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IN REPLY REFER TO

AD 867058

AGDA (M) (13 Mar 70) FOR OT UT 694222

23 March 1970

SUBJECT: Operational Report - Lessons Learned, Headquarters, US Army
Aviation Materiel Management Center, Period Ending 31 October
1969

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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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KENNETH G. WICKHAM
Major General, USA
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DEPARTMENT OF THE ARMY
US ARMY AVIATION MATERIEL MANAGEMENT CENTER
APO 96309

AVGFS-PO

21 November 1969

SUBJECT: Operational Report of Headquarters, United States Army
Aviation Materiel Management Center (AMMC) for the period
Ending 31 October 1969 RCS CSFOR (R2)

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1. Section I, Operations: Significant Activities.

a. Inclosure 1 is a list reflecting the current organizational structure.

b. Unit engaged in operations for ninety-two (92) days. All Headquarters personnel requiring familiarization firing of their individual weapons fired at the VMAF rifle range during September 1969.

c. General

(1) Financial Inventory Reporting (FIR):

(a) General

In response to a requirement for an improved resource management system, AMMC, under USARPAC guidance, developed and compiled its second comprehensive Financial Inventory Report. This report, covering the 1st quarter, FY 70, represented the consolidation of the Stratification of Inventory Reports prepared under the provisions of AR 735-75. The report essentially conforms to the USARPAC Standard Supply System (3S) format. However, this command does not currently have the machine capability to convert its data to the 3S system. Therefore, the asset balance file was submitted to USARPAC for stratification of the data.

(b) Report Analysis

The report revealed that the operating stock assets to requirements ratio was a satisfactory 90%. Also, the requirements to average monthly demand computations revealed a very satisfactory 5.2 which is indicative of a one plus month level of supply-support. The total requisitioning objective has been reduced through improved requisitioning objective analysis techniques. Also, the demand accommodation has gone up, and the demand

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satisfaction has remained relatively the same; this indicates improved resource management.

(2) Reorganization:

In response to the staffing requirements established by the 19-26 July 1969 manpower survey of AMMC, a new MTDA was submitted to USARV. To date, approval of the finalized MTDA has not been granted; however, final disposition is expected to be made by USARPAC in the near future.

(3) Depot Operations:

(a) The mission of the two Aviation Depots assigned to AMMC is to receive, store, and issue aircraft repair parts. However, in the performance of their mission, considerable maintenance is required to repair items damaged during shipment or items that have deteriorated due to extended storage under adverse weather conditions. The depot does not have an organic maintenance capability to accomplish maintenance functions on these items. Therefore, the current policy is to ship reparables to one of the several direct support maintenance units for repair and return to stock. AMMC is evaluating recommended modifications to the MTOE with the view of adding a limited maintenance capability so that minor maintenance can be corrected inhouse.

(b) During the quarter, Qui Whon Aviation Depot was augmented by 34 Lockheed Aircraft Service Company civilians. This augmentation, consisting of 2 leadmen, 15 supply specialists, 12 senior warehousemen and 5 warehousemen, was in response to a January 1969 request for contract civilian help to give greater depth and continuity to the depot operations. All 34 were on hand on 26 August 1969.

(4) Materiel Requirements:

(a) Repair Parts Grounding Ten Or More Aircraft: Because of the outstanding efforts of USAAVSCOM, USAMC Customer Assistance Office representatives and AMMC personnel, a significant reduction in the number of repair parts grounding ten or more aircraft was realized with a corresponding reduction in the number of grounded aircraft. During the previous report period (May - July) a high of 24 repair parts grounded 485 aircraft; however, this quarter (August - October) was highlighted during early October when there were no repair parts grounding ten or more aircraft. This significant achievement was attributed to the continued emphasis placed upon critical items. The close liaison between the USAAVSCOM and AMMC through daily telephone contacts expedited the documentation and flow of critical aircraft repair parts from CONUS. AMMC, in conjunction with the Floating Aircraft Maintenance Facility, coordinates the rapid in-country repair and return to theater stock of critical aircraft repair parts, thereby reducing the number of items grounding aircraft in Vietnam.

