficient quantities of M75 grenade launchers and M60 series machineguns been available for direct exchange (DX) purposes within the Direct Support units in USARV. Sufficient DX items, will be required if a reasonable aircraft armament posture is to be maintained in RVN.

3 A 20% float factor is considered more realistic in view of the combat and crash losses and extremely high usage factors on air armament items in-country.

(2) Aircraft Armament Officers.

(a) Item: The need for aircraft armament oriented ordnance officers.

(b) Discussion: Aircraft armament is a relatively new field and is expanding rapidly in the current counter-insurgency effort in RVN. The requirement for trained ordnance officers and warrant officers to supervise and perform maintenance on said equipment is a current problem, and will become more acute as the field continues to expand. The experience of junior officers and warrant officers in the field is extremely limited and is reflected in the lack of adequate maintenance performed by using organizations.

(c) Observations:

1 The training of selected ordnance officers and warrant officers in the US Army Ordnance School, Aberdeen Proving Grounds, Maryland, in the specialty of aircraft armament, would greatly enhance the armament program in RVN.

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2 The training of selected officer and warrant officer aviators in aircraft armament maintenance would be more effective than a above, inasmuch as the weapons sub-systems can be test flown by the individuals responsible for their repair, thereby expediting return of the items to service.

### (3) Tail Rotor Blades

(a) Item: Loss of Tail Rotor Blades on UH-1 aircraft due to expended brass from door guns.

(b) Discussion: UH-1B and C tail rotor blades are subjected to severe damage from expended brass from door guns. The UH-1C is perhaps more susceptible to this damage because of its flat flying attitude and increased airspeed, however, the UH-1B also suffers this damage. The UH-1D is not susceptible to this type of damage because the XM23 armament sub-system employed on the UH-1D has an ejection control bag on each of its M60D machine guns.

### (c) Observations:

1 On 20 monitored UH-1C aircraft, 89 each tail rotor blades, FSN 1560-907-0842, were damaged by expended door gun brass over a six-month period. Total cost of these losses amounted to \$34,265.00 (@ \$385.00 each blade). Projected losses could amount to \$840,455.00 in 1967 for 530 UH-1B and C aircraft.

2 The use of Ejection Control Bags, FSN 1005-903-1088, on all door guns on UH-1B and C aircraft will preclude damage from flying brass.

### (4) Coordination:

(a) Item: Coordination of Aircraft Armament matters between CONUS ICP's and RVN.

(b) Discussion: In the past, solutions to armament problems have been most difficult to resolve due to a lack of coordination on the part of CONUS ICP's and responsible staff agencies in RVN.

### (c) Observations:

1 A liaison visit to CONUS by responsible staff personnel for aircraft armament in RVN have proven to be mutually beneficial to both the CONUS ICP's and USAF. Problem areas have been clarified, and plans and programs have been agreed upon and implemented which would not have otherwise materialized except over a great time span.

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2 Semi-annual visits of this nature between responsible agencies, on an alternating basis, i.e., RVN to CONUS, CONUS to RVN, would maintain a firm foundation for the aircraft armament program in RVN.

## (5) Management System

(a) Item: The need for use of the Intensified Management System in requisitioning specified critical aircraft armament repair parts and components.

(b) Discussion: Coordination with US Army Weapons Command and USARV agencies reveals that these aircraft armament repair parts and components which continually pose supply problems are the same items which are in insufficient quantities to adequately fill the "pipe line".

(c) Observation: Direct requisitioning against the responsible NICP for critical items in short supply will enable more rapid response to requirements and more realistic distribution of critical parts and components.

## e. Aircraft Avionics.

### (1) Avionics Supply.

(a) Item: Avionics Supplies and Equipment Movement Control.

(b) Discussion: A requirement exists to improve control measures in the movement of avionics materiel between CONUS and RVN and between avionics facilities within RVN.

1 In many instances support packages for new equipment shipped from CONUS are lost completely or are misplaced and not located until months later.

2 Equipment unique to the avionics support mission is found unmarked at various aerial ports, warehouses and other facilities.

3 Repairable avionics equipment shipped between maintenance facilities is lost for no apparent reason or shipments are delayed as much as 45 days between shipping points such as Qui Nhon and Tan Son Nhut.

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4 Avionics materiel urgently required in RVN is shipped from CONUS by surface transportation.

5 Push packages and other support equipment are shipped from CONUS without notifying this command in advance of shipping data. In some cases box 3 of a multiple box shipment will arrive but the other boxes cannot be located or traced.

## (c) Observations:

1 Support packages and new avionics equipment from CONUS should be properly marked and routed to LT 8889 and direct coordination should be maintained between USAFMC and this headquarters until receipt of materiel.

