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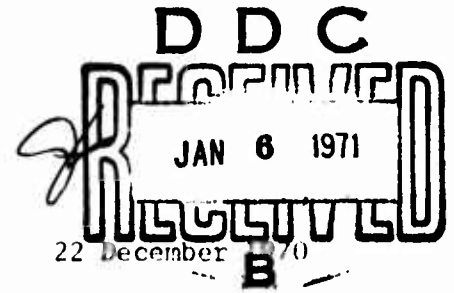
AGO ltr 29 Apr 1980

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

IN REPLY REFER TO



AGDA (M) (17 Dec 70) FOR OT UT 703220

SUBJECT: Operational Report - Lessons Learned, Headquarters, 34th
General Support Group, Period Ending 31 July 1970

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1. Subject report is forwarded for review and evaluation in accordance with paragraph 4b, AR 525-15. Information of actions initiated as a result of subject report should be forwarded to ACSFOR OT UT within 90 days of receipt of covering letter.

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

BY ORDER OF THE SECRETARY OF THE ARMY:

Kenneth G. Wickham

KENNETH G. WICKHAM
Major General, USA
The Adjutant General

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as

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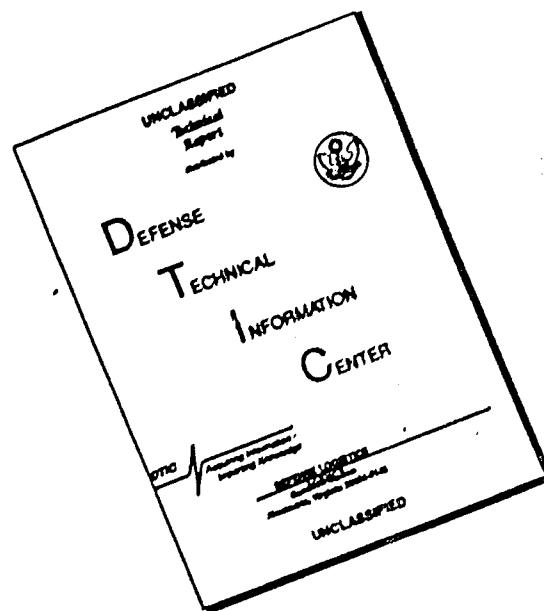
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DEPARTMENT OF THE ARMY
HEADQUARTERS, 34TH GENERAL SUPPORT GROUP (AM&S)
APO 96309

AVGF-B

SUBJECT: Operational Report of Headquarters, 34th General Support Group
(AM&S) for period ending 31 July 1970, RCS CSFOR-65 (RI)(U)

THRU: Commanding General
United States Army Vietnam
ATTN: AVHGC-DST
APO 96375

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

1. Section 1. Operations: Significant Activities

a. (U) MISSION: Provide Army aircraft maintenance and supply support (aircraft repair parts, avionics, and aircraft armament) to United States and other Free World Military Assistance Forces within Southeast Asia.

b. (U) OPERATIONS:

(1) During the 92 day period of this report, the 34th General Support Group (Aircraft Maintenance and Supply) continued to provide combat service support to over 4500 aircraft of the U.S., Vietnamese, and other Free World Military Assistance Forces in South Vietnam. Since the last reporting period the monthly average number of flying hours for the theater fleet has decreased from 292,000 to 285,000 hours. The total requirement for aircraft maintenance and supply has remained the same due to the greater amount of combat damage experienced during the period of the report.

(2) The drawdown of US forces from RVN has not reduced the total requirement for aircraft maintenance and supply support. Even though the number of aircraft in country has decreased slightly, the maintenance and supply requirement has remained level because of the ever increasing demand generated by the VNAF Improvement and Modernization program. There should be no reduction in aircraft maintenance units until current maintenance backlogs are reduced and there is a significant decrease in the number of supported aircraft.