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(b) Aircraft Intensive Management Items Conference: During the period 29 September through 3 October, an AIMI conference was conducted at the USA Aviation Systems Command in St. Louis, Missouri. Those attending the conference included representatives from AVSCOM, USARFAC, 8th US Army and AMMC. The purpose of the conference was to negotiate levels of supply for AIMI for the 2nd and 3rd quarters, FY 70. Previously, the levels had been negotiated via air mail, but numerous shortcomings in the "mail order" system prompted a return to the "face to face" conference method. The commodity manager of AIMI represented AMMC, and his presence at AVSCOM resulted in significant beneficial changes in the AIMI and related programs, mutual understanding of supply problems existing at all levels and the capture of information pertinent to anticipated problems in the supply posture in Vietnam.

(c) Improved Equipment Deadlined for Parts (EFP) Rate, CH-47 and OH-6A:

1. During October 1968, the average number of requisitions listed on the daily EFP printout was 350 lines on 115 separate tail numbered CH-47A, B and C model helicopters. Six months later, April 1969, the average lines were reduced to 150 on 100 tail numbered CH-47s. On 22 October 1969, the CH-47 fleet reached a new low for EFP rates of 9.2% when 29 tail numbered CH-47s were deadlined for only 34 repair parts.

2. During April 1969, the average number of OH-6A helicopters in EFP status was 100. Six months later, September 1969, the average number of OH-6As deadlined was reduced to 45 tail numbered aircraft for 61 lines. On 14 October 1969, the OH-6A fleet EFP statistics reached a new low of 12 aircraft for 14 lines or an EFP rate of 2.2%.

3. The improved EFP rates for these two helicopters are attributed to an across the board improvement of our techniques in resource management.

(5) Supply

(a) During the past quarter, the Document Division instituted a program in an attempt to lower the input requisition error rate of AMMC customers. In the past, uncorrectable requisition errors were 2.5% and the DSU was notified of the error by card reply. The new procedure is to telephonically notify the DSSA, followed by a machine listing of the errors. This procedure has resulted in reduction of input card errors to less than 1% of all cards received.

(b) During the last quarter, the Editing Division broadened their assistance to AMMC customers in several ways. The Editing Division edits all equipment deadlined for parts (EFP) requisitions that are not on the AMMC depot(s) locator listing, lines at zero balance, warehouse refusals or FSI's that are not already RED BALL to a NICE in CONUS. Many of these EFP requisitions are recurring lines that must be edited to determine valid prime FSI or part number, correct level of maintenance, valid supply action

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code, correct end item application (model aircraft and tail number) and applicable substitutes prior to processing the requisition. To reduce duplication of editing work required to process these recurring requirements, a master deck of approximately 3,000 FSHs was created by the Editing Division identifying substitute to prime and prime to substitute relationships for recurring EDP lines. All information necessary to edit each EDP line was recorded on a card to facilitate the processing of EDPs as they are received from the Priority Division. To provide continued maintenance of this master deck, one man has been assigned to record all update information as it is received from sources within AMMC or higher supply levels. By using this master card deck in lieu of researching each EDP requisition against all applicable sources of information, processing time has been reduced for each EDP requisition for which a card has been established from approximately ten minutes to approximately one and one half minutes. This is the time required for an editor to complete an EDP edit sheet with the required information found on the card. This procedure has also allowed local nationals, with little training, to process requisitions that formally had to be handled by supply trained military personnel.

(c) During the last quarter, Stock Accounting Division thoroughly reviewed all manual jobs in an effort to computerize as many jobs as possible, thereby providing additional time for audit and managerial type functions. Areas in which labor savings were effected are as follows:

1 A program was outlined to match FSH's to the AMMC balance and edit files. This program will save many manhours in the processing of customer excess and stock found on post.

2 A system was designed and implemented to provide positive accounting and automatic trace of all count cards sent to the depots.

(d) During the past quarter, Priority Division completed a study which analyzed the order-ship time for EDP requisitions. The areas of concentration included time from the DSU to the AMMC, AMMC processing time, depot processing time and ship time. After a detailed analysis, an automated system was developed to provide a complete order ship time breakout by customer, function, and agency in a timely manner on a recurring basis.

(6) Storage and Distribution:

A manpower survey of AMMC and past experience of Transportation Movements Division, Directorate of Administration and Services, 34th General Support Group, indicated the need for a movement control capability to be assigned to AMMC. A recommendation was made to 34th General Support Group that the personnel of the 28th Transportation Detachment, composed of one officer and seven enlisted movements personnel be attached to AMMC in order to expedite location and movement of AMMC supplies through the transportation system. Effective 1 October 1969, one officer and three enlisted personnel

of the 28th Transportation Detachment were attached to AMMC, Directorate of Storage and Distribution. The 28th Transportation Detachment has increased the efficiency of movement of serviceable components and retrograde reparable from consignor, through the AMMC depots, to aerial and water ports for further movement to consignees. Increased liaison with the two AMMC depots, linked with order ship time studies of the different transportation modes, has expedited shipments to AMMC customers and decreased the percentage of misshipped and/or frustrated shipments.

