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AUTHORITY

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

AGAM-P (M) (17 Oct 68) FOR OT RD 683309

21 October 1968

SUBJECT: Operational Report - Lessons Learned, Headquarters, US Army  
Aviation Materiel Management Center, Period Ending 31 July  
1968

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 that the Army realizes current benefits from lessons learned during recent operations.
3. To insure that the information provided through the Lessons Learned Program is readily available on a continuous basis, a cumulative Lessons Learned Index containing alphabetical listings of items appearing in the reports is compiled and distributed periodically. Recipients of the attached report are encouraged to recommend items from it for inclusion in the Index by completing and returning the self-addressed form provided at the end of this report.

BY ORDER OF THE SECRETARY OF THE ARMY:

1 Incl  
as

*Kenneth G. Wickham*  
KENNETH G. WICKHAM  
Major General, USA  
The Adjutant General

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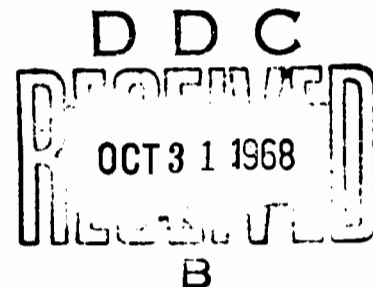
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UNCLASSIFIED REPORT

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(ARMY) ATTN FOR OT RD. WASHINGTON, D.C. 20310



AD842126

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DEPARTMENT OF THE ARMY  
US ARMY AVIATION MATERIEL MANAGEMENT CENTER  
APO 96309

AVGFS-P

13 August 1968

SUBJECT: Operational Report of Headquarters, United States Army Aviation Materiel Management Center (AMMC) for Period Ending 31 July 1968, RCS CSFOR-65(R1)

SEE DISTRIBUTION

1. Section I, Operations: Significant Activities.

a. Assigned officers increased from forty-four (44) to seventy-five (75) during the reporting period.

b. In May, the Directorate of Storage and Distribution was organized within the USAAMMC to manage the Saigon and Qui Nhon Aviation Depots and to coordinate transportation requirements to insure timely and adequate distribution of aircraft repair parts. This new Directorate has accelerated responsiveness of the depots, centralized the span of control and improved distribution of repair parts through better and more timely coordination with transportation agencies.

c. Customer demands for aircraft repair parts totaled 111,000 in July against 45,038 and 33,963 fringe lines.

d. Installation and conversion of the IBM 1460 computer was completed on 15 July 1968. The IBM 1460 is an interim system. Utilization of the UNIVAC 1005 card processor has continued to be necessary to augment the IBM 1460. Additional justification for a third generation computer is being submitted thru channels to provide even better response to customer demands and more meaningful managerial tools.

e. Aerial delivery equipment and common use petroleum items have been transferred to 1st Logistical Command in exchange for all on hand assets in material category "H" (less FSC 1670). This creates a clean division of logistical responsibilities between the two supply activities.

f. Unit engaged in operations for ninety-two (92) days; twelve (12) days of training was conducted during the reporting period concurrent with normal operations. There were no troop movements other than casual personnel during the reporting period.

g. During this quarter, problems were encountered with transceiver service, particularly between AMMC and the Qui Nhon Aviation Depot (QNAD). Delays of several days between transmission and receipt of traffic and failure

FOR OT RD  
683309

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SUBJECT: Operational Report of Headquarters, United States Army Aviation Materiel Management Center (AMMC) for Period Ending 31 July 1968, RCS CSFOR-65 (R1)

to receive traffic at destination were the principal problems. Determining the exact cause of the problem was impossible because the various links in the systems are under control of separate Army units as well as the Air Force. To alleviate the problem, two alternate methods of transmission were employed. A courier service between AMMC and QNAD was set up, and a direct line telephone circuit was installed. During the last week of this quarter, a UNIVAC 1004 AUTODIN terminal was sited at AMMC by the 69th Signal Bn, providing direct communication with Nha Trang. From Nha Trang, data is manually transmitted to QNAD. A common-user Autodin circuit is expected adjacent to QNAD in September 1968.

h. A program of stockage dispersal has been initiated at depots for critical major components. In addition to creating at least two separated locations for these items, a work order has been submitted to the engineers for construction of revetments around and throughout the open storage area. In the absence of providing complete protection for stocks, revetments and dispersal will offer maximum protection consistent with economy and accomplishment of the aircraft repair parts supply mission.

i. During the quarter, significant numbers and types of TOE equipment were added to 241st Transportation Co at QNAD. These shortages had been severely hampering the mission accomplishment. The addition of the following equipment has enhanced the operation of this activity: (1) three each  $\frac{1}{2}$ -ton trucks, (2) three each  $\frac{3}{4}$ -ton trucks, (3) two each 5-ton tractors, (4) one each  $2\frac{1}{2}$ -ton water tanker, (5) four each 4,000-lb gas forklifts, (6) two each 12-ton enclosed vans, (7) six each warehouse trailers, (8) four each 6,000-lb gas forklifts and (9) one each 10,000 RT forklift.

