

# AVIAN 34







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## COMMANDERS MESSAGE

For the past six years the 34th General Support Group has provided avionics, armament and aircraft maintenance support to aviation units that were rapidly deployed to Vietnam to meet the enemy threat. This challenge was met with unqualified success.

Now we have entered into a new era. The United States accomplished its objective of stabilizing the situation thus enabling the Vietnamese to develop their sovereignty and commence nation building. This success has enabled the United States to begin phasing out its military units in Indo-China. The challenge has become even greater, since in many cases, we have less resources to accomplish our important mission. The success of future operations and the Vietnamization program will be strongly dependent upon our ability to "Keep 'Em Flying" through the transition to US withdrawal of our military forces.

Operation Lam Son 719 was a splendid example of the Group's ability to meet a difficult challenge. The alacrity, dedication and skill by



Colonel Donald H. Jersey

which the military and civilians assigned to the Group responded to providing maintenance and supply support for over 750 aircraft during this operation is without precedence.

Many of our other achievements are highlighted in this magazine and you can be justly proud to have been part of this effort. As your Commander, I extend my deepest appreciation and sincere thanks for your truly outstanding support and dedication. I am confident that you will continue to provide the same outstanding support to the Army Aviation mission in the future.

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# LAM SON 719



The Laotian Incursion was designed to be an assault upon North Vietnamese supply depots and also to close the routes thru which these supplies were moved. It was thought that if enough supplies were destroyed, the enemy would be unable to advance into South Vietnam. The helicopter was instrumental in this operation as transportation for South Vietnamese troops and also for the devasting firepower of the gunships. Without an adequate aircraft supply and maintenance system, Operation Lam Son 719 would not have been as effective as it was. The mission of the 34th General Support Group (AM&S) was to set up a maintenance information system which would bring the maintenance and supply effort under centralized control of the 34th Group Headquarters (forward) at Quang Tri. This system, devised by

Colonel Donald H. Jersey, Commanding Officer of 34th General Support Group, was effective in the relocation of supplies and maintenance personnel from outlying areas to where they were most needed. The plan was to keep as many aircraft as possible in the air by expediting maintenance procedures on the ground. One of the steps designed to expedite maintenance was a forward Quick-Stop, which was an armament and avionics repair shop in Khe Sanh. This facility enabled aircraft with inoperative radio equipment or faulty weapons to get the work done in the field without returning to Quang Tri. Another phase of the maintenance plan was an engine cleaning team consisting of 18 men, who cleaned the engines of 700 aircraft on a scheduled basis. The average number of aircraft serviced per day was 14.

LTC Franklyn Goode, Commanding Officer of the 58th Transportation Battalion, was assigned the responsibility of acting as technical advisor for 22 company sized maintenance units involved in support of Lam Son 719. In a similiar capacity, LTC Tommy Mansfield, Commanding Officer of the 14th Transportation Battalion, assisted 9 units of the same size. Their function as technical advisors was to insure that maintenance authorized at these levels was accomplished.

Relocation of maintenance and supply personnel, military and civilian NHA Inc. employees, began in early February 1971, and reached its peak in early March when approximately 400 personnel were affected. Military personnel came from all units of the 34th Group including the 765th Transportation Battalion and the



*NHA personnel were essential to the success of the mission.*

#### 520th Transportation Battalion.

Since the maintenance facilities at Quang Tri were a direct support activity, only work that did not require prolonged maintenance was undertaken there. Maintenance problems requiring more time were sent to the 5th Transportation Battalion at Hue/Phu Bai. All extensive maintenance problems that could not be completed in 10 days were redirected to the 58th Transportation Battalion at Da Nang. When the ships arrived in Da Nang they were reassigned to the 58th Transportation Battalion so that the prior owning units could request replacement aircraft. As little as 2 per cent of all aircraft serviced at the 58th Transportation Battalion remained there more than 14 days. This is unusual because of

the longer length of time normally required for repair at this level. To accomplish this rapid maintenance, the 58th began working two shifts on a round the clock basis.

The 1st Transportation Battalion (Seaborne), stationed aboard the USNS Corpus Christi Bay, moved to the harbor of Da Nang in order to provide depot level maintenance for the aircraft involved in the operation. The "FAMF" (Floating Aircraft Maintenance Facility), a reconverted Naval seaplane tender, performed virtually every aspect of aircraft component maintenance from investigative analysis to heat

treating components. Its mobility was an immeasurable asset to 34th Group's efforts of providing expedient repair to damaged aircraft.

The 34th General Support Group's past experience in aircraft maintenance and supply procedures proved to be invaluable to the overall success of the Laos incursion. Its highly trained specialists in the field of aviation served as key members in the repair of damaged aircraft. By providing rapid maintenance of aircraft, it truly kept with its motto "Keep Em Flying".