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(3) In March, the 34th Group initiated the STREAMLINER (Stovepipe Replenishment of Aviation Materiel - Less Inventory, Expedited Response) concept on a test basis. The STREAMLINER concept is intended to implement the "inventory in motion" principle of DA Circular 700-18 by making aviation units direct customers of the Aviation Materiel Management Center (AMMC). This simplifies unit PLL procedures, expedites supply responsiveness, reduces stock levels at the unit, decreases NORS rates on aircraft, and reduces the number of NORS requisitions submitted. A primary benefit is the savings realized by eliminating the Direct Support Supply Activity (DSSA). The test was initiated with three aviation companies. In the reporting period, three more aviation companies have been added. Results have been very encouraging and plans are being made to include in the test all of the company-size aviation units of one Combat Aviation Group operating in Military Region IV. Also being tested within the framework of STREAMLINER is a standard unit PLL based on AMMC demand history for all of Vietnam. The first standard PLL, for the O-1 aircraft, was established in a STREAMLINER unit on 29 July 1970. Standard PLLs are being developed for each aircraft type and model in three quantity levels: 6, 12, and 24 aircraft each. A standard PLL for an aviation unit can be created by selecting the appropriate sub-PLLs and eliminating any duplication. Consideration is being given to seeking approval for all company size aviation units in Vietnam to operate with a standard PLL.

(4) During the latter part of 1969 and early months of 1970, a large number of aircraft components retrograded from RVN were found to have been damaged intransit because of improper packing and preservation. On 23 March 1970, the 34th Group established the ACCP (Aircraft Collection and Classification Point) at the Saigon heliport to provide a centralized activity to perform a quality control inspection of high dollar/critically needed repairable components, and, as necessary, to preserve and package these components for retrograde shipment. Originally attached to the 166th Aircraft Maintenance Detachment, the ACCP is now attached to the Saigon Aviation Depot of AMMC and is staffed with 22 military, 13 contract civilians, and 15 local national employees. At first the ACCP handled all aircraft engines, and repairable components from the 1st Cavalry Division (Airmobile) and the 25th Infantry Division, and most of the Theater Aircraft Repairables Program (TARP) items. In July, the ACCP operation was expanded to handle 600 high dollar and/or critical (HICRIT) repairable items from all sources in RVN. During the period 23 March to 30 June, the ACCP inspected, processed, packed, and shipped over 1650 S/tons of repairable aircraft components worth approximately \$90,000,000, including 1256 critical turbine engines. Additionally, the ACCP is providing a

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(AMAS) for Period Ending 31 July 1970, RCS CSFOR-65 (RI)(U)

centralized control point to regulate the flow of repairable items to rebuild shops on the Floating Aircraft Maintenance Facility (FAMF), and to insure that documentation accompanying retrograded repairable items is complete and accurate.

(5) A management technique being employed by this Command is the preparation and use of demand stratification listings of aircraft parts. All FSNs on the ASL (with separate lists for each aircraft system) are listed in order of their frequency of demand. The most demanded items are identified for more intensive management, and the least demanded items are candidates for deletion and excessing. The technique has recently been extended to include the ASIs of DSSAs as well. In order to physically segregate, package, and ship those items identified as surplus to in-theater stockage requirements, a 40-man Quick Reaction Assistance Team (QRAT) was requested from AVSCOM. The 40-man team DA authorized arrived on 1 May 1970 for a 90 day TDY assistance visit. This team segregated, packaged and shipped 62,373 lines, weighing 1,529,184 pounds, valued at \$28,058,965.81. The QRAT team completed its mission and was returned to CONUS at the close of this period.

(6) Enemy activity during the period against subordinate units was light and had little adverse effect upon the operational mission.

c. (U) TRAINING. (1) A total of 224 students graduated from the Army Aviation Refresher Training School (AARTS) during the months of May through July 1970. The reduced student output during this period was caused by the move of the school from Vung Tau to Phu Loi and the required change of the instructor staff from civilian to military personnel. A summary of the school's activities during this period follows:

<u>CLASS</u>	<u>LENGTH</u>	<u>MAY 70 - JULY 70</u>
ARMAMENT OFFICER #1	1WK	8
ENLISTED #1	1WK	21
OFFICER #2	1WK	7
ENLISTED #2	1WK	21
AVIATION SUPPLY	1WK	99
TECH INSPECTOR	3WKS	43
CH-47 HELICOPTER REPAIR	3WKS	<u>25</u>
	TOTAL	224

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(2) New classroom and billeting facilities at Phu Loi were completed and occupied on 6 July 1970. Six instructors were transferred from the 1st Aviation Brigade to the AARTS late in July. As a result the school was expanded from two courses on UH-1 Helicopter Repair and T53-L13 Turbine Engine Repair that were able to be conducted immediately after the school's move to Phu Loi. There are now six courses being taught at the AARTS.