(7) Data Processing:

(a) In August 1969, AMMC completed its presentation and discussions with the USARPAC Central Design Agency (CDA) concerning the AMMC unique requirements to be incorporated into the USARPAC Standard Supply System (3S) to support the management and supply of aviation repair parts. CDA has since been redesignated as the Computer Systems Command Support Group (Pacific).

(b) On 27 October 1969, the components of the IBM 360/50G magnetic disk/tape computer arrived at the AMMC. Plans are to complete the installation of the computer and the acceptance testing on 8 December 1969. Until the USARPAC 3S is installed, it is planned to operate the present AMMC supply system on the IBM 360/50G and the IBM 1460, with a target of operating ten processing cycles monthly.

(8) Maintenance:

(a) The findings of audits conducted during the spring of 1969, by the United States Army Audit Agency and the General Accounting Office, severely criticized USARV for the lack of aircraft reparable parts management. As a result, the Deputy Commanding General, USARV, directed that a positive system be developed to identify and manage critical aircraft reparable. A joint USARV, 34th General Support Group, Army Aviation Materiel Management Center (AMMC) study group was formed to evaluate and analyze the specific problems associated with accountability of reparable aircraft parts. The study group approach to the problem was to review and analyze the entire spectrum of accounting for and handling aviation reparable in RVN. The goal was to develop a total management system which reconciles issues against turn-ins, is workable in the field, manageable at AMMC and, most important of all, enforceable. The study group findings and recommendations were completed in July 1969 and concurred in and approved by the Deputy USARV Commander in August 1969.

(b) The instructions for implementation of stringent accounting procedures were published as USARV Supplement 1 to AR 711-45. The procedures established serviceable and unserviceable supply accounts at the USU and user levels. The regulation directs the accountable officer to account for the quantities of serviceable components issued to customer units and like unserviceable components turned in for return to the supply system.

(c) The most important factors that place the USARV supplement apart from other regulations which have attempted to account for repair parts are the requirement for accountability at the DSU and customer levels, the fact that the unit will not be issued a second like serviceable part until an unserviceable part has been turned in in exchange for the previous serviceable part issued, and the fact that the Deputy Commanding General USARV is provided a monthly analysis by Commanding Officer, 34th General Support Group, of the issue versus turn-in rate of all repair parts by DSU and customer units. Thus, organizations with unfavorable return rates receive special command attention.

(d) The first reporting period under the USARV Supplement was October 1969. The parts issue versus unserviceable turn-in rates were analyzed by AMMC. The initial report was submitted to USARV for appropriate action. It is noteworthy that as a result of the positive accounting and control system initiated, and the command emphasis placed on the program, that of 832 components accounted for under the system, 233% more unserviceable components were turned in than like serviceable items issued.

(e) The aircraft repair parts accountability program will, if properly managed, directly result in considerable cost savings not only to RVN, but to the overall logistics system. Procurement of additional new components can be reduced, as unserviceable repairable parts will be repaired and returned to the supply system as serviceable assets.

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

a. Personnel:

(1) OBSERVATION: The hiring of local nationals for responsible positions is often done only as a stop gap measure with little concern for long range planning.

(2) EVALUATION: The civilian hire freeze and rigid RVN imposed grade limitations encourages our best local national employees to seek higher paying jobs elsewhere and precludes our hiring suitable replacements. This is an unfortunate state of regression which can be precluded by establishing a plan for Vietnamese civilians to be trained for increasingly responsible jobs.

(3) RECOMMENDATION: Recommend review of personnel hiring policies and incorporation of a grade structure which will provide greater incentives for the better-educated and more-qualified local nationals to seek employment with US elements. Particular attention should be directed toward expanding use of local nationals into more responsible positions.

b. Operations:

(1) OBSERVATION: The process of obtaining Automatic Data Processing Equipment (ADPE) and Automatic Data Processing Systems (ADPS) to support logistics in a combat zone is not responsive to the needs of the theater.