*A LOH is ready for test flight after being repaired*

*Frequent briefings were necessary to insure coordination at all levels.*





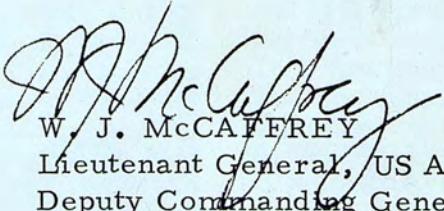
DEPARTMENT OF THE ARMY  
HEADQUARTERS, UNITED STATES ARMY VIETNAM  
APO SAN FRANCISCO 96375

AVHAV-LOG

SUBJECT: Letter of Commendation

Commanding Officer  
34th General Support Group (AM&S)  
APO 96309

1. Lam Son 719 has officially ended. In reviewing the many achievements of this action, the performance of aviation maintenance and supply personnel was a remarkable accomplishment.
2. The maintenance management procedures established during the operation, coupled with the exceptional supply and maintenance effort of your command, enabled aviation units to maintain high readiness levels despite accelerated flying activity and increased combat damage. The efficient manner in which combat-damaged aircraft were repaired and returned to service, newly arrived aircraft were processed, and time required and unprogrammed maintenance were performed clearly demonstrated the dedication and professionalism of the 34th General Support Group.
3. Please extend to the military members of your command and the civilian contract employes involved in Lam Son 719 my compliments for the splendid support they provided during this long and extremely demanding operation.

  
W. J. McCAFFREY  
Lieutenant General, US Army  
Deputy Commanding General

# CHAPLAIN'S MESSAGE

I have been impressed by what I have seen of the "Keep 'Em Flying" Group. I like the spirit I have found. It is a good feeling to be a part of a group of dedicated professionals who know they have a vital job to perform and who bring a great deal of "know how" and conscientious effort to the task.

Our mission to "Keep 'Em Flying" goes on. I have not had anything to do with the many noteworthy past accomplishments of our unit, but I hope to be a contributing member of the present team as we seek to do bigger and better for the guys who fly.

Today let us set our goals high, and prepare ourselves for the opportunities that will come our way. I like the way Edward Hale put it:

*I am only one,  
But still I am one.  
I cannot do everything;  
But still I can do something,  
And because I cannot do everything,  
I will not refuse to do something that I can do.*

May God help us to face life with a positive attitude. This is a day that calls for the best that is in us.

A wise man said there are basically two kinds of people, the plus or minus people. The plus people add to life. They leave it better than they found it. The minus people are parasites who always have their hands in the cookie jar, but never sweat in the kitchen.

When I was a jumper, I used to see a sign at the main gate, "What are you doing for airborne, plus or minus"? We could put it, "What are you doing to Keep 'Em Flying, plus or minus?

I once had a commander whose slogan is "Good, Better, Best". He repeatedly said, "Never let it rest until good is better, and the better becomes best".

Ask any wounded "grunt" how beautiful a dust off bird looks to him. I am more aware than ever that no courageous crew could "do their thing", if it were not for men like you doing your share of the dirty work behind the scenes. What you do may not be glamorous, but it is essential. Keep on keeping on, and God bless you.

"Whatever your hand finds to do, do it with your might".  
Ecclesiastes 9:10

TEDDY R. POPE JR.  
Chaplain (LTC) USA  
Staff Chaplain



Chaplain (LTC) Teddy R. Pope, Jr. is a native of Memphis, Tennessee where his wife, Barbara, and his three children, Tina, Charles, and Matt live. Chaplain Pope did most of his undergraduate work at Baylor University, Waco, Texas. He attended Seminary at Southwestern Baptist Theological Seminary, Ft. Worth, Texas. He also holds the Th M degree from Princeton Seminary, Princeton, New Jersey.

Chaplain Pope's stateside tours include: Ft. Belvoir, Virginia; Ft. Polk, Louisiana; Ft. Hamilton, New York; and Ft. Monmouth, New Jersey. He received jump training at Ft. Benning, Georgia.

Chaplain Pope's other overseas tours have been Germany and Korea.



*Easter Services aboard the USNS Corpus Christi Bay*

# WHITE LIGHTNING SUPPORTS THE MOHAWK

Day and night, the men piloting the Mohawk Surveillance aircraft are patrolling the skies over South Vietnam. The mission of this round-the-clock operation is to detect the enemy, his areas of concentration, supply lines and stock-piles before he can inflict damage on U.S. and friendly troops. To aid them in this search are some highly sophisticated and extremely complex navigation and surveillance systems. Each separate system has its own special capabilities and in many cases two or more of the systems compliment each other to provide more precise information on enemy locations. These include a Doppler navigation

general support avionics unit where more precise instruments are available.

The 317th (White Lightning) Light Equipment Maintenance Company (GS), is one of the units responsible for providing general and specialized back up direct support for Mohawk navigational and surveillance systems. Commanded by Major Edward V. Lyman, the unit is based at Vung Tau and is part of the 765th Transportation Battalion. Here the highly skilled electronic specialists, backed by factory trained technical representatives, work round-the-clock to provide the best in avionics maintenance support.