(3) A proposed TDA for the AARTS, providing for a cadre of 35 personnel to support a student load of 215 students in 12 classes, has been submitted to USARV.

d. (U) ORGANIZATION: The ACCP has been attached to the 110th Depot for operational control. The ASOAP (Army Spectrometric Oil Analysis Program) laboratory, formerly located at Long Thanh, has been placed under operational control of the 166th Aviation Maintenance Detachment at Tan Son Nhut Air Base. The 34th General Support Group (AM&S) organization structure as of 31 July 1970 is shown in inclosure 1.

e. (U) PERSONNEL

(1) The personnel strength of the 34th Group on 31 July 1970 was:

	<u>OFFICER</u>	<u>WARRANT OFFICER</u>	<u>ENLISTED</u>
Authorized	248	159	4579
Assigned	214	147	4291

NOTE: Strength figures exclude the 1st Transportation Battalion (Aircraft Maintenance Depot)(Seaborne), which is attached to the 34th Group for operational control.

(2) It should be noted that the Group is understrength in all categories of personnel.

(3) In order to meet total aviation maintenance and supply requirements, 1907 civilian contract personnel were provided by Dynalectron Corporation, Lear-Siegler Incorporated, and Lockheed Aircraft Service. These personnel augment direct and general support aviation maintenance companies, light equipment maintenance companies (avionics oriented), as well as division and nondivision aviation units. Additionally, a total of 157 technical assistance personnel, qualified in selected engine, airframe, avionics, and armament systems, were provided by the United States Army Aviation Systems Command, Electronics Command, and Weapons Command.

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(AM&S) for Period Ending 31 July 1970, RSC CSFOR-65 (RI)(U)

f. (U) INFORMATION BRIEFING: During the reporting period, information briefings were presented to the following distinguished guests and visitors:

<u>DATE</u>	<u>NAME</u>	<u>POSITION</u>
1 May 70	BG James C. Smith	ADC, 101st Airborne Division
9 May 70	COL (P) Eugene P. Forrester	ADC, 1st Cavalry Division
28 May 70	COL Chester M. McKen, Jr.	CO, US Army Procurement Agency Vietnam
30 May 70	COL Joseph B. Starker	Chief of Staff, 1st Aviation Brigade
30 May 70	COL Albert J. Fern, Jr.	Deputy Aviation Officer, USARV
17 June 70	LTC William J. McGaffrey	Deputy Commanding General, USARV
24 June 70	BG Jonathan R. Barten	ADC, 1st Cavalry Division
24 June 70	COL (P) Olin E. Smith	ADC, 101st Airborne Division
24 June 70	COL Duane L. Emerson	Chief, Management Information Data System, USARV
24 June 70	COL Lewis H. Fender	Chief, Management Information Data Systems, USARV (Desinate)
1 July 70	Dr. Vincent Haneman	Army Scientific Advisory Panel
4 July 70	COL John F. Sullivan	Chief, USARV Aviation Logistics Division
14 July 70	BG (P) Verne L. Bowers	Deputy Chief of Staff (Personnel and Administration) USARV
21 July 70	Mr. Marvin Bunick (GS-14)	Army Maintenance Board

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21 July 70	Mr. Nicholas Crevar (GS-14)	Army Maintenance Board
29 July 70	COL James F. Hamlet	CO, 11th Aviation Group
30 July 70	EG Peter R. Delonga	Deputy Chief of Staff, Materiel, 7th USAF

2. Section 2. Lessons Learned: Commander's Observations, Evaluations and Recommendations (U).

a. PERSONNEL: Need for Authorized Technical Inspectors.

(1) **OBSERVATION:** The command has only 35 percent of the authorized helicopter technical inspectors. Throughout the past year, the strength has never risen above 66 percent. Helicopter technical inspectors are essential to quality control assurance in the maintenance of aircraft, and to determining the serviceability of aircraft parts and repairability of aircraft components.

(2) **EVALUATION:** The following actions have been taken in an attempt to alleviate this problem:

(a) A review of personnel records has been made and all personnel with any previous training as technical inspectors have been assigned this duty. In addition on the job training is provided selected personnel to qualify them as technical inspectors.

(b) The enlisted assignment branch at Headquarters, USARV, is constantly kept advised on the status of each critical MOS by written and verbal reports.

(3) **RECOMMENDATIONS:**

(a) That USARV make this critical shortage a matter of continual command follow-up with USCONARC and Department of the Army.

