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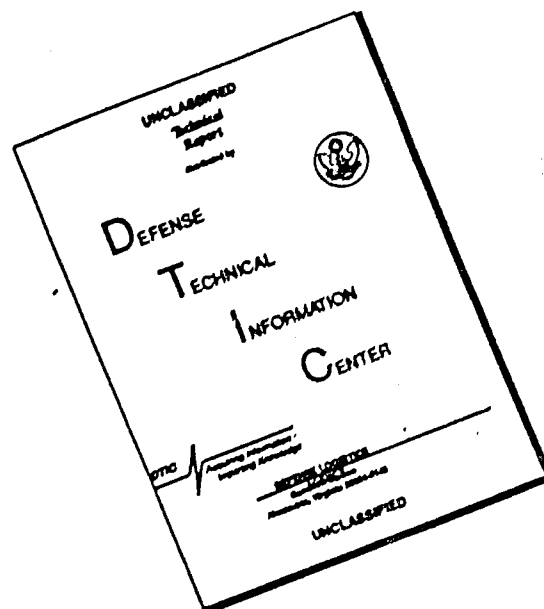
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DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310



IN REPLY REFER TO

AGAM-P (M) (27 Feb 68) FOR OT RD-674281

5 March 1968

SUBJECT: Operational Report - Lessons Learned, Headquarters, 34th General Support Group (AMSS), Period Ending 31 October 1967 (U)

AD388679
TO: SEE DISTRIBUTION

1. Subject report is forwarded for review and evaluation in accordance with paragraph 5b, AR 525-15. Evaluations and corrective actions should be reported to ACSFOR OT RD, Operational Reports Branch, within 90 days of receipt of covering letter.

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

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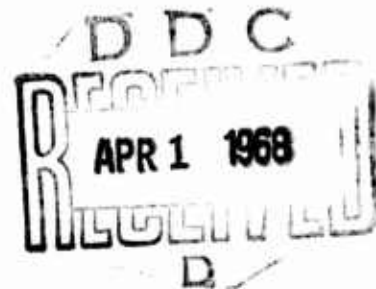
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34th General Support Group

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DEPARTMENT OF THE ARMY
HEADQUARTERS, 34TH GENERAL SUPPORT GROUP (AMAS)
APO 96307

AVGF-BB

11 November 1967

SUBJECT: Operational Report for Quarterly Period Ending
31 October 1967 (NCS CSFOR-65) (WDE9AA)

THRU: Commanding General
United States Army, Vietnam
APO 96375

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

(U) Under the provisions of United States Army, Vietnam (USARV) Regulation Number 1-19, dated 3 November 1967, 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 the United States and other Free World Military Assistance Forces within the Republic of Vietnam.

2. (U) ORGANIZATION: At the beginning of this quarter the Group was organized as shown in Tab A. During September 1967 an additional Aviation Electronics Company (Provisional) was formed to provide the 520th Trans Bn (AM&S) an organic avionics capability. Prior to this time avionics support was provided by AVEL South, a unit of the 765th Trans Bn (AM&S). Also during this quarter the 339th Trans Company (ADS) initiated relocation to Phu Hiep. Estimated closure date is estimated early November 1967. An updated organization chart reflecting current units and their locations is attached as Tab B.

*Downgraded at 8 year intervals
Declassified after 18 years
DOD DIR 5200.10*

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3. (C) PERSONNEL:

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

<u>OFFICER</u>	<u>WARRANT OFFICER</u>	<u>ENLISTED</u>
195	98	4,369

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

<u>OFFICER</u>	<u>WARRANT OFFICER</u>	<u>ENLISTED</u>
192	72	4,119

c. The assigned strength of this is as follows:

<u>OFFICER</u>	<u>WARRANT OFFICER</u>	<u>ENLISTED</u>
200	74	4,226

Note: Present for duty strength does not include the 1st Trans Bn (Seaborne) attached for operational control only. Present for duty strength also includes the following provisional units.

(1) AMTC, GO #1314, Hq, USARV, dtd 26 Feb 66.

(2) Avionics Electronics Support Company (South) (Prov)
dtd 2 Mar 66.

(3) Avionics Electronics Support Company (North) (Prov)
dtd 2 Mar 66.

(4) Avionics Electronics Support Company (Central) (Prov)
dtd 1 Sep 67.

4. (U) DIRECTORATE OF PLANS AND OPERATIONS:

a. PLANS & OPERATIONS:

(1) Supply & Maintenance Conference: A 34th Group Supply and Maintenance Conference was held in Saigon on 26 August 1967.

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(2) Information Briefings: The 34th General Support Group conducts information briefings for key commanders and staff officers visiting RVN. During the past three months briefings have been presented to:

Lieutenant General L. Lincoln	Deputy Chief, DA, of staff Logistics.
Major General O.E. Hurlbut	Assist Chief of Staff, G4 USARPAC
Major General Robert R. Williams	CG, 1st Avn Bde/Aviation Officer, USARV
Brigadier General C. Beck	USARPAC Comptroller
Brigadier General Theodore Antonelli	Office of the Joint Chiefs of Staff
Commander R.S. Leventhal	Office Secretary of Defense
Mr. J. Fasick	Assist Dir Def Div, GAO
Mr. E. Ducayet	President Bell Helicopter Company

(3) Modification to TOE 55-457E: On 10 October 1967 MTOE's were submitted on four 34th Group Direct Support Companies. The objective of the MTOE action is to incorporate the NCR 500 system into the units TO&E equipment. MTOEs will be submitted on the remaining Direct Support Companies within 60 days following their receipt of the equipment. The MTOE is required to provide authorization for the personnel MOS's and equipment necessary to support the supply function of the Direct Support Companies.

b. TRAINING:

(1) AMTAP School: The most significant training activity of the 34th General Support Group is the Army Aircraft Mobile Technical Assistance Program (AMTAP) School under operational and administrative control of the 765th Transportation Battalion at Vung Tau. The school includes the following courses:

- (a) UH-1B Airframe - Two week course - 21 students
- (b) UH-1C Airframe - Two week course - 21 students

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(c) UH-1D Airframe - Two week course - 21 students

(d) CH-47 Airframe - Four week course - 21 students

An additional CH-47 mobile team provides a two week course of instruction at unit locations. During this quarter courses were conducted at Tuy Hoa (180th ASHC), An Khe (1st Cav Div), and Chu Lai (180th ASHC).

(e) OH-6A Airframe - Two week course - 21 students

(f) T-53-L9/11 Engine - Two week course - 16 students

(g) T-53-L-13 Engine - Two week course - 16 students

(h) T-55 Engine - Two week course - 16 students

(i) T-63-A-5A Engine - One week course - 16 students

(j) Aircraft Avionics Tech Supply - Two week course
16 students

(2) New Equipment Training Teams (NETT): The 34th General Support Group programs requirements and sponsors various NET Teams provided by AVCOM, WECOM, and ECOM to update personnel on new types of equipment being deployed to RVN. During the past quarter the following NETT's were utilized by 34th Group.