2 This headquarters should continue efforts to improve the control of inter and intra-theater movement of Avionics materiel.

3 Extensive coordination should be effected between shipping unit and addressee until receipt of materiel shipped, when transportation facilities other than the CV-2s are used.

4 Problems associated with intra-theater shipments of avionics reparables should be documented so that continuing emphasis can be directed toward a completely workable solution.

5 More extensive use should be made of the "Freeloader" for avionics reparables being shipped between avionics maintenance facilities in-country.

## 2. (C) PART II - RECOMMENDATIONS

### a. Directorate of Plans & Operations

7 (1) That a study be conducted by DA to update maintenance factors in FM 101-20 based on Vietnam experience.

7 (2) That an effort be made within USARV resources to balance the fore-seen aircraft maintenance shortfall and that direct and general support aircraft maintenance units be programmed by USARV along with aviation unit requirements.

7 (3) That immediate staff action be taken from USARV through DA to expedite the AFMC TDA so that personnel actions may be taken by this headquarters to requisition urgently needed, technically qualified personnel.

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## b. Directorate of Materiel

### MAINTENANCE

(1) That theater command emphasis be placed on the Oil Analysis Program and encourage all aviation units to participate in the program.

(2) That the introduction of new equipment (UH-1C and personnel rescue hoists) and nonstandard equipment (Turbine engine test stands) be properly provisioned prior to shipment to RVN.

### SUPPLY

(3) That appropriate expansion of the technical supply courses in CONUS to provide student with sufficient practical application of techniques to insure a complete and thorough knowledge of AR 711-16 and AR 735-35 procedures.

### ARMAMENT

(4) That critical aircraft armament repair parts and components should be put under the "Intensive Management System" and requisitioned directly from the responsible NICP.

(5) That command emphasis must be placed upon the timely and correct reporting of aircraft armament losses, or replacement items cannot be procured by the NICP's.

(6) RVN and CONUS armament staff personnel should have a coordination meeting on at least a semi-annual basis at alternating CONUS - RVN locations. Changing conditions and turnover of personnel make this type coordination a practical necessity.

(7) Command action should be taken to increase the percentage of float stock aircraft armament sub-systems and weapons for use in RVN to 20% of the authorized quantities on hand.

(8) Ejection control bags, FSN 1005-903-1088, should be utilized on all M60 machineguns utilized as door guns on UH-1B and UH-1C aircraft in order to reduce loss of tail rotor blades from expended brass.

### AVIONICS

(9) That 2nd Log Cnd and the NICP take immediate action to fill AMMC's outstanding requisitions for component float and repair parts.

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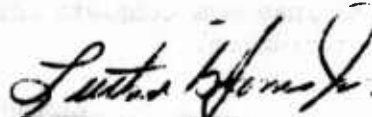
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(10) That 2nd Logistical Command and the NICP take immediate action to fill 1st Logistical Commands outstanding requisitions for avionics test equipment and repair parts.

(11) That Sacramento Army Depot take immediate action to shorten the repair-and-return time on SB 11-497 items.

(12) That Headquarters, DA and Headquarters, USCONARC take action to insure that maintenance personnel requisitions are filled with personnel who are qualified so as to eliminate in-country OJT.

(13) That Headquarters, DA take immediate staff action on MTOE for avionics general support company submitted by this headquarters.



LUTHER G. JONES  
Colonel, TC  
Commanding

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1. Tab A Staff Organization as of 1 November 1966
2. 34th Gen Spt Gp (AM&S) Organization
3. DA Form 1352
4. In-Country Contract Technicians

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AVHGC-DEH (15 Feb 67) 1st Ind  
SUBJECT: Operational Report-Lessons Learned for the Period Ending  
31 January 1967 (RCS CSFOR-65)

HEADQUARTERS, UNITED STATES ARMY VIETNAM, APO San Francisco 96307

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

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

1. (U) This headquarters has reviewed the Operational Report-  
Lessons Learned for the period ending 31 January 1967 from Headquarters,  
34th General Support Group (AMBS).

2. (C) Pertinent comments follow:

a. Reference Paragraph 4a(1)(a), Section I, Page 2: MTOE for  
the 330th and 504th General Support Companies was returned from USARPAC  
for the consideration of Change 3 to TOE 55-458. Change 3 provides for  
an increase of 53 spaces each company. Force Requirements Numbers (FRN)  
in Program 4 reflect 28 spaces each. MTOE's which require a space in-  
crease cannot be forwarded unless a trade-off of spaces in the approved  
program is made.

b. Reference Paragraph 4a(1)(b), Page 2: MTOE 55-447F for the  
110th and 241st Transportation Companies (Depot) was forwarded to USARPAC  
on 20 March 1967.