(b) That DA make a comprehensive study to determine reasons for and means of overcoming the continual shortage of technical inspectors.

b. OPERATIONS:

(1) Quick Reaction Assistance Team (QRAT).

(a) **OBSERVATION:** USAVSCOM provided a 40-man QRAT to the 34th General Support Group (AM&S) for a 90 day period (1 May - 31 July 1970). The team was sent TDY to Vietnam to identify, pull, pack, and ship

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aviation repair parts that were no longer demand supported. The QRAT was divided into two 10-man teams and four 5-man teams. The 10-man teams were assigned to the two aviation depots for their entire time in Vietnam. The 5-man teams went to the 18 divisional Direct Support Units and 34th Group on a rotational basis. The team NCOICs were furnished with decision tables to determine excess, a copy of the Aviation Materiel Management Center Availability Balance File, and disposition instructions based on FIA codes for items to be shipped. The QRAT processed aviation repair parts valued at more than \$28 million, with approximately \$25 million worth being shipped to CONUS NICPs. Total parts shipped by the QRAT during the 90 day period involved 62,373 line transactions weighing 765 short tons.

(b) RECOMMENDATIONS: As units redeploy or are inactivated, and the density of aircraft decreases, additional lines will no longer be demand supported. QRATs should be made available to the 34th Group upon request to assist in further reducing stocks in Vietnam. Team members should be more knowledgeable in aircraft repair parts supply procedures. Intensive training was required to fully qualify some individuals of the QRAT to perform their mission.

(2) Loading of SAAM Flights.

(a) OBSERVATION: Publications are unclear regarding the loading of Military Airlift Command (MAC) Special Assignment Airlift Mission (SAAM) flights used to retrograde Army aircraft from Vietnam to CONUS.

(b) EVALUATION: The 34th Group has found that the use of SAAM flights to retrograde repairable aircraft to CONUS is hampered in two respects by unclear or incomplete publications. AR 59-106/AFR 76-7, Operation of Air Force Air Terminals, does not clearly define the responsibilities of Army and Air Force personnel concerning the loading of SAAM flights. Local MAC representatives maintain that paragraphs 3 and 7 do not apply to SAAM flights and that these flights are unit moves, the SAAM flights must be loaded by Army personnel, often at a loss of valuable time to the Army aircraft maintenance effort as a result of personnel and equipment being required to await the arrival of the Air Force aircraft at the loading site. Air Force aerial port personnel often are unfamiliar with loading Army aircraft and are, therefore, unprepared to provide proper loading or technical advice on loading. For example, the Air Force C141-9 cargo loading manual does not contain loading instructions for OV-1 aircraft.

(c) RECOMMENDATIONS: That AR 59-106/AFR 76-7 be changed to clearly delineate service responsibilities for loading Army aircraft on SAAM flights. That loading instructions covering all Army aircraft be provided to MAC if the Air Force is responsible.

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(3) Safety Procedures in Aircraft Armament.

(a) OBSERVATION: Accidental firings of rockets have caused extensive property damage and loss of life.

(b). EVALUATION: Investigations of accidental rocket firings from armed helicopters have indicated that, had the proper safety precautions been observed (i.e. grounding of aircraft for static electricity, unloading the rocket launchers prior to performing maintenance, insuring that the aircraft armament system control is in "safe" position, and proper rocket storage and handling procedures are used), these accidents would have been avoided in most cases. Investigations also have revealed a hazard from Radio Frequency (RF) radiation. At least two incidents involving accidental rocket firings have occurred in which RF radiation is a suspected cause. One involved the launch of two 2.75 inch rockets from a UH-1C helicopter which destroyed an ammunition dump, killed one soldier, and wounded two others. The second incident involved an AH-1G helicopter which launched a helicopter rocket, as well as wounding one crewman. MUCOM and the 2.75 Aerial Rocket Project Manager's Office are initiating test programs to evaluate current equipment design and technical manual procedures for handling of aircraft ammunition. Picatinny Arsenal and the Naval Ordnance Laboratory are participating in this effort which should produce data upon which sound operating procedures can be based.

(c) RECOMMENDATIONS:

1. That aviation unit personnel not load or unload rockets from aircraft unless the firing pod cables are disconnected and the ship is adequately grounded to a ground stake which has been electrically tested.