(a) XM-27E1: Team fielded by WECOM to provide training support for the XM-27E1 armament system on the OH-6A. This team is currently operating from the Vung Tau AMTAP school conducting one week courses of instruction for 13 students per class. Course intended primarily for Armorers MOS 45J.

(b) AH-1G: AVCOM provided, sponsored by the 145th Combat Aviation Battalion at Bien Hoa. 34th Group has utilized this NETT for pilot transition, armament training, airframe training, T-53-L-13 (Cobra peculiar) engine training, and S&S (Stability Augmentation System) training.

(c) U-21: AVCOM provided, sponsored by the 210th Combat Aviation Battalion at Tan Son Nhut Air Base, Saigon. 34th Group has utilized this NETT to train support level maintenance personnel on the U-21 airframe, engine and for pilot transition.

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5. (U) DIRECTORATE OF MATERIEL:

a. AIRCRAFT MAINTENANCE:

(1) Aircraft Status: The status of all aircraft based on DA Form 1352 feeder reports to this headquarters for the months of July, August and September are shown at Tab C.

(2) RVN Oil Analysis Laboratory: During this quarter the USARPAC Oil Analysis Laboratory moved to RVN in order to improve its responsiveness to the theater requirements. The movement was made in two increments with the first increment becoming operational on 6 October 1967. The RVN laboratory was located at Cam Ranh Bay in the facilities of the 262d QM Petroleum Battalion. This site was chosen because it is centrally located to most USARV aviation units. Initial indications are that locating the laboratory in country where it has access to intra-theater communications and under direct supervision of the command will reduce the reaction time of the laboratory by approximately five to seven days. While in Okinawa, the average reaction time varied from eight to twelve days.

(3) T-53-L-13 Engine Maintenance: UH-1 aircraft incorporating the new T-53-L-13 engine began arriving in theater in 4th Quarter FY67. The total number of these aircraft introduced in that quarter was over three times the number anticipated by the command in initial support planning. Although the new aircraft were kept centralized by location and units, a critical shortage of special tools to perform organizational through general support maintenance on these engines developed. Expedited requisitions for these tools were very slow in being filled. Investigation revealed that initial support packages were being retained in CONUS depots because percent of fill was too little to deploy the packages. Information obtained at CONUS conferences revealed that peculiar tools to perform direct support level maintenance on T-53-L-13 engines were not procured. Through expedited action by AVCOM, the theater is obtaining the necessary tools to perform direct support level maintenance on these engines. However, during first quarter FY68 only enough T-53-L-13 tools were available in the command to perform hot section inspections at three General Support Companies. This shortage of tools necessitated an engine removal and replacement at 300 hours engine time. A greater demand for replacement engines was created because of the theater's lack of direct support maintenance capabilities.

(4) High Mortality of T-53-L-13 Engine:

(a) Gas Producer Nozzle, FSN 2840-975-0258 for T-53-L-13 Engine. Experience in inspection of T-53-L-13 engines at the 300 hour inspection has shown that greater than 95% of these

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nozzles are found to have cracks greater than allowable according to TB 55-2800-200-30/1. When found discrepant, these nozzles must be retrograded to CONUS repair facilities to be returned to service. Although enough nozzles are being provided to support theater requirements, there is a requirement to develop an improved nozzle to reduce the consumption of this part.

(b) Foreign Object Damage (FOD). Although all T-53-L-13 engines are equipped with sand and dust separator kits, these installations do not prevent foreign object ingestion. The theater is presently losing approximately .12 engines per installed engine inventory per month, principally from FOD. This loss of engines from FOD is considered excessive when compared to previous series of the T-53 engine.

(5) Disposition of Crash Damaged Aircraft: Rapid disposition of crash-damaged aircraft has been an objective of 34th General Support Group since its activation. Consequently, numerous means were tried to expedite evacuation of crash-damaged aircraft. As of the beginning of calendar year 1967, the average time to evacuate crash-damaged aircraft was six (6) to twelve (12) weeks. On 13 September 1967, 34th General Support Group Regulation 750-16 was published and implemented. This regulation provides the Battalion Commander authority to evacuate crash-damaged aircraft to CONUS when they are beyond the repair capabilities of the general support unit. Under this new regulation, crash-damaged aircraft should be evacuated within ten (10) to fifteen (15) days after receipt by the direct support unit.

(6) Aircraft Depot Maintenance Program: The aircraft depot maintenance program for FY68 was established at the 2d Closed-Loop Conference in May 1967. Generally, the aircraft depot exchange program for the 1st quarter FY68 has progressed as programmed. Aviation units are cooperating with the program and are anxious to turn-in their high time aircraft in exchange for new or overhauled aircraft. As long as the program does not slip excessively and aircraft are received from CONUS prior to evacuation requirements, the depot maintenance program should work well and prove beneficial to the theater in increased aircraft availability.

b. AIRCRAFT SUPPLY:

(1) Loss of freeloader has hampered operations in the northern sector, especially in the Pleiku area (604th and E Co, 704th). The USAF, to offset the loss of the freeloader system, implemented a regular schedule. This schedule improved the overall service to northern users, but did not improve the EDP problem. Schedule was established as follows:

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(a) 8000 lb space block to Chu Lai, Qui Nhon, Pleiku, Cam Ranh Bay, and Tuy Hoa once a day on 7 day per week basis. This service is so designed that the 8000 lbs space block is set aside for all locations.

(b) Freeloader to Vinh Long - 2 flights daily.

(2) A quarterly tailored level conference was conducted with AVCOM, WECOM, and ECOM in September 1967 for purpose of finalizing levels for special and intensive managed items for 2nd Qtr FY 68 and projected levels for 3rd Qtr FY 68. The following areas were covered:

(a) T-53-L-13: The L-13 special tool shortage problem was resolved. Agreement was reached on total numbers of peculiar tools required and the date AVCOM could effect delivery. Projected requirements of sets to be in-country by 1 Jan 68: 51 DS and 6 GS.

(b) Retrograde: Agreement was unanimously reached that the retrograde of unserviceable reparables from RVN must be emphasized and accelerated due to restrictions placed on procurement funds.

(c) ECOM SMI: It was discovered that ECOM did not have a clearly defined "SMI Standing Operating Procedure" such as the one utilized to negotiate with AVCOM. The AMMC representative agreed to draft one similar to the AVCOM procedure and submit to ECOM for consideration. A draft will also be prepared for submission to WECOM.

(3) Project Counter II arrived in-country 1 Oct 67 for a follow-on to Project Counter I. Due to the requirement for acceleration of the retrograde of unserviceable reparables, the mission for this party, with the exception of the AMMC depot team, has been modified to concentrate in the location, identification and shipment of critical items.