*The Mohawk OV-10 Aircraft*

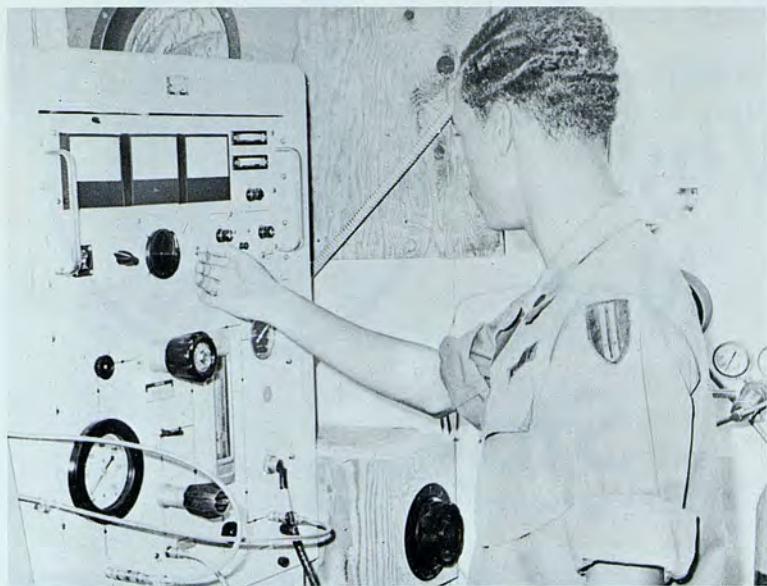


system; infrared (IR), side looking airborne radar (SLAR), and photographic surveillance systems.

Such sophisticated equipment requires the finest maintenance, at all levels, to fulfill the requirement for twenty-four hour surveillance coverage. This maintenance is normally performed by the organizational and direct support units. However, in these highly complex systems many of the repairs and alignments are beyond the capability of the direct support unit and must be evacuated to a



*A doppler technician of the 317th LEM Co. replaces a module in a memory storage unit, a part of the computer in the AN/ASN-64 Doppler Radar System.*



*An Infared Repairman making final operating checks on the Cryogenic Refrigeration System, using a closed cycle cooler test set TS-1609/G*

*Infared Repairman making final installation checks of infared equipment in the Mohawk OV-1C Aircraft.*

This support ranges from the repair of tiny solid state modules for return to the supply system, to the troubleshooting and repair of the complete systems in the aircraft.

In many cases the 317th LEM Company can provide unique services to include:

A. The use of a special test console in the testing, repairing and alignment of SLAR intermediate frequency amplifiers.

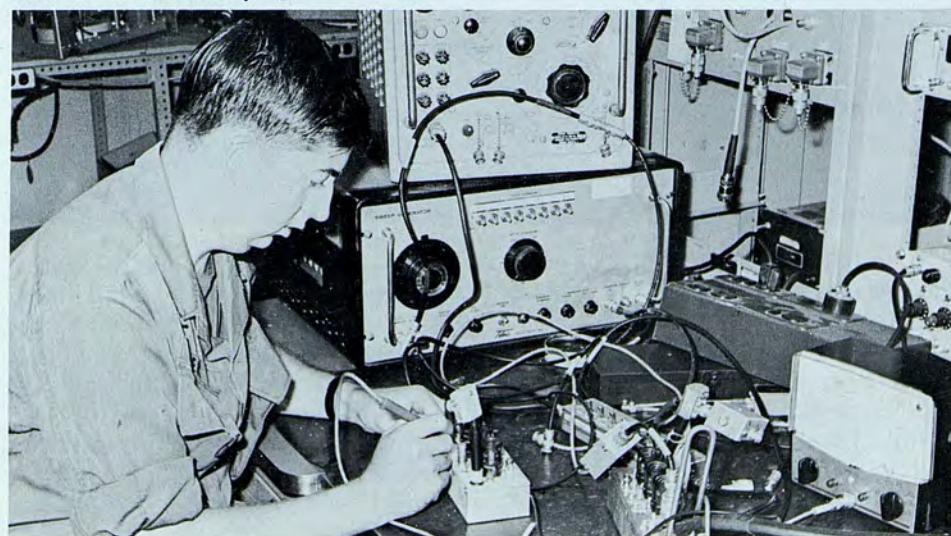
B. Complete facilities to perform dynamic testing and repair of IR Cryogenic Refrigerators.

C. Facilities for evacuating (decontaminating) refrigerant service kits and cryogenic refrigerator test sets.

D. Facilities to perform complete bench testing and repair of IR detectors and preamplifier.



*A SLAR repairman trouble shooting a module on test set AN/USM-187 the only such test set in-country.*



E. Complete checkout of IR detection equipment for resolution capabilities.

F. Semi-Automatic diagnostic checks on complete airborne or ground IR signal data converters or any separate module of these systems.

G. Last, but by no means the least, the operation of a doppler Radar system school. This school draws students from all South Vietnam, Thailand, and as far away as South Korea.

It can be said that no job is too small, none too large, and none too complex or difficult for "White Lightning" in support of the Mohawk.

# You're "In"

## Why Not Stay

Too often the career counselor is the most misunderstood man in the Army. Many men look upon him as a re-enlistment counselor, a man who must obtain a quota to keep the job. This might have been true a few years ago, but not today. The Army in its effort to promote an all volunteer Army has increased the duties of the counselor to cover a much broader scope.

Today he is available to help the soldier reach a decision, whether to remain in the service, go back to school, or obtain meaningful employment in civilian life. By taking an interest in the individual he is able to assist the enlisted man in evaluating his own capabilities and potentials. Through his special training in counseling and guidance procedures, he aids the individual to arrive at a sound decision, a decision that will benefit both the individual and the Army.