2. That aviation unit personnel not handle or store 2.75 inch rocket ammunition in the vicinity of high frequency radios or radar equipment such as the commonly found AN/TPN-8. If doubt exists as to safe distances, a survey should be requested from a Radio Frequency Control Team.

3. That all aviators and support personnel be made aware of this problem and the preventive measures which have been or are being developed.

4. That aviation unit commanders insure strict adherence to safety procedures governing the handling and storage of ammunition.

(4) Life Extension Program for Turbine Engine

(a) OBSERVATION: The premature failures of turbine engines, primarily those installed on UH-1/AH-1 helicopters, is a continuing cause for concern. To reach the operator level in aviation units, a mobile training team was formed in July and is presently visiting units throughout the Republic of Vietnam to conduct engine care and conditioning classes. At present the team is composed of two officers and three enlisted men, who are highly skilled in aircraft and turbine engine maintenance.

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(b) **EVALUATION:** The results of the instruction have yet to be realized because of the short period of time elapsed since initiation of the program. The instruction, both classroom and practical, is presented to all available aviators and maintenance officers down to company level. Basically, instruction covers a review of turbine engine theory and a discussion/demonstration program encompassing the following topics:

1. Use of the oil analysis program.
2. Care and handling of JP-4 fuel.
3. Proper use of the GO-NO-GO placards.
4. Turbine engine analysis check (TEAC) and daily engine recording (DER) procedures.
5. Use of the Jet-Cal analyzer and ground and in-flight operation of the turbine engine vibration meter by maintenance personnel.
6. In-flight demonstration of engine topping procedures and subsequent adjustments.

(c) **RECOMMENDATION :** That the present operator instruction be continued as a recurring, periodic program to insure that replacement personnel are fully knowledgeable on all procedures covered.

- d. ORGANIZATION: None
- e. TRAINING: None
- f. COMMUNICATIONS: None
- g. LOGISTICS: None
- h. MATERIAL: None
- i. OTHER: None

3. Section 3, Headquarters, Department of the Survey Information
Information required by USARV letter, AVHGC-DST, 6 August 1968, subject: Operations Report-Lessons Learned: Escape and Evasion Information, is negative.

1 Incl
Organizational Chart

for *W. S. D. Smith, LTC*
JOHN BERGNER
Colonel, TC
Commanding

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SUBJECT: Operational Report of Headquarters, 34th General Support Group (AM&S) for period ending 31 July 1970, RCS CSFOR-65 (RI)(U)

Headquarters, United States Army Vietnam, APO San Francisco 96375

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

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

1. This Headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 July from Headquarters, 34th General Support Group (AM&S) and concurs.

2. Comments follow:

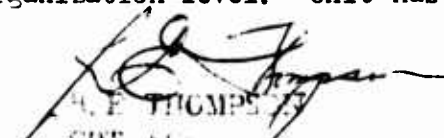
a. Reference item concerning "Need for Authorized Technical Inspectors," page 6, paragraph 2a: concur. Present strength of helicopter technical inspectors in RVN is 64 percent. This is a critical MOS and should be constantly monitored with every effort made to maintain this MOS at authorized levels.

b. Reference item concerning "Quick Reaction Assistance Teams," page 6, paragraph 2b(1): concur. Quick Reaction Assistance Team (QRAT) should be made available in the future as the number and types of Army aircraft are reduced. Such teams are extremely valuable in retrograding excess stocks in short periods of time. Team members must be knowledgeable in aircraft repair parts and supply procedures to allow full utilization of every team member. Unit has been so advised.

c. Reference item concerning "Loading of SAAM Flights," page 7, paragraph 7. The problems of interpretation of responsibilities for loading Military Airlift Command (MAC) Special Assignment Airlift Mission (SAAM) is currently under study by this Headquarters. Completion of the study and necessary changes to AR59-106/AFR 76-7 should solve this problem. No action by USARPAC or DA is recommended.

Reference item concerning "Life Extension Program for Turbine Engines," page 8, paragraph 2b(4): concur. The six point engine preservation instruction program should reduce the number of premature turbine engine failures. Instruction by the briefing team will continue on a six months cycle to insure continuity at organization level. Unit has been so advised.