(4) During the quarter, the problem arose concerning reimburseable items issued to U.S. agencies other than Army. It was determined that records were not being maintained and that the only recorded ISSA was with the USAF on a minor program. USARV is in the process of publishing a regulation covering this deficiency.

(5) Since the introduction of the first 34th Gp NCR-500 computer in May 67, 9 Direct Support units have received the computer. One unit, the 608th Trans Co, arrived in-country equipped with this computer. Present status is 6 operational, 2-50% operational, 1 awaiting transportation and 1 (the final) due to arrive in November 1967.

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(6) A DA Publications Team arrived in-country on 21 August 67 and departed 10 Oct 67. During this period, the team made contact with 273 units to render pin-point publication assistance.

c. AIRCRAFT AVIONICS:

(1) The avionics peculiar test equipment, particularly as pertains to newly fielded avionics systems, and repair of older equipment as it requires repair, has presented many problems to not only 34th Gen Spt Gp, but to all of the divisions and the Aviation Brigade as well.

(2) New equipment released by USAECOM and sent to RVN has been often lost and mishandled in shipment, thus requiring long hours of lateral search throughout the various depots in RVN and once located, further requiring extensive repair and testing as a result of broken packaging and environmental damage. This has resulted in many of the direct support teams in RVN and general support, in the case of OV-1 avionic peculiar test equipment, having to either go without or suffer long delays in acquiring this equipment to perform their assigned mission.

(3) In the case of failure of existing avionics peculiar test equipment, long periods of time lost have been encountered, as the equipment has made its normal way through the test equipment repair facilities of 1st Log Comd. Averages from this support command, in terms of time, have been from three months to complete loss of the equipment in cases where it has to be evacuated to CONUS and a demand placed on the supply system (1st Log Comd).

(4) Newly fielded avionic systems are often in-country without adequate provisioning at direct or general support to maintain these systems. When messages are written back to the commodity commands, the replies state: "Provisions of AR 700-70 have been waived by theater command". Experience dictates that a system can be no more effective than the maintenance that can be performed on it, ensuring that specifications of power and frequency are met and maintained. As long as cognizant maintenance activities are not consulted prior to a decision being made by operational elements only, this situation will not improve.

d. AIRCRAFT ARMAMENTS:

(1) During the period covered efforts have been made to improve in-country repair capability on aircraft armament test equipment. Mr. Vince Hannah, U.S. Army Weapons Command representative, has been instrumental in evaluating our test set position and setting up an in-country repair facility at the 330th Trans Co armament shop. Progress in this area is very slow due to the lack of maintenance and parts manuals for the test equipment. Parts have been obtained by writing to WECOM and requesting them as needed. Repair parts are not set up in the supply

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system therefore they must be locally procured by WECOM as requested by 34th G.S.Gp or WECOM technical representatives.

(2) It has been found that the continued improper and lack of organizational maintenance on weapons and subsystems has caused unnecessary down time on armament subsystems and abnormal high usage of repair parts. Those inadequate maintenance procedures developed for several reasons. In many cases the crew chiefs and gunners who have the responsibility for the maintenance do not have the necessary knowledge of the armament subsystem. This is compounded by the fact that most of the aviation unit armament officers don't have adequate knowledge to give the required guidance and supervision. There is also a definite lack of time in some cases for the gunners to pull the necessary maintenance. This is becoming a more prevalent problem as the armament subsystems and weapons become more sophisticated on which the maintenance is much more critical and time consuming. In an effort increase the technical knowledge of gunners and armament officers the 34th Gp plans to start an armament school at the AAMTAP school in Vung Tau. Classes would be for one week duration. U.S. Army Weapons Command has been asked to furnish two armament instructors for the course.

(3) Repair parts support for the M-134 minigun and associated equipment degenerated to a point where 60% of the lines were at zero balance and another 8% below the safety level. This was caused primarily by the usage factors being higher than U.S. Army Weapons Command had anticipated and the slippage of delivery dates by General Electric Company, the sole producer of miniguns and spare parts. Appropriate command action has been taken to alleviate this problem and the situation has improved and Weapons Command has predicted relief on most critical parts within the next month.

(4) During this reporting period M-5 (40 MM grenade launcher) armament subsystems have been available in sufficient quantities to have a float and depot stock. This has enabled some of 34th Gp General Support Companies to start on M-5 rebuild program. Many of the M-5 subsystems presently in use are worn excessively and require complete disassembly, inspection and replacement of necessary parts. With float M-5 subsystems available this time consuming rebuild can be accomplished with very little down time on the gunships. The M-5 rebuild program has been hampered do to lack of saddle assemblies, one of the critical components that requires replacing. Weapons Command has advised this headquarters that sufficient quantities of saddle assemblies will be available in early calendar year 1968.

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c. TECHNICAL ASSISTANCE:

(1) During the past several months with the rapid expansion of the technical assistance program in SEA numerous questions have arisen regarding the operation of this program. One specific area of continuing concern has been the hours which tech reps and contract maintenance personnel are required to work, such requests usually being generated from field units to the Central Technical Assistance Office (CTA). Because of the variety of tech reps, the diverse hours which they are required to work, and the pay criterion for each, it was felt that this subject needed clarification. For example, a contract tech rep may be on call twenty-four hours per day, while a DAC serving the same function may be on an hourly wage program. The uncertainty as to which is which and the resulting responsibility of the unit commander to each tech rep was essentially what created the problem.

(2) In order for the units in the field to be informed on these matters the CTA must provide such units with a narrative description of the proper working hours. As a preliminary step to dissemination of this information it is first necessary to up-date all CTA contract files with information adequate to provide the correct answers to these questions. All files will be kept up to date and field units advised of subsequent changes.

(3) The technical assistance program has approximately 150 tech reps serving with the 34th General Support Group (AM&S) with the objective of providing the maximum support possible. During the past some tech reps have been assigned directly from the 34th Group to an operating unit where maintenance is performed. Since the structural link between Group headquarters and the tactical units is through battalion, general support and direct support units, it is likewise felt that the assignment of tech reps should follow the same pattern. This would allow control and responsibility to exist at battalion or company level rather than with the tactical unit.

(4) In light of the above discussion all tech reps will be assigned thru battalion level to the desired location. This will accomplish two objectives. One, responsibility will remain with a 34th Group unit for the proper utilization of the tech rep. Second, control of the tech rep will be handled by the battalion so his recall or change of location upon need may be quickly and efficiently coordinated.

d. (c) DIRECTORATE OF ADMINISTRATION AND SERVICES:

e. ADMINISTRATIVE DIVISION: Rest and Recuperation Program.