Personnel assigned to units of the 34th General Support Group (AM&S) have counselors available at battalion and group level. Their primary concern is to render service to all enlisted personnel. One such man is SFC George E. Ricks III Group Career Counselor. It is through his efforts that reenlistment within the 34th Group went from 57.4% in the 3rd Quarter FY 71 to 80% for the 4th Quarter FY 71.

To assist the career counselor in determining the individual's needs, interviews are conducted on a regular basis. During these interviews a man's MOS is verified and checked against a list of MOS's which are authorized a Variable Reenlistment Bonus. These bonuses are given in the form of cash awards. Three men in 34th Group who received these bonuses were SP4 Jesse G. Huffman, SP5 Fredrick N. De La Roche and SP5 Leo D. Damore for a total of \$27,000 or \$8,000, \$10,000 and \$9,000 respectively.

Bonuses are not the only way the Career Counselor can help you. He can tell you about tours in Europe, Alaska, the Caribbean, Hawaii or Japan. If you re-enlist he can guarantee a stabilized tour at a post of your choice through the CONUS Station of Choice Option.



It is never too late for school in the Army. The Army Technical School System offers an opportunity to select the type of training in one of the many MOS producing schools operated by the Army. These courses are taught by highly skilled instructors with the most modern equipment and teaching methods.

The counselor explains how the individual can move up and meet his full potential through the commissioned ranks. He can give you a choice if you are qualified for OCS (Officers Candidate School) or Warrant Officer Training. These schools are responsible in a large way for producing tomorrow's leaders today.



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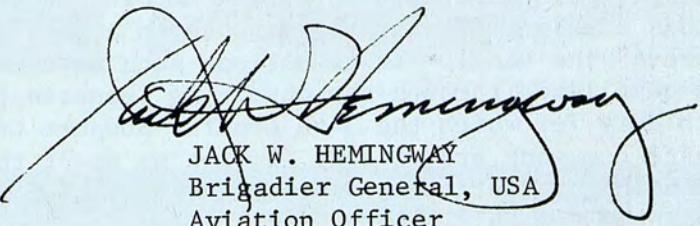
AVHAV

3 February 1971

SUBJECT: Letter of Appreciation

Commanding Officer  
34th General Support Group (AM&S)  
APO 96384

1. I have read with a great deal of pride and satisfaction messages of appreciation from Ambassador Lydman, Admiral McCain, and General Abrams for the assistance provided by members of your command during the recent floods in Malaysia.
2. The exceptionally professional manner in which this vital assistance effort was conducted reflects the highest degree of leadership, training, and competence in the 34th General Support Group. Aircraft maintenance for this operation, handled exclusively by your command, contributed significantly to furthering the friendship and good will between the United States and Malaysia. The "Hustlers" can feel justly proud of the vital role which they played in this most worthwhile endeavor.
3. Please convey to all concerned my thanks and heartiest congratulations for a job well done.

  
JACK W. HEMINGWAY  
Brigadier General, USA  
Aviation Officer



DEPARTMENT OF THE ARMY  
HEADQUARTERS, UNITED STATES ARMY, VIETNAM  
OFFICE OF THE AVIATION OFFICER  
APO SAN FRANCISCO 96375

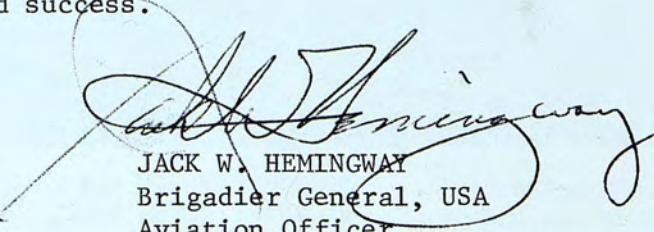
AVHAV

24 December 1970

SUBJECT: Letter of Appreciation

Commanding Officer  
34th General Support Group (AM&S)  
APO San Francisco 96309

1. I have been asked by the Commanding General, 1st Signal Brigade, to pass on to you his sincere appreciation for the immediate and highly successful aircraft maintenance support which you recently provided to his command in response to an urgent request for assistance.
2. On 12 December, the OR rate for the 1st Signal Brigade's fixed wing aircraft stood at 22 percent. Through the outstanding efforts of your command, this rate immediately began to climb and a scant week later was at 89 percent. This almost miraculous recovery took an exceptional degree of initiative and dedication for which you and every member of your command can feel justly proud.
3. I would also like to extend my own thanks and congratulations for this highly professional response to a call for assistance "over and above" the usual. It is actions such as these which you have consistently accomplished through the inspiring leadership and uncommonly high devotion to duty for which the 34th General Support Group and all of its subordinate commands are renown. I have no doubt that your future endeavors will continue to merit the position of very high esteem in which your organization is now held.
4. Best wishes for continued success.

  
JACK W. HEMINGWAY  
Brigadier General, USA  
Aviation Officer

# An Aircraft's DEROs

Aircraft that reaches maximum flying hours or receives battle damage not repairable in Vietnam is retrograded to the United States. Since a large percentage of these aircraft are returned to Vietnam, it is important to provide an expedient means of transportation. The 34th General Support Group (AM&S) employs two forms of transportation to accomplish this mission.