(2) EVALUATION: The extremely long ADPE approval, acquisition and installation process, in the case of AMMC, was not accomplished before the original application became outdated and replaced by other more complex and modern requirements. This causes the planned applications to be obsolete before they can be implemented. A third generation computer is now available for the operation of a second generation system, not exploiting the remote terminal and multi-programming capabilities of the computer. An example is the following chronology of events which culminated in the installation of the IBM 360/50G system at AMMC:

Feb 66 - DA approved the AMMC DAR and directed that systems specifications be prepared.

Mar 66 - USARPAC indorsed the approved DAR to USARV with instructions to suspend action and directed that two UNIVAC 1005 card processors be installed in Oct - Dec 66 IAW a USARPAC program.

Mar 67 - A new AMMC DAR was submitted.

May 67 - USARV forwarded system specifications to USARPAC.

Aug 67 - DA conference resulted in the approval of an IBM 1460 for Nov 67 as an interim computer pending approval of a third generation computer, to become available in mid-68.

Jul 68 - DA directed a review of IBM 1460 operations and requirements and required an update of the 1967 systems specifications.

Nov 68 - DA conference resulted in tentative approval of IBM 360/40. USARPAC was designated to support AMMC in implementing the new system.

Dec 68 - DA requested a time phase plan assuming delivery of IBM 360 on 1 March 69.

Jan 69 - DA requested justification for sole source procurement. USARV provided justification.

Feb 69 - CINCUSARPAC recommended to CSD installation of an IBM 360/50, based upon the use of the USARPAC Standard Supply System (3S).

Jul 69 - AMMC delivered AMMC unique requirements for changes to 3S to USARPAC.

Oct 69 - IBM 360/50G delivered to AMMC in three shipments, 20, 21

and 27 Oct 69. The 3S was not ready for installation.

(3) RECOMMENDATION: Recommend the acceleration of the development of a third generation ADP supply system which will utilize the capabilities of the equipment now being acquired.

c. Training:

(1) Officer Personnel - ICP Level

(a) OBSERVATION: Officer and enlisted personnel assigned to AMMC logistics functions are not fully qualified in ICP type supply operations.

(b) EVALUATION: It has been found that USARV assignment policies for officer and enlisted personnel to USA AMMC are not providing the most qualified and properly trained individuals for positions which require expertise in the complexities of an inventory control point operation. The mission of providing optimum logistical management for all aircraft, avionics and armament repair parts required to support the total aviation program in RVN requires officers who have attended logistics oriented schools and preferably have had several years experience in the aircraft supply and maintenance areas. NCO's should be members of the NCO logistics program.

Frequently untrained and unskilled personnel are assigned to AMMC. There is insufficient time during a one year tour to fully train a commodity manager who is relatively new to the logistics management field. Experience as a property book or unit supply officer does not suffice for formal training in logistics management such as is provided at the Army Logistics Management Center, Ft. Lee, Va. Many of these officers are graduates of the Army Transportation School, Ft. Eustis, Va.; however, the Transportation School does not nor should it be expected to provide adequate training for inventory control center (ICC) logistics managers.

(c) RECOMMENDATION: Recommend, as a minimum, that all field grade officers assigned to AMMC be required to attend the Army Logistics Executive Development Course, Ft. Lee (formerly the Army Logistics Management Course). Company grade officers should have completed one of the ALMC specialty courses such as requirements or maintenance management or QM School supply courses. Also, recommend USARV closely monitor assignments of individuals assigned to AMMC to assure that only those officers and NCO's who possess the requisite training and experience receive such assignments.

(2) Officer Personnel - DSU/GSU Level

(a) OBSERVATION: Frequently officer and warrant officer personnel assigned to the aircraft direct and general support functions are not fully qualified to perform in a satisfactory manner.

(b) EVALUATION: Typically the officer assigned to the technical supply function is a Captain, Lieutenant or Warrant Officer. Because of personnel turbulence, especially in a short tour area, and the relatively junior nature of these men in terms of military service, all too frequently they do not possess a sufficient amount of experience and training to be even marginally effective. This initial weakness is often compounded by the rated status of the incumbent in that flying duties often remove the individual from the work environment and further lessen the probability that he can develop a sufficient amount of expertise in an on-the-job environment. Often, in spite of the qualification and environmental difficulties under which they operate, these men perform in a manner that is commendable. This performance, however, is substantially less than what it could have been if the individual had adequate previous training and experience. Thus, even outstanding effort by these unqualified individuals provides only limited results. The expense of supporting the modern aviation logistical program with unqualified personnel imposes a serious challenge on the Army.