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Between the period 1 Aug to 31 Oct, 34th Group maintained an outstanding utilization percentage of R&R allocations. Aug and Sep utilization was 117% and 105%, respectively, giving group the highest utilization of any USARV unit during this period.

b. REAL ESTATE AND CONSTRUCTION:

(1) Aviation Materiel Management Center, Tan Son Nhut: It is anticipated that there will be further delay of the scheduled completion of the Aviation Materiel Management Center Headquarters building and Automatic Data Processing facility. Construction of the ADPS building was scheduled to begin 1 June 1967. Due to unfortunate circumstances, the start date was delayed until 21 August 1967. On 19 September 1967, Message Hq, USARV AVHGF-D 62627 was received by the 34th Group which provided an estimated completion date of 15 December 1967 for this building. A firm completion date has been difficult to obtain because of the lack of shipment information on the arrival in-country of critical computer components, air conditioning, power generating equipment, and raised false flooring. USARV Engineers have now provided a firm completion date of 1 May 1968, a delay of four and one-half months over the original completion date. Receipt of this advanced completion date has required this headquarters to seek command assistance in the form of a letter to the Deputy Commander, USARV. It is firmly felt that completion of this project not later than 1 January 1968 is totally essential in the interests of maintaining vital supply responsiveness.

(2) Qui Nhon Aircraft Supply Depot: Since the last reporting period, progress in the construction of the depot facilities has continued at a highly satisfactory rate. At the present time the cantonment area is 85% completed. All warehouses are now completed and storage bins have been installed. The ADP building has been completed and is ready for operation except for the installation of the vital air conditioning. This building's specifications call for the installation of 8 - 18,000 BTU air conditioners. These units are not on site and a representative of the USARV Engineer Construction Division North has indicated that their arrival is not expected until late December.

(3) Movement of the 34th Group HHC: The 34th Group HHC and the 58th Transportation Battalion's HHC were scheduled to move to the new MACV Sub-Post area on 1 September 1967. This move has been delayed twice and is now tentatively set for the end of November 1967. These delays have been caused primarily by the slippage of the construction target dates of the new MACV 900 man billet. This facility is now completed and the only hold up now is the accomplishment of needed repair and utilities work which has been placed on work order. The expeditious accomplishment of needed R&R work has been difficult to achieve and numerous personal visits and command action have been required in an attempt to establish expected priorities.

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(4) Two Avionics Buildings for AVEL South at Vung Tau:
Construction of two air conditioned avionics buildings for the 765th at Vung Tau has begun recently. A request for the construction of two (2) Avionics repair buildings with associated air conditioning for the 765th Transportation Battalion at Vung Tau was initiated and forwarded through channels from the Vung Tau Sub Area Command during June 1967. After considerable delay, involving re-evaluation of the entire project by USARV Engineering, final approval of this project was fully completed on the 24th of October 1967. Ground breaking was begun on the 25th of October 1967 and pouring of the concrete base and footings commenced on the 28th of October 1967.

(5) Special Supply Actions to locate and Issue Equipment for Newly Arriving Air Cavalry Squadrons: The following messages authorize the issue of special equipment in excess of current allowances:

CONF DA MSG 828454 DTG 172137 Aug 67.

UNCLASS USARV MSG AVHGD 63224 DTG 221242 Sep 67.

The above messages authorize the issuance of the following items of equipment:

LINE NO.	FSN	NOMENCLATURE	QTY AUTH PER CO.
X60696	2320-073-8251	Truck, Tractor Wrecker M246A2	1
	or		
X60696	2320-835-8639	Truck, Tractor Wrecker M246	1
X48914	3930-903-0900	Truck lift fork diesel, RT 6000#	1
	or		
X49051	3930-903-0856	Truck lift fork diesel, RT 10,000#	1
J355424	6115-722-3760	Gen set dsl eng 15 KV	2
V48167	8340-753-6227	Tent, Maintenance	6

This equipment has been requisitioned by the 14th Transportation Battalion, the 520th Transportation Battalion and the 765th Transportation Battalion for utilization by each maintenance detachment in support of the

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now Air Cavalry Squadrons. The supply status of the above equipment is critical at this time and a request has been forwarded by the 34th Group to secure priority of issue of these items. In addition, a recent decision to separately employ the Air Cavalry Squadrons in Troop size units, prior to a time which was previously planned, will necessitate further breakdown of the supporting maintenance detachments to accompany supported Air Cavalry Troops to separated locations. This unit fragmentation will require equipment in addition to that authorized by reference (b) above. This headquarters has initiated a letter requesting additional equipment to support this further fragmentation.

c. INFORMATION DIVISION:

(1) Failure to produce active Public Information Program with additional duty personnel: It has been determined that to provide a unit of this strength with an adequate information program, there must be assigned more than parttime Information Officers. Personnel assigned to other mission essential duties cannot devote enough time to battalion information programs. One full time officer at the Group Headquarters cannot meet all requirements of the subordinate units. To satisfy all requirements of both Command and Public Information Programs within this command, it has been determined that a public information team should be formed from existing resources within 34th Group.

(2) Civic Action: Civic Action programs have been formulated among units within this command without proper clearance and notification to higher headquarters. Civic Action projects were initiated and operated at the unit level with no guidance from MACV Advisors and other Civic Action specialists. Usually this was caused by the unit itself not being fully aware of the existence of the civic action agencies. This situation resulted in the loss of time and in many cases, the loss of services and materiel which can be provided through proper channels. All units participating in civic action project have been encouraged to seek the advice of MACV District Advisors, USARV G-5 Officers, and all pertinent regulations, circulars, and pamphlets. A great deal can be accomplished through combined efforts than by individuals units maintaining separate projects.

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(RCS CSFOR-65) (WDE9AA)

SECTION II

COMMANDERS OBSERVATION AND RECOMMENDATION

1. (U) PART I - OBSERVATIONS (Lessons Learned):

a. RVN OIL ANALYSIS LABORATORY:

(1) Item: Relocation of USARPAC Oil Analysis Laboratory has greatly improved its effectiveness.

(2) Discussion: The better responsiveness of the USARV laboratory to the theater's requirements is attributed to the following reasons:

(a) Central physical location on air mail routes and in the geographical center of USARV aircraft fleet.

(b) Direct access to in-theater electronic and telephonic communication nets.

(c) Under direct supervision of USARV units.

(d) Immediate access from supported units if samples are suspect.

(e) Better exchange of technical data with supported and supervisory units. Can maintain current addresses of aviation units (which move frequently) by telephone or electronic communication.

(f) Complete and current aircraft inventory listings are furnished the laboratory in order to check to see that all USARV aircraft are participating in the oil analysis program.

b. T53-L-13 ENGINE MAINTENANCE:

(1) Item: The number of UH-1 aircraft equipped with T53-L-13 engines greatly exceeded the number anticipated in mission support planning. Lack of T53-L-13 engine special tools created an in-theater maintenance problem since units were unable to perform maintenance on these engines.

(2) Discussion: Improper provisioning and lack of special tools handicapped theater capabilities to inspect or to repair these engines. Corrective action by AVCOM has already begun to alleviate this maintenance problem. It is anticipated that during the next quarter all direct support units will have the necessary tools to perform direct support inspections and repair of these engines.