In January 1971 the 34th General Support Group (AM&S) began large scale retrograde of Army aircraft to CONUS by surface means. The MACV Traffic

Company. The aircraft are loaded aboard the Seatrain vessels by terminal units at Da Nang, Qui Nhon, Cam Ranh Bay and Vung Tau.

Approximately seventy UH-1 aircraft may be stowed below deck. Below deck stowage precludes extensive efforts to preserve the aircraft against the corrosive action of salt spray. More aircraft may be stowed above deck, but these must be protected by covers or sprayable plastic coating. In addition to UH-1 Aircraft, the 34th Group will also be retrograding AH-1G (Cobra), OV-1 (Mohawk), U-21 (Ute), and

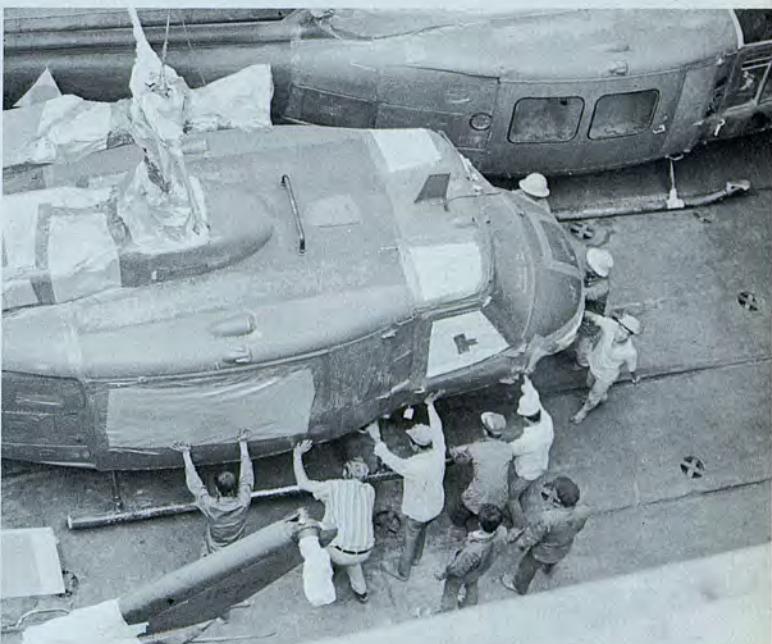
U-8 (Seminole) aircraft aboard Seatrain vessels. The use of surface retrograde is allowing the 34th Group to return to CONUS large numbers of aircraft inexpensively.

Along with the use of Seatrain vessels, the 34th General Support Group has entered a new phase of operations in support of Army Aviation in Vietnam. This new phase involves the use of the US Air Force's huge new transport, the C5 Galaxy.

On 20 March an element of the 34th Group, the 608th Transportation Company, 14th Transportation Battalion, located at



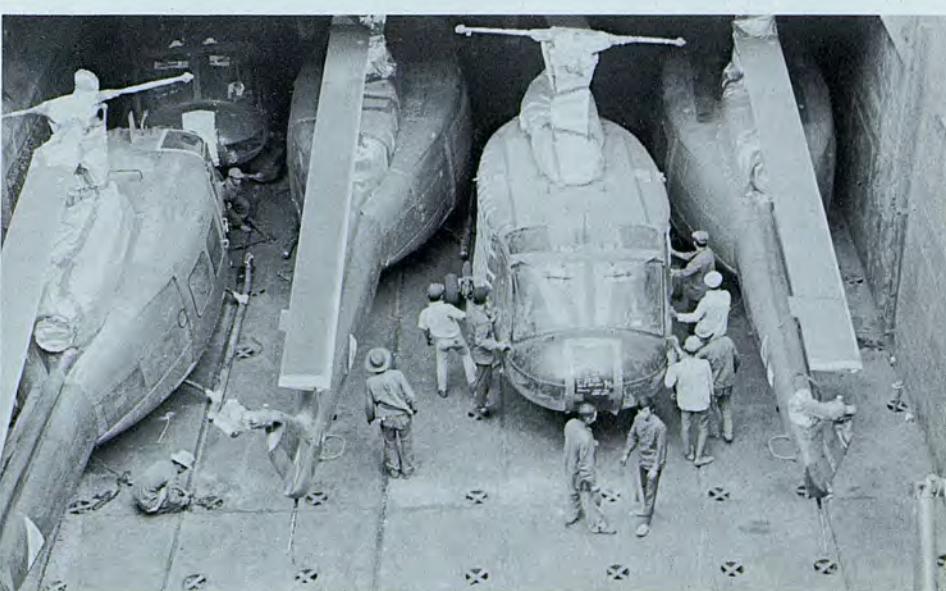
UH-1 being lowered into hold of ship.



Vietnamese workers in final stages of securing aircraft.

Management Agency and the Military Sealift Command are providing Seatrain Lines Vessels of the Puerto Rico class for this retrograde operation. The Seatrain vessel has proven particularly well suited to the movement of aircraft since its four unobstructed decks allow minimum disassembly of aircraft.