2. Section II, Lessons Learned: Commander's Observations, Evaluations and Recommendations.

- a. Personnel. None.
- b. Operations. None.
- c. Training. None.
- d. Intelligence. None.
- e. Logistics.

(1)(a) OBSERVATION. During the reporting period, a reconciliation of repair parts was effected between this Headquarters and CONUS Inventory Control Points.

(b) EVALUATION. As a result, dues-in were formatted into follow-up actions to obtain requisition status. An up-to-date due-in, due-out file and a valid data base for replenishment computations were obtained.

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(2)(a) OBSERVATION. High dollar requisitions (\$10,000 or more) print-out listing are furnished by USARPAC Materiel Management Agency.

(b) EVALUATION. Analysis of these requisitions have resulted in detection of issue conversion problems, keypunch errors and other human mistakes. Outstanding examples of erroneous requisitions detected are \$37,000,000 for batteries and \$18,000,000 for common rivets. Numerous problems have been discovered and necessary local procedures developed to prevent recurrence.

(3)(a) OBSERVATION. In June, Special Assignment Airlift Missions (SAAM) were established to expedite the flow of turbine engines between ARADMAC and RVN. Initially three (3) C-141 flights were scheduled weekly with new and rebuilt engines inbound and retrograde engines for overhaul at ARADMAC. This procedure was modified in late June to alternate SAAM flights to Tan Son Nhut and Phu Cat airbase near Qui Nhon.

(b) EVALUATION. These procedures have resulted in significant reduction of repairable turbine engine backlog.

(4)(a) OBSERVATION. In the past, DA Pam 310-7 was furnishing information concerning the current status of MWOs applicable to aircraft. The pamphlet is poorly indexed and is very scanty in the information it provides. In order to have readily available data for editing requisitions for Modification Work Order (MWO) Kits, ADP cards were keypunched for every MWO applicable to aircraft in Vietnam. Each card gives the MWO number, the FSN of the MWO Kit, the type of aircraft affected by the MWO, and the MWO title. These cards are printed first in MWO sequence and then in FSN sequence, providing an invaluable cross-reference list. Previously, whenever an MWO was published, sufficient kits were ordered from CONUS to modify the entire USARV fleet of aircraft. They were stored in the Saigon Aviation Depot.

(b) EVALUATION. Force issuing the kits to DSUs was eliminated because past experience showed that many of the kits would not be installed on the aircraft within an acceptable time frame due to a shortage of maintenance time and heavy flying commitments on the aircraft. As a result, many of the kits were eventually lost. Some kits remaining in the Saigon Depot were damaged by high heat and humidity. While the kits were in storage in Vietnam, they were in demand for issue to CONUS activities. To prevent this wasteful backlog from occurring, all MWO Kits now remain in CONUS until a requisition is submitted by aircraft tail number for a kit. This system has proved efficient, since kits are available for CONUS depots to install on aircraft prior to their being shipped to Vietnam, and it eliminates the need for retrograde of excess kits to CONUS.

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f. Organization. None.

g. Other.

(1) OBSERVATION. M-79 ammuni. on utilized on the defensive perimeter becomes dirty and wet due to moisture and the sandbag construction of bunkers.

(2) EVALUATION. To maintain serviceable weapons and ammunition, constant cleaning on the perimeter was required. Large, 460 round, 7.62 ammunition containers were obtained, painted, and labeled for M-79 ammunition. The containers with ammunition are placed in the bunkers so that the ammunition is clean, dry and accessible. However, removal and cleaning is still required on a daily basis to insure serviceable ammunition.

(3) RECOMMENDATION. A lightweight, waterproof, disposable container or disposable insert for standard ammunition boxes should be developed for storage of M-79 ammunition in small lots. Development would be a major contribution toward high serviceability of M-79 ammunition and weapons.