c. Reference Paragraph 4a(3), Section I, Page 3, and Paragraph  
2(4)(3), Section II, Page 22: Concur. TDA for Aviation Materiel Manage-  
ment Center (AMMC) was submitted to USARPAC on 15 March 1967 in accord-  
ance with DA Msg 796292, DTG 091420Z Jan 67, and forwarded by USARPAC to  
DA on 3 April 1967. Spaces for this TDA are already included in the  
troop program under FRN's 261043A, 02B082, and 992001E. Personnel in an  
overstrength status, as long as resources permit, will continue to be  
provided to the AMMC until the TDA is approved.

d. Reference Paragraph 4a(6), Section I, Page 4; Paragraph 1a(2),  
Section II, Page 15; Paragraph 2a(2), Section II, Page 22; Paragraph 2b(13),  
Page 24: Concur. Current restructuring action includes the addition of  
three Direct Support Companies and two Avionic Companies (MTOE). When this  
action is completed a study will be conducted to determine if a shortfall  
still exists.

e. Reference Paragraph 5a(8), Section I, Page 7; Paragraph 1b(2),

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SUBJECT: Operational Report-Lessons Learned for the Period Ending  
31 January 1967 (RCS CSFOR-65)

Section II, Page 16; and Paragraph 2b(1), Section II, Page 23: This problem will be alleviated when the USARV Regulation implementing AR 750-13 is published in the near future.

f. Reference Paragraph 5a(11), Section I, Page 8: The 34th General Support Group is currently preparing such an SOP for USARV units, prescribing exact materials, tools, equipment, sling lengths and components.

g. Reference Paragraph 5b(1), Section I, Page 8: The request for additional Aircraft Supply Evaluation and Assistance Teams is being processed in this headquarters.

h. Reference Paragraph 5c(1)(d), Section I: Nonconcur. Records at this headquarters indicate a reasonable number of aircraft armament subsystem and major end item losses, in proportion to the number of aircraft losses, have been reported by units. These reports were forwarded to appropriate National Inventory Control Points.

i. Reference Paragraph 1a(1), Part I, Section II, Page 15; and Paragraph 2a(1), Part II, Section II, Page 22: Concur. This headquarters has directed the 34th General Support Group to provide the necessary input for such a study.

j. Reference Paragraph 1b(1), Part I, Section II, Pages 15 and 16; and Paragraph 2b(2), Part II, Section II, Page 23: Concur in the necessity for this provisioning and back up support. This headquarters has requested that AVCOM negotiate an open end contract with Lycoming so that required parts can be procured directly from the factory. Additionally, the problem will be alleviated by the arrival of a new test stand in the near future.

k. Reference Paragraph 1d(1), Pages 18 and 19; and Paragraph 2b(7), Page 23, concerning aircraft armament floats: Concur. At the USARPAC Aviation Closed Loop Conference on 20-25 March, it was recommended that DA take immediate action to authorize a depot stockage level in USARV for aircraft armament systems, and validate the requirements for use of the unprogrammed systems now utilized in RVN; that authorizations for M60 machineguns be increased to allow for current demilitarization requirements; and that the maintenance float and depot stock for M60 machineguns and M75 grenade launchers be increased.

l. Reference Paragraph 1d(3), Part I, Section II, Page 20; and

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SUBJECT: Operational Report-Lessons Learned for the Period Ending  
31 January 1967 (RCS CSFCR-65)

Paragraph 2b(8), Part II, Section II, Page 23: Concur. This headquarters has directed the 34th General Support Group to provide installation and/or modification and requisitioning instructions through their technical channels to accomplish the recommended modification.

m. Reference Paragraph 1d(4), Part I, Section II, Page 20; and Paragraph 2b(6), Part II, Section II, Page 23: Concur with the necessity for this liaison. Such liaison visits presently are conducted on an as required basis.

n. Reference Paragraph 1d(5), Part I, Section II, Page 21; and Paragraph 2b(4), Part II, Section II, Page 23: Concur that requisitioning of critical aircraft armament repair parts and components should be put under the "Intensive Management System" and requisitioned directly from responsible National Inventory Control Points.

o. Reference Paragraph 1e(1), Part I, Section II, Page 21: Because of lack of specific examples cited by unit, this headquarters is unable to determine the magnitude of this problem; however, the unit has been directed to furnish more detailed information. Upon receipt of the data, this headquarters will review the matter for appropriate action.

p. Reference Paragraph 2b(3), Part II, Section II, Page 23:  
Concur.

q. Reference Paragraph 2b(7), Part II, Section II, Page 23: The present percentage of float stock aircraft armament sub-systems for use in RVN is 10%. It is considered that 15% is a more desirable figure and such is our goal.

r. Reference Paragraphs 2b(11) and 2b(12), Part II, Section II, Page 24: Concur.

s. Reference Paragraphs 2b(9), Page 23, and 2b(10), Page 24:  
Concur.