In this operation, aircraft designated for surface retrograde are prepared for shipment by an aviation support unit of the 34th Group. Four of these direct support units are involved in this operation: 142nd Transportation Company, 79th Transportation Company, 608th Transportation Company, and the 338th Transportation



The helicopters are stored front to back to conserve space.

Dong Ba Thin, received three CH-47 helicopters on a C5 at Cam Ranh Air Base. These were new aircraft coming into Vietnam from the New Cumberland Army Depot in Pennsylvania.

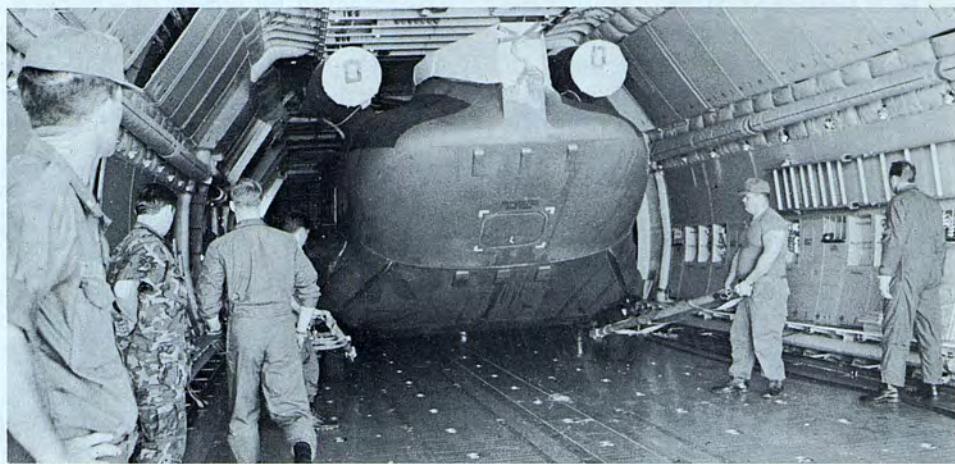
After receiving these new aircraft, the 608th Transportation Company retrograded three CH-47 helicopters on the same C5 aircraft. These retrograde helicopters were being returned to New Cumberland for overhaul.

The use of the C5 for the movement of these Army aircraft was arranged by the Army's Aviation Systems Command, St. Louis, Missouri. Personnel of the 14th Aerial Port Squadron, Cam Ranh Air Base, assisted in the offload and backload of the C5.

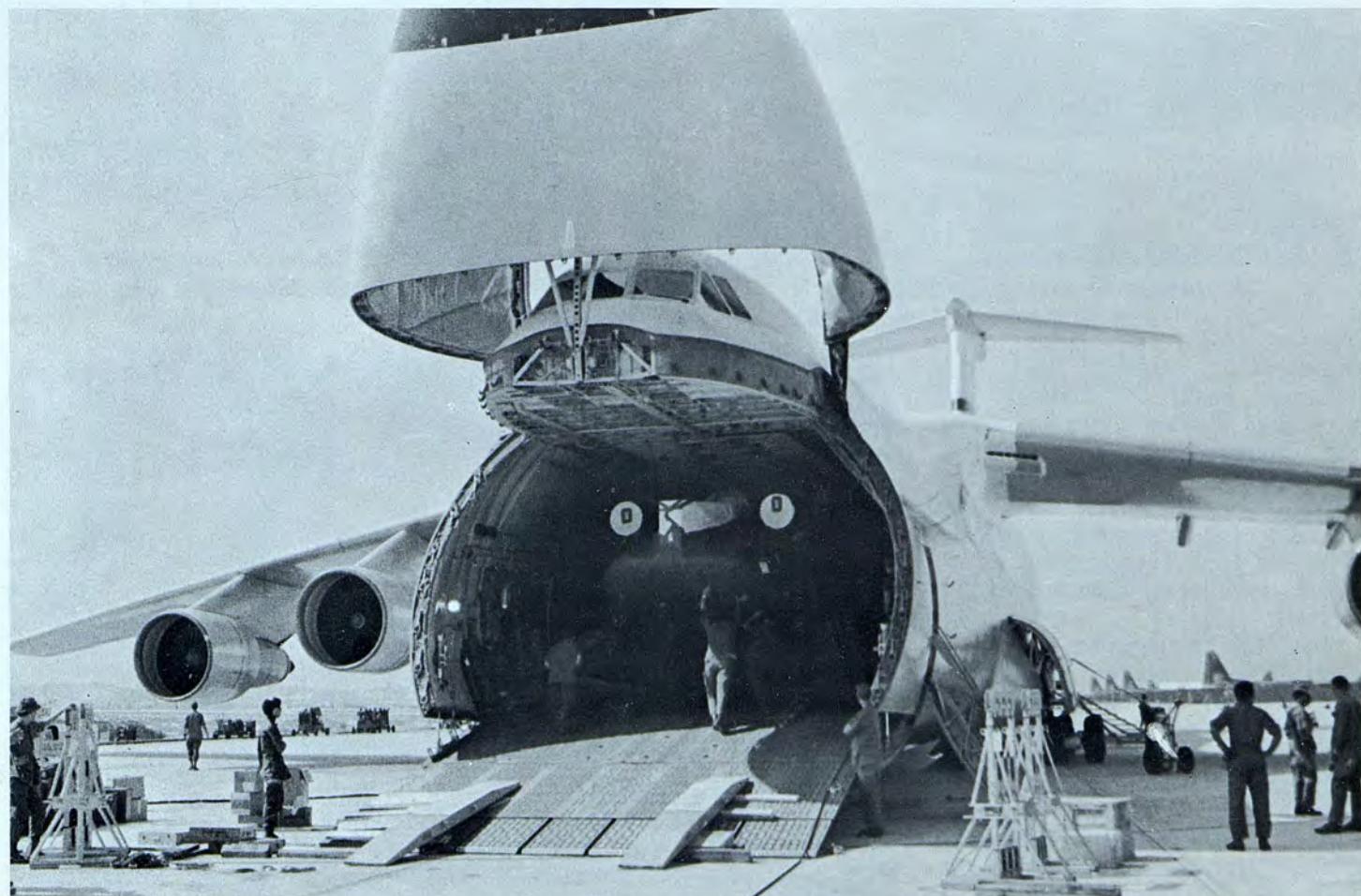
With the successful completion of this C5 operation, it appears that greater use will be made of the C5 to transport Army Aircraft in the future. The 34th General Support Group is prepared to make maximum use of the C5 Galaxy in support of Army Aviation in Vietnam.