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c. HIGH MORTALITY OF T53-L-13 ENGINES:

(1) (a) Item: Rejection rate of gas producer nozzle, FSN 2840-975-0258, at 300 hour inspection is excessive.

(b) Discussion: There is a need to expedite an improved design of the first stage gas producer nozzle to reduce consumption of subject part and to decrease the number of maintenance manhours to remove and replace them.

(2) (a) Item: Excessive numbers of T53-L-13 engines are being lost to FOD. The present sand and dust separator is not providing adequate protection to the T53-L-13 engine from FOD.

(b) Discussion: There is a need for a screen assembly to be mounted on the sand and dust separator to prevent ingestion of relatively large sized objects such as rocks, nut bolts.

d. AIRCRAFT MAINTENANCE:

(1) Item: Aircraft Depot Exchange Program.

(2) Discussion: The aircraft depot exchange program for the 1st quarter FY-68 has progressed generally as agreed upon at the 2nd Closed-Loop Conference. Aviation units are cooperating with the program and are anxious to turn in their high time aircraft in exchange for new or overhauled aircraft. So long as the program does not slip excessively and aircraft are received from CONUS prior to evacuation requirements, the depot exchange program should work well.

e. AIRCRAFT DISPOSITION:

(1) Item: Disposition of Crash-Damaged Aircraft

(2) Discussion: 34th General Support Group Regulation 750-16 was published on 13 September 1967 and provides the Battalion Commander authority to evacuate crash-damaged aircraft to CONUS when they are beyond the repair capabilities of the general support unit. As soon as it is determined the aircraft will be evacuated, a telephonic report, followed by a written report, is submitted to the AMMC. The aircraft is then carried in Account S-5 and so reported to USAAVCOM so action can be initiated to replace that aircraft.

f. SPECIAL TOOLS:

(1) Item: L-13 Special Tools

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(2) Discussion:

(a) Upon receipt of the L-13 engine into the RVN logistical system, there was some confusion as to what special and peculiar tools would be required due to the multiple choice of lists available from which to decide.

(b) In addition to the single and multiple item issues, tools were supposed to be shipped in support packages. This resulted in overages in some support units, while others had virtually no tools.

(c) Lateral transfer of tools from one unit to another, in order to expedite repair, caused the training programs to be rescheduled.

(3) Observation:

(a) Tool shortages caused set back in training programs and maintenance slowdown in some operating and maintenance units.

(b) No official list of particular tools was available from which to requisition to establish a working base.

(c) Support packages received failed to arrive at the proper support echelons for which they were marked.

g. TRANSPORTATION OF SUPPLY:

(1) Item: Loss of Freeloader

(2) Discussion: This particular method of dedicated airlift of cargo was discontinued and replaced by a regularly scheduled airlift to all locations but Vinh Long (which is currently in operation). Although this newer service by far exceeds the tonnage and trips of the old system it has an adverse affect on EDP cargo, in that it lengthens the "down-time" of equipment.

(3) Observation:

(a) The loss of freeloader system affects the "down-time" of aircraft EDP.

(b) Northern areas, Pleiku in particular, have been more adversely affected than Southern areas.

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(c) Hqs, IFFV has established a system whereby the 604th and E Co, 704th can utilize space on a C7A from TSN on a staggered basis. The method is outside the normal USAF in-country service and is not a service which can be considered fully responsive.

(d) Since the inception of this C7A system, the EDP parts delivery problem is not as acute in the Fleiku area as it was using the USAF scheduled delivery system.

h. AVIONICS PECULIAR TEST EQUIPMENT:

(1) Item: Avionics peculiar test equipment lost and damaged.

(2) Discussion: During this reporting period numerous messages were written, trying to establish a reference point for conducting a lateral search for test equipment shipped by CONUS to RVN, after it has arrived in-country. These searches were most often successful, although damaged equipment caused by rough handling, broken packaging and exposure to the elements were often found. This created many delays in the equipment actually reaching the using units. It was during this reporting period that couriers were utilized by CONUS for the first time and this has resulted in complete shipments arriving intact to in-country supply activities. 34th Group has coordinated with the other commands and consolidated pick-ups have been made by 1st Aviation Brigade at AMMC. This system has resulted in no loss of equipment, no damage to equipment and expeditious dispatch to user units.

(3) Observation: Actions described have been so successful to date that this headquarters has recommended the establishment of an avionics special test equipment section at AMMC to handle incoming equipment, stockage of this equipment and special handling and issue procedures. This section will also handle excess turn-ins, non-mission essential avionics peculiar turn-ins and redistribution as required. While this may circumvent 1st Logistical Command's responsibility, it must be remembered that AMMC is thoroughly responsive to all aviation requirements and thus would render much faster and personalized service.

i. REPAIR OF AVIONICS TEST EQUIPMENT:

(1) Item: Repair of avionic peculiar test equipment.

(2) Discussion: During this reporting period the 34th Group test equipment repair and calibration facility became fully operational. The Kentron contract people are extremely proficient and their contract contains provisions to supply repair parts that are not immediately available through supply channels. This fast logistic

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support and competent workforce has reduced the number of backlogged test equipment by 251 during this reporting period, thus making available to our maintenance units much faster turn-around on their equipment repair. The benefits of this program are obvious in that much greater utilization of test equipment is possible, resulting in greater workload capabilities for all avionics repair units. Requests for two additional facilities are in the hands of USARV and when received, will be deployed in each AVEL Company's area, providing countrywide capability. This capability must be manned by civilian contract as MTOE actions are very unresponsive, at this time, to additional military manpower requirements.

(3) Observation: This command has taken positive steps to eliminate much of the lost time in repair of avionics because of dead-lined test equipment. Future plans for three of these facilities organic to the 34th Group would virtually eliminate all 1st Logistical Command responsibility for avionics peculiar test equipment repair. USAirPAC calibration teams, however, will remain a firm requirement.

j. PROVISIONING OF AVIONICS TEST EQUIPMENT:

(1) Item: Lack of avionics test equipment provisioning.

(2) Discussion: Avionics systems aboard the OV-1 Mohawk aircraft and some of the RU type aircraft, along with associated ground systems; stability augmentation system (AN/ASW-24) of the CH-47; automatic flight control system (AN/ASW-29) of the CH-54; AH-1G SAS system and the AN/ASN-43 compass have been introduced to RVN with only fragmentary maintenance support at best. General support elements of this command have not received required test equipment, as of this date, to fulfill their required mission of general support in all of the above mentioned systems. An example of a complete lack of direct support capability is the AN/ASN-72 (DECCA). These situations evolved from lack of coordination and staffing by all factions concerned with the operation and maintenance support of these systems.