(c) RECOMMENDATION:

(1) The DSU/GSU technical supply positions should be filled with individuals who have a broad background in experience and adequate formal training in logistics disciplines, with special emphasis on aircraft logistics. Preferably their aviation logistics expertise would have been developed in non-flying aviation assignments.

(2) Recommend development of an aircraft technical supply officer course, perhaps in conjunction with the Aircraft Maintenance Officer Course (AMOC), Ft. Eustis, Va., that will include sufficient instructional information in the operation of aircraft DSU/GSU technical supply so that a graduate of the course will possess the requisite expertise required to become immediately productive in a technical supply area.

d. Intelligence: None

e. Logistics:

The need for high speed communications between AMMC and the direct supply support activities continues to be a prime area for improvement. Intra-theater requisition traffic is transmitted by courier. No significant improvement in communications has been effected for Avn Log traffic since 1966. The result is increased order ship time, loss of lateral search capability and diminished service for the requester in the field.

f. Organization:

AMMC is colocated with and under the command of the 34th General Support Group which reports directly to HQ USARV. Operating experience has proven this to be an ideal location in the command structure to maximize aviation support responsiveness throughout the RVN four corps areas.

g. Communications: (See e above)

h. Materiel:

(1) OBSERVATION: Depots in RVN do not have adequate covered storage.

(2) EVALUATION: As a consequence of inadequate storage facilities, many items are placed in open storage. Extremely heavy rains, followed by heat and high humidity cause rapid deterioration of wooden containers which allows moisture to penetrate the contents. In many instances, corrosion would have been prevented had the packaging included appropriate preservative and barrier materials to withstand the climatic conditions encountered in Vietnam.

(3) RECOMMENDATION: Recommend all high dollar value items destined for RVN be packed and/or repacked as necessary in such a manner that they will survive tropical outdoor storage conditions.

i. Other:

(1) OBSERVATION: The two Army aviation depots, located at Saigon and Qui Nhon, are responsible for issuing aviation items to all Army Aviation supported units in RVN.

(2) EVALUATION: The majority of requisitions are in issue priority group I of which many are EDP requisitions. The depots are normally able to process the requisitions and deliver supplies rapidly to the aerial ports. However, in many instances high priority cargo, including parts to remove aircraft from deadlined status, is left in the cargo assembly area for as long as seven days awaiting transportation. To combat this problem, some units are flying their own organic aircraft into the depots to pick up their supplies. This procedure is considered inappropriate in that established doctrine places the impetus for supply from the rear forward.

(3) RECOMMENDATION: Recommend assignment of dedicated airlift to AMMC on a daily basis. The benefits to be gained by lowering the acft deadline rate and making aircraft available to perform their intended purpose in support of operations would more than justify this action.

1 Incl - wd, HQ, DA

~~List of Current Orgn Structure~~

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Samuel G. Cockerham
SAMUEL G. COCKERHAM

Colonel, TC

Commanding

AVGF-B (21 Nov 69) 1st Ind
SUBJECT: Operational Report of Headquarters, United States Army Aviation
Materiel Management Center (AMMC) for the Period Ending 31 October
1969 RCS CSFOR (R2)

LTC Shore/rap/MACV 3331

DA, HEADQUARTERS, 34TH GENERAL SUPPORT GROUP (AM&S), APO 96309

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

1. This Headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 October 1969 from Headquarters, United States Army Aviation Materiel Management Center (AMMC).

2. Comments follow:

a. Reference Section II, Lessons Learned, paragraph a, PERSONNEL; concerning hiring of local nationals. The hiring freeze was lifted on 9 November 1969.

b. Reference Section II, Lessons Learned, paragraph e, LOGISTICS; concerning communication. Recommend a system for electrical transmission of supply information be established within USARV for use by AMMC.

c. Reference Section II, Lessons Learned, paragraph f, ORGANIZATION; concerning collocation of AMMC and Headquarters, 34th Group. Recommend that consideration be given to this proven arrangement in any future similar type organizations.

d. This Headquarters concurs with the remaining observations, evaluations, and recommendations and has no additional comments.