FOR THE COMMANDER:

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GPOP-DT(15 Feb 67)

2d Ind (U)

SUBJECT: Operational Report-Lessons Learned for the Period Ending  
31 January 1967 (RCS CSFOR-65), HQ 34th Gen Spt Gp (AM&S)

HQ, US ARMY, PACIFIC, APO San Francisco 96558 20 JUL 1967

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

This headquarters concurs in the basic report as indorsed.

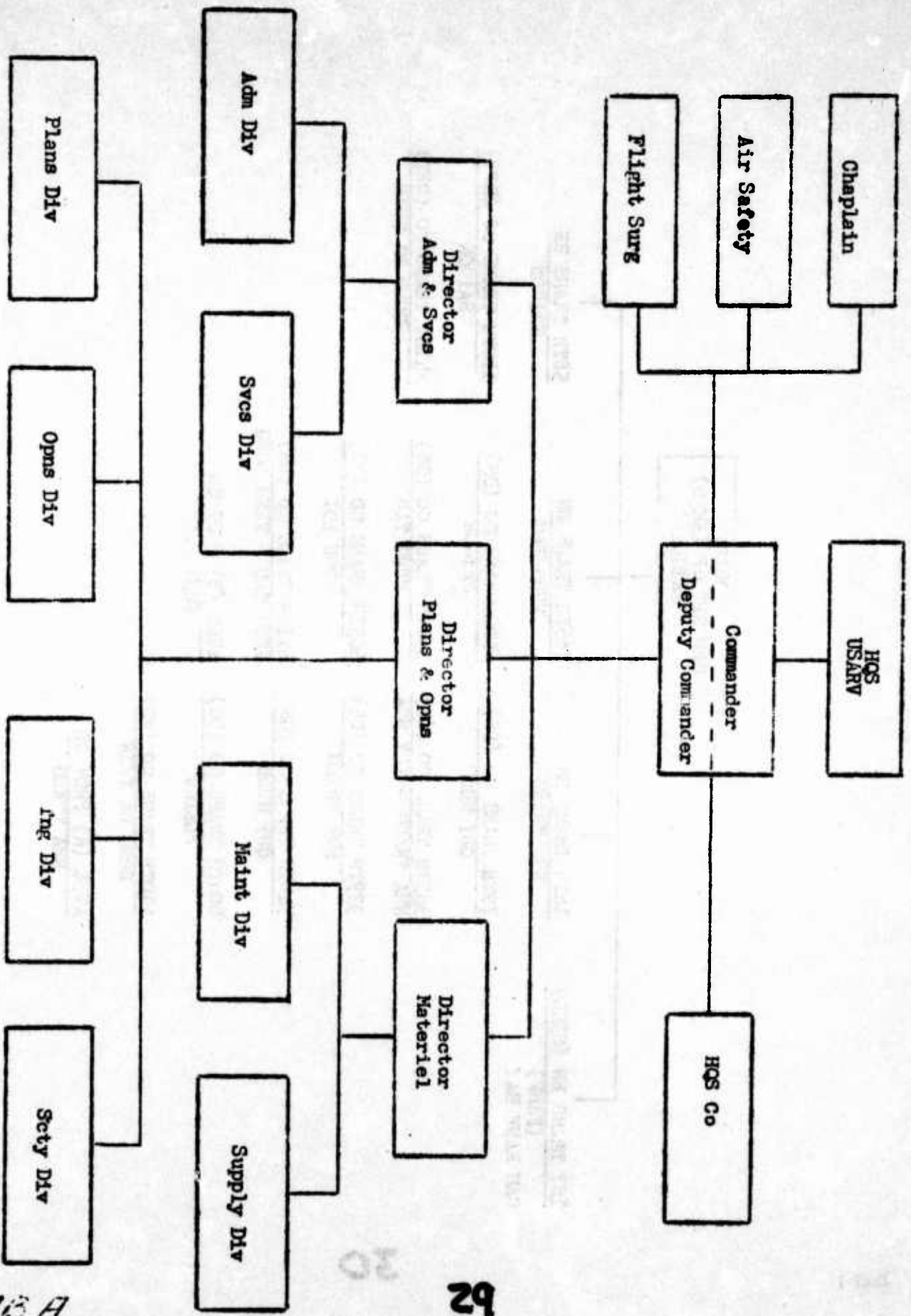
FOR THE COMMANDER IN CHIEF:

*G. L. McMullin*  
G. L. McMULLIN  
MAJ, AGC  
Asst AG

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REMOVED UNCLASSIFIED WHEN  
SEPARATED FROM CLASSIFIED  
ENCLOSURE(S) \_\_\_\_\_