(3) Observation: This command has initiated actions to procure required test equipment in support of the quoted systems, where the equipment is available. Support is still lacking, however, as procurement action is very slow once the equipment has been fielded and initial provisioning, regardless of how adequate, completed. Future provisioning must include all levels of provisioning unless this is resolved by joint staffing and alternate means of support documented in advance of the equipment arrival in-country.

k. REPAIR OF AIRCRAFT ARMAMENT TEST EQUIPMENT:

(1) Item: In-country repair of aircraft armament test equipment.

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(2) Discussion:

(a) Maintaining operational aircraft armament test equipment has become a critical problem area. This is due to several reasons. The test equipment is very sensitive, written operating instructions are inadequate, and there are insufficient numbers of maintenance or parts manuals.

(b) Mr. Vince Hanna, Weapons Command representative, has been instrumental in helping establish an in-country repair facility at the 330th Transportation Company armament shop. Much of the test set repair can be accomplished in-country but the only way to get repair parts is to request them in a letter by part number from Weapons Command. This is very time consuming but it is still much faster than sending the test equipment to CONUS for repair.

(3) Observations:

(a) There is a definite requirement for operating, maintenance and parts manuals for aircraft armament test equipment.

(b) To establish a repair program there must be a float stock of test equipment so that the armament shops will not be without a test equipment while theirs are being repaired.

(c) The in-country repair facility for test equipment will be better than returning test equipment to CONUS but it cannot be effective and respond in a timely manner until the necessary manuals and parts are established in the supply system.

1. ORGANIZATIONAL MAINTENANCE:

(1) Item: Inadequate organizational Maintenance.

(2) Discussion:

(a) Technical assistance visits to aviation units have revealed many instances where improper or lack of organizational maintenance has caused excessive wear to parts and unnecessary down time of gun ships.

(b) Some of the causes for these inadequate maintenance procedures are:

1. Lack of knowledge of proper maintenance procedures by crew chiefs and door gunners.

2. Lack of time for gunners to perform the necessary maintenance.

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3. Lack of qualified supervision.

(3) Observations:

(a) 34th Group has requested two aircraft armament instructors from U.S. Army Weapons Command to give classes to unit armament officers and door gunners on proper air armament operating and maintenance procedures.

(b) In many of the aviation units visited the people were not using proper expendable cleaning material and in fact did not even have this on hand.

m. AIR PARTS SUPPORT FOR M-134:

Item: Inadequate repair parts support for M-134 mini gun.

Discussion: Repair parts support for the M-134 mini gun and associated equipment degenerated to a point where 60% of the lines were out of balance and another 8% below the normal level. This was caused by several reasons:

(a) Usage factors being higher than U.S. Army Weapons Command had anticipated.

(b) The slippage of delivery scheduling by General Electric Company, the sole producer of mini guns and repair parts.

(3) Observations: The necessary command action has been taken by 34th Group and U.S. Army Weapons Command. The situation has improved and MACOM has assured 34th Group that there will be relief on most critical parts within a month.

n. M-5 ARMAMENT SUBSYSTEMS:

(1) Item: In-country rebuild of M-5 armament subsystems

(2) Discussion: For the first time M-5 armament subsystems have been available in sufficient quantities to have a maintenance float. This has enabled 34th Group to establish an in-country rebuild program without causing excessive down time of M-5 gunships.

(3) Observations: The M-5 rebuild program will increase the M-5 reliability because numerous subsystems have been in use for about two years and their dependability is decreasing due to excessive wear of certain parts.

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o. M-134 MINI GUNS:

(1) Cracked M-134 mini gun rotors.

(2) Discussion: Cracked mini gun rotors in excess of twenty each have been found during the reporting period. Cracked rotors had never been found before in RVN. At first the cause was believed to have been faulty ammunition; however, Weapons Command has recently indicated that General Electric Company missed one of the heat treating processes during manufacture of undetermined number of rotors.

(3) Observations: A number of aviation companies had over half of their mini guns with cracked rotors. However, this did not cause any down time of gunships due to the adequate maintenance float and depot stock of mini guns in-country.

p. TECHNICAL REPRESENTATIVES WORK HOURS:

(1) Item: Working hours for participants in the technical assistance program.

(2) Discussion: Due to the variety of personnel assigned to the technical assistance program in Vietnam, it is often a problem for units in the field to understand the working hours of each of these employees. As a result it is required that the CTA Office keep up to date files of contracts and delivery orders which set forth the applicable working hours. As an example of the problem, DAC's are on a forty hour work week with all hours in excess credited to overtime; most field service representatives are paid a fixed salary and are required to be on call twenty-four hours per day; and all contract maintenance personnel are required to work sixty hours per week with twelve of these sixty hours credited as overtime. Thus it is easy to see that units in the field may be thoroughly confused as to the working hours of the respective person.

(3) Observation: The unit in the field must be advised of the required working hours of each individual assigned to his unit, especially since the statement of service is signed by the unit maintenance officer or CO. A general policy letter has been written by the CTA Office and distributed to field units to supply detailed information regarding working hours.

q. ASSIGNMENT OF TECHNICAL REPRESENTATIVES:

(1) Item: Assignment of tech reps to units offering the greatest possible utilization.

(2) Discussion: The objective of the tech rep program

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is to assign tech reps to areas or units where maximum utilization may be made of their talents. For example, it would be highly impractical to assign a tech rep to a tactical unit which has few aircraft or where maintenance is not performed.

(3) Observation: The assignment of tech reps at transportation battalions will attain maximum utilization since they may be reassigned from battalion level to trouble areas as needed. Often it may be practical to assign the tech rep through the battalion to a transportation company, but the CTA Office is making an effort to control and coordinate all such assignments through battalion level.

2. (U) PART II - RECOMMENDATIONS:

a. AIRCRAFT MAINTENANCE:

(1) Mobile Oil Analysis Laboratories should be located at a central location as close as possible to supported aircraft for most effective utilization.

(2) Prior to deployment of new items of equipment, such as a new series of an engine, peculiar tools and replacement parts should be provided to the theater to enable proper maintenance support.

(3) A wire screen assembly (similar to the screen previously mounted on UH-1 aircraft) should be added to the sand and dust separator to prevent ingestion of relatively large objects such as rocks or bolts. There is a need for an improved N-1 gas producer nozzle for the T53-L-13 engine.

(4) If replacement attrition aircraft are not available, aviation units are reluctant to turn in aircraft for the depot maintenance program. Therefore, it is recommended that every effort be made to prevent the depot maintenance program from slipping as well as the replacement of attrition aircraft.

