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5 July 1962

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ACCESSION NO. P/R
PO REGISTR. 552723

Lieutenant General Hamilton H. Howze
Commanding General
XVIII Airborne Corps and Fort Bragg
Fort Bragg, North Carolina

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~~DECLASSIFIED ON DEC. 31, 1968~~

Dear General Howze:

Attached is Summary of Logistical Report on Special Project on
Use of Army Aviation.

The complete report will be finished by 14 July 1962.

CLASSIFIED BY MPJ McGrew Sincerely,
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
1. ~~as~~ AUTOMATICALLY DOWNGRADED AT TWO YEAR
INTERVALS DECLASSIFIED ON DEC. 31, 1968.

EDWARD J. MC GREW, JR.
Major General, USA
Commanding

301st Log Comd

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SPECIAL PROJECT ON USE OF ARMY AVIATION

SUMMARY OF LOGISTICAL REPORT

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1. (C) MISSION.

a. To develop a logistical concept for resupply of tactical forces using Army aircraft instead of truck companies with STRAC OPLAN 55-61 as a guide.

2. (C) CONCEPT.

a. Plan A. Elimination of land LOCs east and west. Resupply of 101st Airborne Division, CCC of 2nd Armored Division and combat support units moving east in Phases IVB by Army helicopters operating from two aircraft carriers moving along the coast in pace with the advance of tactical units; POL is an exception and will be resupplied by tankers pumping to shore. The 2nd Infantry Division (Prov Inf Bde) and combat support units moving west will be supplied by helicopter from an aerial port depot. The 82nd Airborne Division will be resupplied through supply point distribution using its organic vehicles. Medical evacuation is by helicopter to hospital ships or direct by air to CONUS.

b. Plan B. Same as Plan A except aircraft carriers are eliminated and unit resupply east is accomplished by helicopters from the aerial port depot.

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3. (C) OBSERVATIONS.

a. If a sky cavalry type unit could be developed with the equivalent fire power and capability of the CCC, the necessity for surface delivery of units might be entirely eliminated and greater economy of forces and mobility attained.

b. The HC1B helicopter is not necessarily the ultimate answer to helicopter resupply. A helicopter designed specifically for the purpose might better accomplish the mission. The HC1B was employed in this analysis as being the one on which sufficient characteristics were known to permit reasonable estimates.

c. Maintenance poses a problem. However, the development of air mobile maintenance shops by installation of necessary shop equipment in Army helicopters might be the solution.

d. Field testing of the concept is believed desirable to determine helicopter capability, resupply of carriers and handling and maintenance capability aboard carriers.

e. TOEs of support units should be restudied to eliminate outside items and make the units more responsive to the improved mobility conceived in these plans.

4. (C) CONCLUSIONS.

a. The use of Army helicopters to replace transportation truck units in this kind of an operation is both feasible and practicable.

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b. Greater mobility and acceleration of the operation can be attained.

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c. The reduction in effectiveness of equipment as a result of the new maintenance and resupply concepts is not material and will have no serious effect on the ability of both tactical and logistical units to perform their missions during a short time frame operation. Outsize items and 4th echelon maintenance are eliminated except for Army aircraft.

d. Support of STRAC OPLAN 55-61 by Army aircraft as set forth in Plan A will require 5 Helicopter Companies (80 HC1B helicopters) and will result in the elimination of approximately 4,000 military vehicles.

e. Plan A would result in a reduction of requirements for MOGAS and diesel fuel during the first 30 days of operation and an increase in the requirement for JP 4/5. The net increase in requirements for Class III and IIIA for a 30 day period is 28,810 S/T.

f. Support troop requirements are reduced by approximately 44%. Increase in helicopter maintenance is insignificant overall.

5. (C) STATISTICAL DATA.

a. Attached as Annex A is a summary of statistical data showing comparisons of the basic support plan L 55-61 and the concept described in Plan A. Data for Plan A are preliminary.

b. There will be very little change in these data for Plan B.

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Annex A--Summary of Statistical Data

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80
23
290

140
30
7200

470
10
14710

8

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SPECIAL PROJECT ON ARMY AVIATION - LOGISTICAL SUPPORT

Annex A (Summary of Statistical Data) to SPECIAL PROJECT ON ARMY AVIATION - LOGISTICAL SUPPORT

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1. LOGISTICAL SUPPORT UNITS.

a. Personnel.

<u>Service</u>	<u>55-61</u>	<u>PLAN "A"</u>	<u>Percent Change</u>
Administrative	718	718	-
Chemical	172	31	-81.9
Engineer	2,942	505	-82.8
Medical	2,670	1,257	-53.1
Ordnance	3,465	1,672	-51.7
Quartermaster	2,343	933	-60.1
Signal	1,582	845	-46.1
Transportation	<u>6,428</u>	<u>5,437</u>	<u>-15.4</u>
Total	20,319	11,398	-43.9

b. Equipment.

<u>Item</u>			
Vehicles	7,324*	3,184	-57.9
Aircraft (HC1B's)	-	80	-
Measurement Tons	226,737	97,585	-57.0
Short Tons	49,985	20,602	-58.8

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*Excludes 4 light truck companies provided for mobility of tactical units.

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Annex A (Summary of Statistical Data) to SPECIAL PROJECT ON ARMY AVIATION - LOGISTICAL SUPPORT

2. THEATER TOTALS. (Surface Echelons)

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a. Equipment.

<u>Item</u>	<u>55-61</u>	<u>PLAN "A"</u>	<u>Percent Change</u>
Vehicles	19,436	14,142	-27.3
Measurement Tons	485,450	356,298	-26.7
Short Tons	126,131	96,748	-33.3

b. Shipping.

Commercial Ships	71	50	-29.6
Comet & Taurus Loads	10	4	-60.0
LST Loads	22	14	-36.4
LSD Loads	6	4	-33.4

c. Resupply. (Short tons - 30 day period)

Class I	5,974	5,220	-12.7
Class II, IV*	33,140	4,350	-86.9
Class III, IIIA	39,000	67,810#	+73.8
Class V	<u>13,951</u>	<u>13,179</u>	<u>- 5.6</u>
Total	92,065	90,559	- 1.7

Handwritten notes: 30, 465, 13951, 13179, 13179, 13179, 13179

*Includes Engineer Class IV projects material.

#Assumes rapid movement of tactical units for entire period. If rate of movement decreases after D+4 this requirement will be reduced.

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