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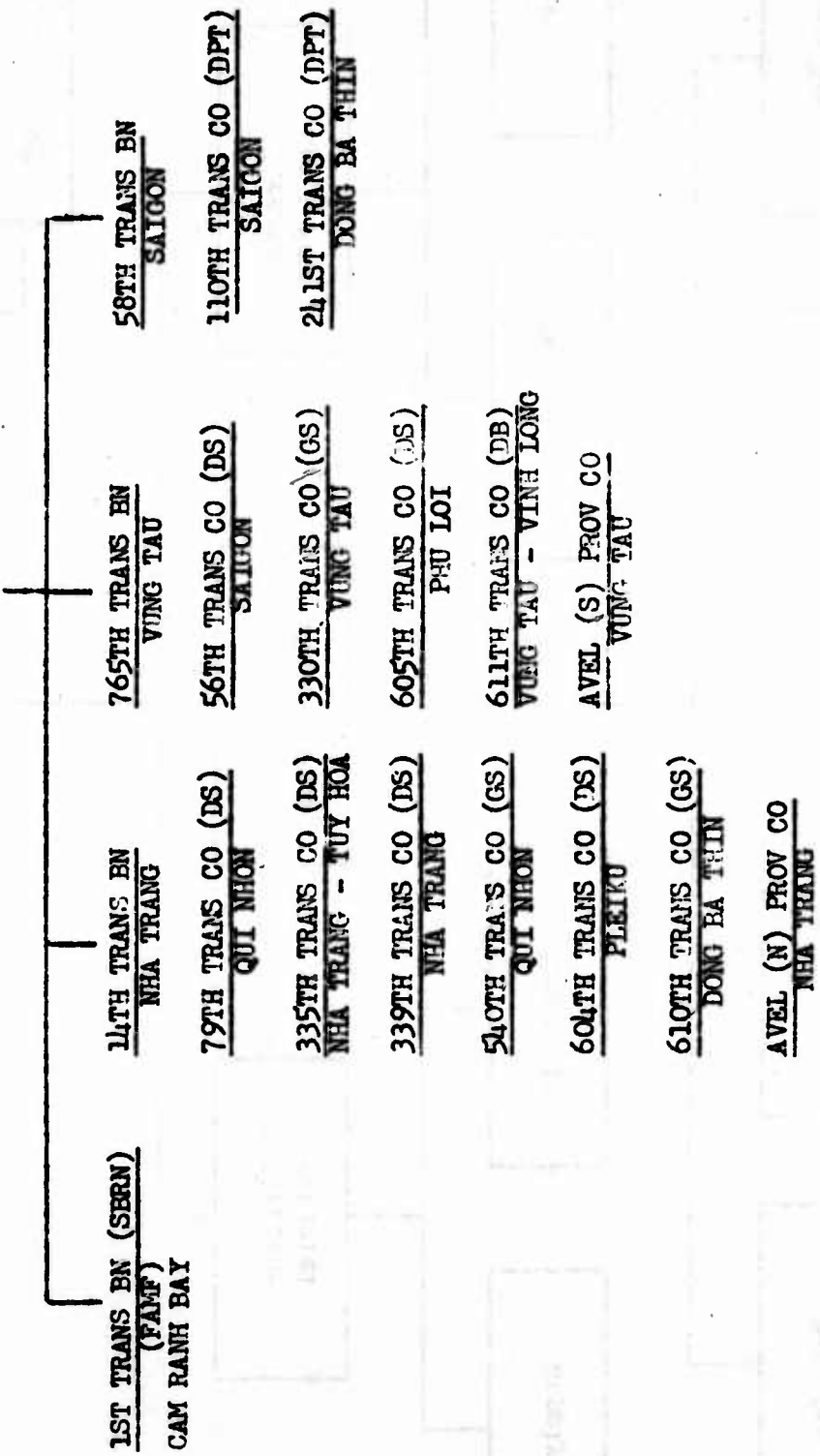