(5) It is recommended that USAFVCOM revise AR 750-713, dated 16 Feb 1962 and TB AVN 23-8, dated 3 Aug 1966 to provide current procedures for rapid disposition of crash damaged aircraft. Criteria and procedures established for USARV should provide the theater commander flexibility to expedite disposition of aircraft.

b. AIRCRAFT AVIONICS:

(1) All equipment of an avionics peculiar nature force issued to RVN by USAFECOM must be couriered into country and met by a contact officer of the 58th Transportation Battalion (AMMC). This equipment should then be held in a security area, isolated from

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normal depot repair parts stockage areas and the appointed project officer make issues, after coordination and staffing action has been accomplished by 34th Group Avionics Division. In the interests of timely receipt of new test equipment, gaining units should personally make the pick-up from AMMC and transport it back to their work area. Accountability and condition of equipment would never be in question with this type of a system.

(2) Divert all avionics peculiar test equipment requiring repair from the normal channels (1st Logistical Command) to the 34th Group test equipment repair and calibration facility operated by the 765th Transportation Battalion and AVEL Company (S). This facility has Kentron contract repairman to accomplish the repair. Calibration is available as a TSM-55 calibration facility and is colocated on the repair site. Experience over the past sixty days with this facility has provided thirty day or less turn-around time. Items of special test equipment that must be NRTS to CONUS are handled through a special repair and returned to user rather than stock program. This ensures test equipment coverage, continuity, and accountability.

(3) To ensure proper maintenance provisioning for new avionics systems, recommend that:

(a) Maintenance staffing be combined with operational staffing and a coordinated decision made as regards to deployment of new systems.

(b) That test equipment be provided in appropriate quantities to provide direct and general support for new systems prior to or in advance of the arrival of these new systems LNW AR 700-70.

(c) That New Equipment Training Teams (NETT) be deployed in advance of the arrival of the test equipment and systems so that operator and maintenance types may be trained in the proper operation, use, and maintenance of this special test equipment.

c. AIRCRAFT ARMAMENTS:

(1) That a full time aircraft armament school be established at the AAMTAP school for door gunners and aircraft armament officers.

(2) That a repair capability be established in-country for aircraft armament test equipment.

(3) That necessary operating, maintenance, and parts manuals for aircraft armament test equipment be written.

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(4) That an in-country M-5 rebuild program be established in 34th Group General Support Companies.

d. AIRCRAFT SUPPLY:

(1) That consideration be given to providing a replacement system for the loss of freeloader service to the Northern areas similar to the C7A system provided by Hq, IFFV, which will eventually phase out. This would be solely for EDP purposes.

(2) That a timely, standardized list be published prior to introduction of new equipment being fielded for immediate use. This list would cover all tools peculiar to the entire system (i.e., airframe, engine, avionics, armament, etc.). This would eliminate confusion during the initial transition phase.

(3) That USARV instructions be published and implemented concerning reimburseables issued to other U.S. Government agencies.

3 Incl

1. Tab A - 34th Gen Spt
Gp (AM&S) Organization
as of 1 September 1967
2. Tab B - 34th Gen Spt
Gp (AM&S) Organization
as of 31 October 1967
3. Tab C - RVN Army
Aviation performance
data (DA Form 1352)

James W. Sandridge Jr.
JAMES W. SANDRIDGE JR.
Colonel, TC
Commanding

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AVHGC-DST (11 Nov 67) 1st Ind (C)
SUBJECT: Operational Report for Quarterly Period Ending 31 October 1967
(RCS CSFOR-65) (WDE9AA)

HEADQUARTERS, UNITED STATES ARMY VIETNAM, APO 96375 22 JAN 68

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

Office of the 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 quarterly period ending 31 October 1967 from Headquarters,
34th General Support Group (AM&S) (DE9A) as indorsed.

2. (C) Pertinent comments follow:

a. Reference item concerning high mortality of T53-L13 engine,
page 15, paragraph 1c: Concur. AVCOM has previously been made aware
of these requirements, and is taking necessary action.

b. Reference item concerning special tools, page 15, paragraph
1f: Concur.

(1) Emphasis is being placed on special and peculiar tools in
mission support plans in accordance with AR 700-70.

(2) Aircraft special and peculiar tool requirements for USARV
are now agenda items discussed at both Closed Loop Support Conferences
and Special Management Item (SMI) meetings.

(3) USARV will maintain close liaison with CAO-V personnel
and aircraft project managers offices concerning tool requirements for new
aircraft being deployed to RVN.

c. Reference item concerning avionic peculiar test equipment,
pages 17 and 18, paragraphs b, i, and j; and page 22, paragraph b: Concur.
The following action will be taken by this headquarters:

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(1) Recommendation to ECOM that the courier system be employed in all low density and high cost test equipment items.

(2) Request ECOM to comply with AR 700-70 and provide test equipment for new systems prior to arrival of the systems in Vietnam.

(3) Review test equipment repair responsibilities and assign specific avionic test equipment repair to the 34th General Support Group.

d. Reference item concerning Mobile Oil Analysis Laboratories, page 22, paragraph 2a(1): Concur. Action is currently in progress to negotiate an Inter Service Support Agreement (ISSA) between USARV and the 7th Air Force to permit USARV aviation units to utilize Air Force oil analysis facilities at nine locations in RVN. It is anticipated that this action will greatly improve the USARV Oil Analysis Program in RVN.

e. Reference item concerning AR 750-13 and TB AVN 23-8, page 22, paragraph 2a(5): Concur. Recommend USAMC (AVCOM) revise regulations as indicated.

f. Reference item concerning replacement attrition aircraft and the depot maintenance program, page 22, paragraph 2a(4): Concur. One of the major purposes of the Closed Loop Support Concept is to insure availability of replacement attrition aircraft and maintain progress in the depot maintenance program. Programs for each are developed which mutually support one another. Slippage in either program is reported immediately.

g. Reference item concerning aircraft armament, page 23, paragraph 2c(1) through (4): Concur with recommendations of paragraph 2c.

(1) 34th General Support Group has requested two armament instructors from WECOM for the AAMTAP School.

(2) Development of an adequate in-country repair capability for armament test equipment is being delayed by the lack of proper operating, maintenance, and parts manuals. Recommend USAWECOM publish the required manuals and provide resulting quantities of repair parts.

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(3) An in-country M-5 rebuild program is being developed within the 34th General Support Group units.

h. Reference item concerning aircraft supply, page 24, paragraph d: Concur. This list must be provided by AVCOM, ECOM, and WECOM, and could logically be included in the initial Maintenance Support Plan. Nonconcur with item d(3). Reimbursables issued to other US Government agencies are normally covered by ISSA's, or other formal agreements. Parts are occasionally issued to agencies which do not have a formal reimbursement agreement with USARV. This is done due to the exigency of the mission; however, reimbursement is normally made at a later date.

i. Reference item concerning freeloader service, page 24, paragraph d(1): Nonconcur. Unit recommendation is based on the assumption that Commanding General, I Field Force Vietnam will withdraw the C7A service he is presently providing the northern area. There is no plan to withdraw this service at this time.

3. (U) A copy of this indorsement will be furnished to the reporting unit through channels.