FOR THE COMMANDER:

for *W. L. Damsen Capt*
THOMAS A. GRAY
MAJ, AGC
Adjutant

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AVHGC-DST (21 Nov 69) 2d Ind

SUBJECT: Operational Report of Headquarters, United States Army Aviation Materiel Management Center (AMMC) for the Period Ending 31 October 1969, RCS CSFOR-65 (R2)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375 3 0 JAN 1970

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

1. This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 October 1969 from US Army Aviation Materiel Management Center and comments of indorsing headquarters.

2. Comments follow:

a. Reference item concerning "Personnel", page 6, paragraph 2a and 1st Indorsement, paragraph 2a; concur. There is a requirement for a heavier degree of reliance on LNDH to perform an ever increasing scope of duties in jobs which previously excluded local nationals. During the upcoming position and pay management survey scheduled for January through March 1970, emphasis will be placed upon the establishment of a grade structure which will provide a greater incentive for better educated and more qualified local nationals to seek employment with US elements.

b. Reference item concerning "Operations", page 7, paragraph 2b. Concur with the recommendation to develop a third generation ADP supply system. Although the term "third generation" is appropriate to ADP equipment rather than to the supply system itself, the need for improved equipment and software has been recognized. Computer manufacturers have been requested by USARPAC to submit proposals to replace existing equipment used in the USARPAC Standard Supply System (3S) with new, third generation hardware. These proposals are currently being prepared and new equipment should become available in the near future. Once the equipment is installed, plans will be developed to accomplish reprogramming of current procedures so as to fully exploit the capability of the computer and its technology.

c. Reference item concerning "Officer Personnel - ICP Level", page 8, paragraph 2c(1); concur. USARV AG closely monitors the assignment of all aviators within RVN. Every attempt is made to assign the most qualified individual available against the most critical requirements. In the case of AMMC, the individuals are assigned to the 34th Gen Spt Gp which is responsible for the assignment of personnel to subordinate units. The 34th Gen Spt Gp has a much higher ratio of qualified and experienced maintenance and supply officers, including 2d tour personnel, than any other unit within RVN. Graduates of the Army Logistics Management Course will be assigned to the 34th Gen Spt Gp whenever possible, consistent with the RVN wide requirements.

d. Reference item concerning "Officer Personnel - DSU/GSU Level", page 8, paragraph 2c(2); concur. Department of the Army and CONARC should consider the establishment of an Aircraft Technical Supply Officers Course in conjunction with the Aircraft Maintenance Officer Course (AMOC) at Ft Eustis, Virginia.

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30 JAN 1970

AVHGC-DST (21 Nov 69) 2d Ind


SUBJECT: Operational Report of Headquarters, United States Army Aviation Materiel Management Center (AMMC) for the Period Ending 31 October 1969, RCS CSFOR-65 (R2)

e. Reference item concerning "Logistics", page 9, paragraph 2e and 1st Indorsement, paragraph 2b; concur. However, action should be initiated through command channels outlining the specific requirement.

f. Reference item concerning "Material", page 10, paragraph 2h; concur. However, current packing and packaging criteria for shipments to RVN is level A/A. This level will afford adequate protection against corrosion, deterioration and damage during world-wide shipment, handling and open storage. There are two methods available for reporting P&P discrepancies. One is DD Form 6, Report of Packaging and Handling Deficiencies, and the other is the quarterly report of Utilization and Packing of Southeast Asia Shipments (RCS AMC-199). The AMMC report, dtd 3 Dec 69, which covers the period of this ORLL, indicated that packing was acceptable and that methods were consistent with current handling, storage and environmental conditions.

g. Reference item concerning "Other", page 10, paragraph 2i; concur. The 34th Gen Spt Gp has identified a requirement for two C-7 aircraft to provide dedicated support for aviation maintenance and supply activities throughout RVN. The 34th Gen Spt Gp has been advised to submit a request for this support IAW MACV Dir 95-3, Helicopter, Light Fixed Wing Aircraft and C-7 Aircraft Support, 18 Jul 69.

FOR THE COMMANDER:


C. E. MICHELS
MAJ, AGC
Assistant Adjutant General

Cy Furn:
USA AMMC
34th GS Gp

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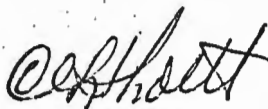
SUBJECT: Operational Report of HQ, US Army Aviation Materiel Management
Center for Period Ending 31 October 1969, RCS CSFOR-65 (R2)

HQ, US Army, Pacific, APO San Francisco 96558 13 FEB 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:



C. L. SHORT
CPT, AGC
Asst AG

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