Tab (U) STAFF ORGANIZATION AS OF 1 NOVEMBER 1966

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TAB A

34TH  
GEN SPT GP (AM'S)  
SAIGON



RVN AVIATION PERFORMANCE DATA  
BASE - DA FORM 1352

001 66

	PRINTING HOURS		OPERATIONAL FLIGHT HOURS		MORNING	NOSES		
	RVN PROGRAM	ACTUAL USARY	DA STD	ASGD USARY		DA STD	ASGD USARY	
0-1	70	87	86	90.4	11	6.3	3	3.2
U-1	60	70.3	75	80.3	20	18.7	5	.58
U-6	50	47	79	70.7	15	26.4	6	2.7
U-8	65	54.3	77	64	15	31.7	8	4.1
OV-1	72	62.6	77	78.7	18	11.8	5	9.4
CV-2	70	81.4	75	69.2	20	25.3	5	5.3
OH-13	40	51	75	63.7	16	22.4	9	13.8
OH-23	40	55.2	75	69.6	16	16.6	9	13.6
UH-13	60	51.3	80	76.7	15	16.1	5	7
UH-1C	60	47.8	80	75.6	15	11	5	13.3
UH-1D	60	75.2	80	76.3	15	15.3	5	8.3
OH-47	50	44.2	50	62.6	25	20.5	25	16.8
OH-54	30	34	60	71.7	25	23.3	13	4.8
ALL	58.53	64.4	77.92	74.9	15.65	16.3	6.43	8.75

TAB C,

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AVN ARMY AVIATION PERFORMANCE DATA

BASE - DA FORM 1352

OPERATIONALLY READY

NORM

NORS

NOV 66

	<u>RVN PROGRAM</u>	<u>ACTUAL USARV</u>	<u>DA STD</u>	<u>ASGD USARV</u>	<u>DA STD</u>	<u>ASGD USARV</u>	<u>DA STD</u>	<u>ASGD USARV</u>
O-1	70	83.7	86	89.2	11	5.9	3	4.7
U-1	60	72.2	75	79.5	20	18.2	5	2.2
U-6	50	45.2	79	71.2	15	24.7	6	3.9
U-8	65	58.6	77	61.1	15	54.9	8	3.9
OV-1	72	65.8	77	84.3	18	8.0	5	7.6
OV-2	78	72.9	75	65.7	20	28.5	5	5.6
OE-13	40	50.9	75	64.4	16	21.3	9	14.2
OE-23	40	58.2	75	61.6	16	22.5	9	15.7
UH-1B	60	48.9	20	71.6	15	20.2	5	8.1
UH-1C	60	44.1	80	69.7	15	14.0	5	16.2
UH-1D	60	78.5	80	75.4	15	16.1	5	8.4
CH-47	50	41.6	50	58.0	25	25.3	25	16.6
CH-54	30	27.6	60	74.5	25	25.5	15	.0
ALL	58.53	64.0	77.70	72.3	15.71	17.9	6.54	10.3

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AVN AFB AVIATION PERFORMANCE DATA  
 BASE - DA FORM 1352

	FLYING HOURS		OPERATIONALLY READY				NOBS	
	RVN PROGRAM	ACTUAL USARY	DA STD	ASGD USARY	DA STD	ASGD USARY	DA STD	ASGD USARY
O-1	70	84.6	86	87.5	11	9.5	3	2.9
T-1	60	65.4	75	80.4	20	16.0	5	3.5
U-6	50	44.7	79	68.5	15	27.0	6	4.4
U-8	65	62.3	77	62.3	15	34.4	8	5.0
OV-1	72	68.4	77	79.1	18	7.1	5	13.6
CV-2	70	71.6	75	67.2	20	28.6	5	4.0
OE-13	40	55.8	75	66.9	16	20.7	9	12.3
OE-23	40	61.9	75	64.7	16	25.8	9	9.4
UH-1B	60	53.2	80	72.1	15	19.8	5	7.9
UH-1C	60	47.4	80	72.1	15	12.3	5	15.4
UH-1D	60	78.8	80	74.2	15	15.5	5	10.1
CH-47	50	44.9	50	61.2	25	20.6	25	18.1
CH-54	30	55.0	60	79.7	25	20.2	15	.0
ALL	58.29	65.0	77.69	72.6	15.70	17.4	6.72	9.8

IN-COUNTRY CONTRACT TECHNICIANS

BELL HELICOPTER

UNIT

SPECIALTY

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Joe Beebe	34th Gen Spt Gp	Management Rep (Overhead)
James Ferguson	34th Gen Spt Gp	Senior Rep (Overhead)
Clifford Burchett	34th Gen Spt Gp	UH-1/OH-13
George Love	339th/14th Trans Bn	UH-1/OH-13
Coalby Brown	604th/14th Trans Bn	UH-1/OH-13
Leonard Barnes	330th/765th Trans Bn	UH-1/OH-13
Edward Mros	605th/765th Trans Bn	UH-1/OH-13
Charles Brown	765th Trans Bn	AAMTAP
Fred Hetrick	765th Trans Bn	AAMTAP
Joe Young	765th Trans Bn	AAMTAP
Clarence Carter	765th Trans Bn	AAMTAP
Michael Franklin	765th/544th Trans Det	UH-1/OH-13
C. Lytle	151st Trans Det/145th Avn Bn	UH-1/OH-13
Barney Bannister (Lead Rep Cav)	D Co/1st Cav Div	UH-1/OH-13
John Elben	C Co/1st Cav Div	UH-1/OH-13
J. Sangemino	B Co/1st Cav Div	UH-1/OH-13
Robert Merrell	A Co/1st Cav Div	UH-1/OH-13
Charles Curtis	1st Cav Div	(Reliability & Maintainability)
Elton King	1st Cav Div	" "
Ernest Mathews	1st Cav Div	" "
Raleigh Selby	1st Cav Div	" "
Randall Johnson	334th Avn Co	" "
Alton Elliot	E Co/701st Maint Bn	UH-1/OH-13
William Wallace	E Co/725th Maint Bn	UH-1/OH-13
Eugene Prater	AMMC	Spare Parts (Overhead)
John Follet	121st Avn Co	UH-1/OH-13