FOR THE COMMANDER:


R. E. THOMPSON
CPT, AG
Assistant Adjutant General

Cy furn:
34th GS Gp

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SUBJECT: Operational Report of HQ, 34th General Support Group (AM&S)
for Period Ending 31 July 1970, RCS CSFOR-65 (RI)

HQ, US Army, Pacific, APO San Francisco 96558 13 OCT 70

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

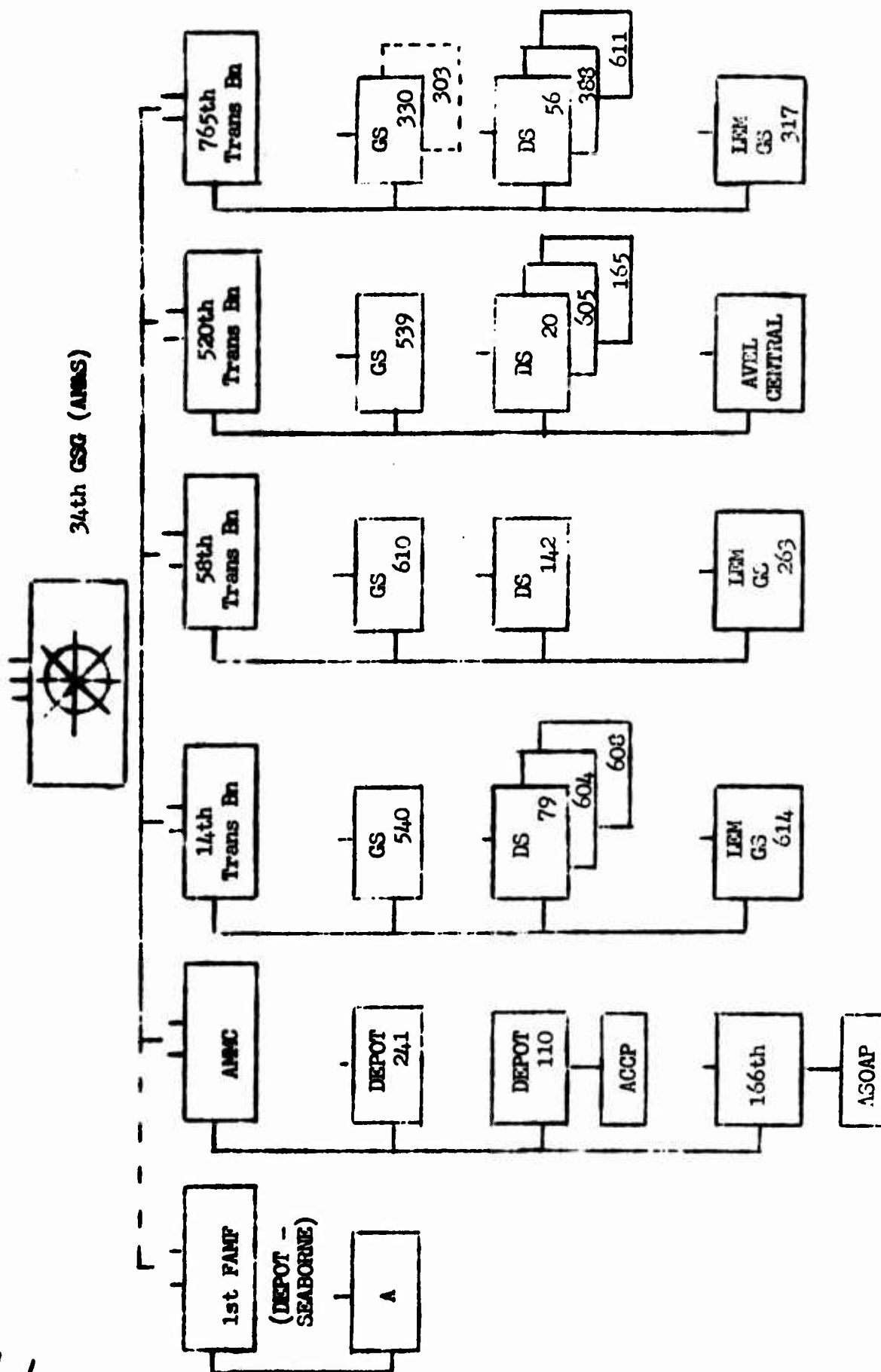
This headquarters concurs in subject report as indorsed.

FOR THE COMMANDER IN CHIEF:



D.D. CLINE
2LT, AGC
Asst AG

Incl 1



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CO, 34th General Support Group

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13. ABSTRACT