*The C5's loading ramp must be modified so that CH-47 clears ceiling of cargo compartment.*



*CH-47 being maneuvered inside the C5 by winch and tow bar.*



# CHANGE OF COMMAND



Colonel Bergner, outgoing Group Commander presents the command to LTG W.J. McCaffrey and Colonel Jersey.

Colonel Donald H. Jersey assumed command of the 34th General Support Group (Aircraft Maintenance & Supply) in ceremonies which began at 10 a.m. December 14, in the 34th General Support Group area of the MACV Annex, Tan Son Nhut AFB, Saigon.

Colonel Jersey received his Bachelor's Degree in business administration from the University of Omaha. He was commissioned a second lieutenant in the infantry in 1946 and transferred to the Transportation Corps in 1956. He has completed the Command and General Staff College and United States Army War College.

Colonel Jersey's past assignments included a tour in Vietnam as Commanding Officer of the 520th Transportation Battalion, 34th General Support Group (AM&S). Prior to his assignment here, Colonel Jersey was Deputy Commander for Acquisition, U.S. Army Aviation Systems Command, St. Louis, Missouri.

Colonel Jersey's decorations include the Silver Star with First Oak Leaf Cluster, Bronze Star with "V" device and one Oak Leaf Cluster, Meritorious Service Medal, and the Purple Heart. He has also earned the Combat Infantryman's Badge and the rating of Master Army Aviator.

Colonel Jersey replaced Colonel John Bergner, who has been reassigned to Headquarters, 4th Army, Ft. Sam Houston, Texas.



COL Jersey receives the 34th Group colors from LTG McCaffrey.



CSM Samuel Ring receives the 34th Group colors from COL Jersey, incoming Group Commander.



The 34th Group soldiers perform with precision and pride throughout the change of command.

# The Delta Riggers



"Helicopter: a bird native to the Republic of Vietnam, sometimes found roosting in the tops of palm trees, hiding 60 feet beneath the ocean waves off the coast, or resting peacefully under 15 feet of rainwater in a monsoon flooded rice paddy." This unusual definition of a helicopter comes from the 611th Transportation Company (ADS) 765th Transportation Battalion located at Vinh Long. The men in this unit are known to aviators in South Vietnam's Mekong Delta area as "The Delta Riggers". When a helicopter goes down anywhere in the delta's vast expanse of swamps, jungles, and rice paddies, the Delta Riggers are the men who bring it back to a secure area.

With CH-47 support from the 271st "Innkeepers" and the 147th "Hill Climbers", the 611th recovered in 1970 some 614 various aircraft, 258 of which were from semi-secure or insecure areas. All rigging missions come through the 164th Gp TOC "Delta 30" at Can Tho to the 307th Avn Bn (Cbt) TOC direct to Tailboard, Hq 765th Transportation Battalion. A crew of three riggers then proceeds to the downed ship, and by various rigging methods, the damaged ship is soon lifted to a secure area. The biggest concern of the pilot and crew is dropping an aircraft, which could cause extensive damage to an only partially damaged ship. By working with other rigging units, Tailboard personnel have made every effort to

eliminate dropping. Double safeties are incorporated into each rigging job, and SOP's are closely adhered to. This safety-conscious effort has resulted in only two dropped aircraft in the past three years, neither of which was due to faulty rigging methods.

Although the Riggers occasionally work under enemy fire, most of their rigging missions involve moving a damaged or inoperable helicopter or other heavy equipment from one secure area to another.