BOEING VERTOL

Joe Brittain	34th Gen Spt Gp	Management Rep (Overhead)
Robert Orr	34th Gen Spt Gp	Senior Rep (Overhead)
John Zorn	58th Trans Bn (AMMC)	CH-47 (Spares)
Joe Yaglinski	1st Cav Div, 15th Bn	CH-47
James Alexander	147th Avn Co	CH-47
Gordon Smith	178th Avn Co	CH-47
James R. Deam	1st Cav Div, C Co	CH-47
Glenn Miller	1st Cav Div, A Co	CH-47
Anthony Farris	1st Cav Div, B Co	CH-47
Robert Backer	765th Trans Bn	AAMTAP
Ralph A. Fernandez	765th Trans Bn	AAMTAP
Wayne S. Williams	765th Trans Bn	AAMTAP
James W. Adams	765th Trans Bn	AAMTAP
Floyd Wright	765th Trans Bn	AAMTAP
Daniel Nocher	765th Trans Bn	AAMTAP
Harold Yenser	1st TC Bn	CH-47
James Knickerbocker	179th Avn Co	CH-47
Robert Morris	180th Avn Co	CH-47
Joseph Dykstra	Unassigned (Temp 34th Gp) Co Overhead)	

TAB D,

Incl 1

CHANDLER

UNIT

SPECIALTY

Paul Gilday  
Walter Lasota

765th Trans Bn  
765th Trans Bn

T-53 Fuel Control  
T-53 Fuel Control

DeL.VILLAND AIRCRAFT

Crawford Byers

765th Trans Bn

CV-2B

F. IRCHILD-HILLER

Donald Burch

25th Inf Div

OH-23

GRUMMAN AIRCRAFT

John Mako  
Walter Mattson

34th Gen Spt Gp  
34th Gen Spt Gp

OV-1  
OV-1

HAMILTON STANDARD

Paul Christian  
Frank Rohoski  
Joseph Mozzano  
Robert Provest  
Robert Judycki  
Richard Ballard

14th Trans Bn  
765th Trans Bn  
765th Trans Bn  
765th Trans Bn  
604th/14th Trans Bn  
335th/14th Trans Bn

OV-1, CV-2 Props  
OV-1 Props  
OV-1, CV-2 Props  
T-55 Fuel Control  
T-55 Fuel Control  
T-55 Fuel Control

LYCOMING

Richard Kipphut  
John McDaniel  
Walter Schimpf  
Richard Dick  
C Harrington  
John Donovan  
Larry Dulworth  
Charles Duley  
Lewis Fairfield  
William Wycoff  
Newton Sauaria  
Thomas K. Roynolds  
Harold Clark  
Norbert Reis  
Weasley Veazey  
Harland Beane  
Edward Lynch  
Frank G. Koch  
Kenneth Stryker  
Grady Gaines  
Lionel Wittenberg

34th Gen Spt Gp  
131st Avn Co/14th TC Bn  
540th/14th Trans Bn  
765th Trans Bn/Vinh Long  
605th/765th Trans Bn  
604th/14th Trans Bn  
765th Trans Bn  
765th Trans Bn  
765th Trans Bn  
571st Avn Co  
765th Trans Bn  
1st Cav Div  
1st Cav Div  
605th/765th Trans Bn  
1st Cav Div  
1st Cav Div  
1st Cav Div  
1st Cav Div  
1st Cav Div  
1st Cav Div  
1st Cav Div

T-53/T-55  
T-53/L-7  
T-53  
T-53  
T-53/T-55  
T-55  
AMTAP T-53  
AMTAP T-53  
AMTAP T-53  
T-53  
AMTAP T-53  
T-53  
T-53  
T-55  
(Reliability & Maintainability)  
"  
"  
"  
"  
"  
"  
T-55