1 Incl  
Organizational Structure  
of USAAMMC

/s/Robert G. Shepherd  
t/ROBERT G. SHEPERD  
COL, TC  
Commanding

Distribution:

10 cys - 34th GS Group (AVGF-B)  
2 cys - CINCUSAAPAC (GPOP-DT)  
3 cys - USARV (AVHGC-DT)

7  
AVGF-B (13 Aug 68) 1st Ind

SUBJECT: Operational Report of Headquarters, United States Army Aviation  
Materiel Management Center (AMMC) for Period Ending 31 July 1968,  
RCS CSFOR-65 (R1)

DA, HQ, 34th General Support Group (AMRS), APO 96309 14 SEP 1968

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

1. The format structure required by Appendix I, USARV Reg 525-15, was not followed in para 2, Section II, e (1) through (4) and g. This has been brought to the attention of the Aviation Materiel Management Center for preparation of future reports.

2. Concur with recommendation para 2, g. Distribution of such a container would be beneficial to this command in terms of dollar savings, in increased serviceability life of M-79 ammunition, and weapons reliability.

FOR THE COMMANDER:

  
JOHN O. NORTHRIDGE  
MAJ, TC  
Adjutant

7

AVHOC-DST (13 Aug 68) 2d Ind MAJ Klingman/ds/IBN 4433  
SUBJECT: Operational Report of Headquarters, United States Army Aviation  
Materiel Management Center (AMMC) for Period Ending 31 July  
1968, RCS CSFOR-65 (R1)

HEADQUARTERS, UNITED STATES ARMY VIETNAM, APO San Francisco 96375 24 SEP 1968

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

This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 July 1968 from Headquarters, United States Army Aviation Materiel Management Center (AMMC), and concurs with the report as modified by the preceding indorsements.

FOR THE COMMANDER:

*Col. [Signature]*

ASST. CHIEF OF STAFF  
CHIEF OF STAFF  
ASST. CHIEF OF STAFF GENERAL

Cy furn:  
HQ 34th GS Gp  
HQ USAAMC



7  
AVGF-B (13 Aug 68) 1st Ind


SUBJECT: Operational Report of Headquarters, United States Army Aviation  
Materiel Management Center (AEMC) for Period Ending 31 July 1968,  
RCS CSFOR-65 (R1)

DA, HQ, 34th General Support Group (AERS), APO 96309 14 SEP 1968

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

1. The format structure required by Appendix I, USARV Reg 525-15, was not followed in para 2, Section II, e (1) through (4) and g. This has been brought to the attention of the Aviation Materiel Management Center for preparation of future reports.
2. Concur with recommendation para 2, g. Distribution of such a container would be beneficial to this command in terms of dollar savings, in increased serviceability life of M-79 ammunition, and weapons reliability.

FOR THE COMMANDER:

  
JOHN O. NORTHRIDGE  
MAJ, TC  
Adjutant

7

AVHGC-DST (13 Aug 68) 2d Ind MAJ Klingman/ds/LBN 4433  
SUBJECT: Operational Report of Headquarters, United States Army Aviation  
Materiel Management Center (AMMC) for Period Ending 31 July  
1968, RCS CSFOR-65 (R1)

HEADQUARTERS, UNITED STATES ARMY VIETNAM, APO San Francisco 96375 24 SEP 1968

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

This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 July 1968 from Headquarters, United States Army Aviation Materiel Management Center (AMMC), and concurs with the report as modified by the preceding indorsements.

FOR THE COMMANDER:

*W. L. Smith*

ASST. CHIEF OF STAFF  
CHIEF OF STAFF  
ASST. CHIEF OF STAFF

Cy turn:  
HQ 34th GS Gp  
HQ USAAMC

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GPOP-DT (13 Aug 68) 3d Ind

SUBJECT: Operational Report of HQ, US Army Avn Materiel Management  
Center for Period Ending 31 July 1968, RCS CSFOR-65 (R1)

HQ, US Army, Pacific, APO San Francisco 96558 5 OCT 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 indorse-  
ments and concurs in the report as indorsed.

FOR THE COMMANDER IN CHIEF:



C. L. SHORTT  
CPT, AGC  
Asst AG

**ORGANIZATIONAL STRUCTURE OF UNITED STATES ARMY  
AVIATION MATERIEL MANAGEMENT CENTER**

1. HQ & HQ Co, United States Army Aviation Materiel Management Center, TDA
2. 110th Transportation Company (Depot), MTC&E 55-447F (Saigon Aviation Depot)
3. 241st Transportation Company (Depot), MTC&E 55-447F (Qui Nhon Aviation Depot)
4. 581st Close Support Detachment (Data Processing FA Team)
5. 589th Close Support Detachment (Data Processing FB Team)

13 UNCLASSIFIED

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ITEM 5

SUBJECT TITLE \_\_\_\_\_  
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\*\* FOR OT RD # : Appears in the Reply Reference line of the Letter of Transmittal. This number must be accurately stated.

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