FOR THE COMMANDER:



D. E. TUMAN
Major, AGC
Asst Adjutant General

Copy furnished:
HQ, 34th Gen Spt Gp

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GPOP-DT(11 Nov 67) 2d Ind (U)
SUBJECT: Operational Report for Quarterly Period Ending
31 Oct 67 (RCS CSFOR-65) (WDE9AA)

HQ, US ARMY, PACIFIC, APO San Francisco 96558 21 FEB 1968

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

This headquarters has evaluated subject report
and forwarding indorsements and concurs in the report
as indorsed.

FOR THE COMMANDER IN CHIEF:

K. F. Osbourn

K. F. OSBOURN

MAJ, AGC

Asst AG

34TH GENERAL SUPPORT GROUP (.MAS)

Saigon

<u>1st Trans Bn (Depot) (SARN)</u>	<u>14th Trans Bn</u>	<u>58th Trans Bn (AMS)</u>	<u>520th Trans Bn</u>	<u>765th Trans Bn</u>
(FALIF)	Nha Trang	Saigon	Phu Loi	Vung Tau
Vung Tau	<u>79th Trans Co (DS)</u>	<u>110th Trans Co (Depot)</u>	<u>20th Trans Co (DS)</u>	<u>56th Trans Co (DS)</u>
	Qui Nhon	Saigon	Cu Chi	Saigon
	<u>335th Trans Co (DS)</u>	<u>241st Trans Co (Depot)</u>	<u>539th Trans Bn (GS)</u>	<u>330th Trans Co (GS)</u>
	Chu Lai (TFO)	Phu Tai	Phu Loi	Vung Tau
	<u>339th Trans Co (DS)</u>		<u>605th Trans Co (DS)</u>	<u>388th Trans Co (DS)</u>
	Nha Trang		Phu Loi	Vung Tau
	<u>540th Trans Co (GS)</u>			<u>611th Trans Co (DS)</u>
	Qui Nhon			Vinh Long
	<u>604th Trans Co (DS)</u>			<u>AVEL (S) Prov Co</u>
	Pleiku			Vung Tau
	<u>608th Trans Co (DS)</u>			
	Dong Ba Thin			
	<u>610th Trans Co (GS)</u>			
	An Khe			
	<u>AVEL (N) Prov Co</u>			
	Nha Trang			

34TH GENERAL SUPPORT GROUP (AMAS)

Saigon

1st Trans Bn (Depot) (SRBN)

14th Trans Bn

58th Trans Bn (LBS)

520th Trans Bn

765th Trans Bn

(FAR)

Nha Trang

Saigon

Phu Loi

Vung Tau

Vung Tau

79th Trans Co (DS)

110th Trans Co (Depot)

20th Trans Co (Ds)

56th Trans Co (DS)

Qui Nhon

Saigon

Cu Chi

Saigon

335th Trans Co (DS)

241st Trans Co (Depot)

539th Trans Co (GS)

330th Trans Co (GS)

Chu Lai (TFO)

Phu Tai

Phu Loi

Vung Tau

339th Trans Co (DS)

605th Trans Co (LS)

388th Trans Co (LS)

Nha Trang

Phu Loi

Vung Tau

540th Trans Co (GS)

AVL (C) Prov Co

611th Trans Co (DS)

Qui Nhon

Phu Loi

Vinh Long

604th Trans Co (S)

AVEL (S) Prov Co

Pleiku

Vung Tau

608th Trans Co (DS)

Dong Ba Thin

610th Trans Co (GS)

An Khe

AVEL (N) Prov Co

Nha Trang

RVN ARMY AVIATION PERFORMANCE DATA
BASE - DA FORM 1352

AUGUST 1967

A/C TYPE	NUMBER ASSIGNED	RVN PROGRAM	FLYING HOURS		ACTUAL US:RV		OPERATIONALLY READY		NORM		NORS	
			DA STD	ASGD US:RV	DA STD	ASGD US:RV	DA STD	ASGD US:RV	DA STD	ASGD US:RV	DA STD	ASGD US:RV
O-1	269	70	86	87.1	11	10.1	3	2.7				
U-1	33	60	75	82.8	20	14.8	5	2.3				
U-6	35	50	80	72.9	15	21.2	5	5.8				
RU-6	21	50	70	77.5	22	16.0	8	6.3				
U-8D	6	65	77	57.3	15	42.1	8	.5				
U-8F	15	65	77	76.5	15	21.5	8	1.8				
RU-8D	43	65	70	71.9	22	24.2	8	4.2				
U-21	12	65	77	85.4	*	8.3	*	6.2				
OV-1	63	72	77	72.9	15	19.9	8	7.0				
OH-13	166	40	70	69.9	21	26.0	9	3.9				
OH-23	166	40	70	55.9	21	27.3	9	14.3				
UH-1B	206	60	78	69.8	17	23.9	5	6.1				
UH-1C	361	60	75	69.4	17	22.8	8	7.6				
UH-1D	935	60	78	72.5	17	22.7	5	4.6				
UH-1H	327	60	78	84.3	17	12.4	5	3.2				
CH-47	216	50	65	63.6	23	28.6	12	7.6				
CH-54	7	30	67	81.2	23	12.6	10	6.1				

* In the absence of operational data there is no breakout between NORS and NORM

TAB C,

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RVN ARMY AVIATION PERFORMANCE DA-7A
BASE - DA FORM 1352

JULY 1967

A/C TYPE	NUMBER ASSIGNED	RVN PROGRAM	FLYING HOURS		OPERATIONALLY READY				NORM		NORMS	
			ACTUAL USARY	DA STD	ASGD USARY	DA STD	ASGD USARY	DA STD	ASGD USARY			
O-1	273	70	67.1	86	76.5	11	19.9	3	3.5			
U-1	35	60	77.5	75	82.5	20	15.0	5	2.4			
U-6	46	50	46.3	79	75.6	15	19.0	6	5.2			
RU-6	16	50	52.1	79	70.9	15	24.3	6	4.6			
U-8D	5	65	40.0	77	71.1	15	27.8	8	1.0			
RU-8D	44	65	72.4	77	68.8	15	25.8	8	5.3			
U8-F	17	65	75.8	77	80.9	15	16.5	8	2.5			
OV-1	69	72	42.7	77	55.1	18	39.1	5	5.6			
OH-13	158	40	57.6	75	73.8	16	20.7	9	5.4			
OH-23	168	40	43.7	75	61.3	16	25.1	9	13.5			
UH-1B	201	60	57.3	80	72.8	15	15.7	5	6.2			
UH-1C	350	60	56.0	80	70.5	15	20.5	5	8.9			
UH-1D	957	60	79.8	80	72.9	15	18.4	5	4.6			
UH-1H	217	60	59.1	80	75.7	15	22.6	5	1.6			
CH-47	201	50	52.1	60	70.7	25	21.8	15	7.4			
CH-54	7	30	21.2	60	55.8	25	41.9	15	2.2			

TAB C₂

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