TA3 D2

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PRAFT & WIXTNEY

UNIT

SPECIALTY

Philip Devlin

1st Cav Div

CH-54 Engine

SILORSKY AIRCRAFT

G. Degermanjian

1st Cav Div

CH-54

SOLAR DIV (IHC)

Harre Auest

1st Cav Div

CH-47 APU

Don Carson

605th/765th Trans Bn

CH-47 APU

VICKERS IMC (SPERRY RAND)

J. Laducer

765th Trans Bn

CH-47 Hydraulics

C. Hatfield

540th/14th Trans Bn

CH-47 Hydraulics

BEECH AIRCRAFT CORP

John Coffman

34th Gen Spt Gp

U-8 Airframe

TAB D3

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Incl 4

<u>NAME</u>	<u>COMPANY</u>	<u>EQUIPMENT</u>	<u>LOCATION</u>
AVERY	DAC ECOM	ASN-64 ARN82/83	TSN
ELDRIDGE G.	DAC ECOM	OV-1 Gen	TSN
FLEMING B.	DAC ECOM	APX-44/RHU	TSN
		Comp Sys/ASN-72	
HOLLOMAN G.	DAC ECOM	IR Coolers	VT
GREENWALT F.	DAC ECOM	ARC 51/54 APC102	NNT
MINIKOWSKI F.	DAC ECOM	ARC 51/ARN-52	TSN
NAVE	DAC ECOM	Avionics Gen	FAMP
ROYAL	DAC ECOM	AFN 158/ARC-54/102	TSN
STUBBS	DAC ECOM	Avionics Gen	NNT
WELSHONS	DAC ECOM	ARC 51/54/102	VT
DEATLY	DAC AVCOM	Retrofit	TSN
ELCHORN	Fairchild	KA-60	An Khe
MC MORRIS	Gilfillan	TPN/8	VT
TAYLOR	Gilfillan	TPN 8/18	VT
	Gilfillan	TPN 8/18	An Khe
REICHARD	HRB Singer	IR	Hue Phu Bai
EBERT	HRB Singer	IR	VT
WATSON	HRB Singer	IR	An Khe
SMITH	Motorola	AFS 94	Hue Phu Bai
FERGUSON	Motorola	AFS 94	VT
ROGERS	Motorola	AFS 94	An Khe
BESSON	Sperry	C-12/ASN-12	VT
NICHOLS	Sikorsky	CH-54 Avionics	An Khe
ANDERSON	Stewart Warner	ASN-52 TACAN	VT
SILVA	Boeing-Vertol	S.S	178th Phu Lai
MOLLILO	Boeing-Vertol	S.S	An Khe
SIMRIN	Boeing-Vertol	S.S	An Khe
MULLANEY	Boeing-Vertol	S.S	An Khe
DONAHUE	Boeing-Vertol	S.S	174th DET
CRUMHORN	CMC	ASN-64	TSN
WILFORD	CMC	ASN-64	TSN (224th)
CLANCY	CMC	ASN-64	An Khe
MERTEN	Chi-Aerial	KS-61	VT
HERRICK	Chi-Aerial	KS-61	An Khe
HERRERA	Chi-Aerial	KS-61	Hue Phu Bai
RIFFLE	Collins	ARC-51	An Khe
NOWALKOWSKI	Collins	ARC-45/ARC51/102	Nha Trang
BRANTLEY	Collins	ARC-54	TSN

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TAB D4

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End 1

AVCOM D.C.'s IN RVN

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<u>NAME</u>	<u>SYSTEM</u>	<u>ADDRESS</u>
W. Kuehn	T-53	79th Trans Co APO S.F. 96238
R. Little	UH-1	79th Trans Co APO S.F. 96238
A. Elms	Ham Std Props	540th Trans Co (GS) APO S.F. 96238
A. Magnuson	T-55	180th Avn Co APO S.F. 96377
J. Landers	CH-54	478th Avn Co 382nd Trans Det APO S.F. 96490
T. Taylor	OV-1	11th Gen Supt Avn Co ASMA Flt. APO S.F. 96490
M. Stadalis	OH-13	15th Trans Bn Hqs & Hqs Co APO S.F. 96490
D. Baker	OH-13	15th Trans Bn Hqs & Hqs Co APO S.F. 96490
F. Demarest	Ham Std Fuel Control	330th Trans Co (GS) APO S.F. 96291
J. Hogan (NCAD)	Engine Stand	330th Trans Co (GS) APO S.F. 96291
C. Snyder (NCAD)	Engine Stand	330th Trans Co (GS) APO S.F. 96291
<u>AMTA</u>		
J. Wood	UH-1	HHD 765th Trans Bn AM&S AMTA APO S.F. 96291
G. Crimes	UH-1	" " " " "
L. McElvany	UH-1	" " " " "

TAB D5

Incl 1