Aircraft rigging is not the only specialty of the 611th, as they are occasionally called in on some rather "unusual" rigging missions. During the push into Cambodia, the enemy destroyed a bridge on the main supply route which was vital to the US forces, and needed to be replaced quickly. The 611th was contacted at 0200 hours and asked if they knew about rigging bridge sections. Tailboard 6 acknowledged that if a CH-47 could lift it, they could rig it, regardless of what it

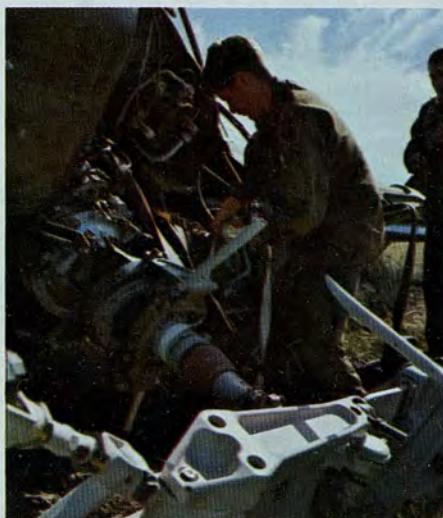


*The Tailboard crew works expeditiously to rig the downed ship.*

looked like. The "Delta Riggers" spent the next eight hours rigging and de-rigging eight bridge sections for the 36th Engineer Battalion.

Since the Riggers are the only professional recovery team in the Delta, their time is too valuable to waste on simple assignments. To free themselves for more difficult missions, the men conduct training classes in rigging procedures for Army, Navy, and Vietnamese aviation units in the area, enabling these other units to handle the routine jobs.

The 611th distinguishes itself by being the only company in 34th Group to have one of its members



*The rotor head is secured to insure a safe extraction.*

decorated with the Silver Star while serving with the unit. SGT Anthony M. Jackson, NCOIC of Tailboard, received the award for his actions during a field extraction while under hostile fire. The medal was presented to him on September 20, 1970. When questioned about how it feels to be part of a unit such as the riggers, Jackson replied "I'm willing to stay over here and do a job no one wants to do." His remark reflects the attitude of the volunteers in Tailboard, whose skill and courage while performing their duty enables the 611th to truly "Support the Delta".



*While awaiting the "lift bird" a Chinook 47, the riggers recover the scattered parts.*



*The connection is made as the chinook hovers over the downed Huey.*



*Another successful extraction for the Tailboard crew.*



# CIVIC ACTIONS: A different kind of battle

The 34th General Support Group (AM&S) is proud of its many achievements in Army Aviation, and although these achievements have required full time effort from everyone, there are some who have found time to do more than their share. The men of Headquarters and Headquarters Company, 34th General Support Group realize that war, in addition to leaving destroyed cities, also leaves a country with thousands of homeless orphans who have very little hope for the future. With this realization in mind, the men of HHC have developed as part of their Civic Actions Program, a way of helping some of these orphaned children.

In 1968 Headquarters Company became aware of an existing orphanage in Xom Moi Village on the outskirts of Saigon. Hoa Binh (Peace), as it was named, had originated in North Vietnam and was moved to Saigon in 1956 by Chu Van Tang, the present director of the orphanage. The orphanage had been approved and registered by the Ministry of Social Welfare, Republic of Vietnam, but was receiving a very small amount of money monthly for the support of each child. The orphans were not receiving adequate medical care, and the facilities at the orphanage were in need of repair. The men of HHC began visiting the orphanage

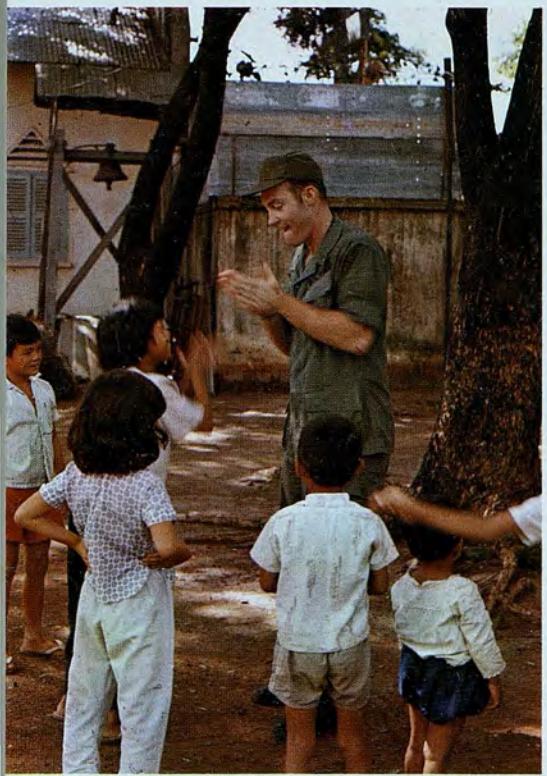


on a weekly basis, providing money from their donations to purchase food on the local economy. Later, a Donor Deposit Fund was established to accept contributions from interested groups and military personnel. The fund disburses money as the need arises for the purpose of purchasing food and financing repair work and special projects. A Board of Governors made up of the Group Chaplain,

Commanding Officer of Headquarters Company and the Executive Officer, and several of the enlisted men meet to determine which projects should be allotted funds. The fund has received generous contributions from many people, and this money has enabled HHC to improve some of the facilities at the orphanage. Perhaps the most significant improvement was the repair of the orphanage chapel, which was damaged extensively by a windstorm. The men of HHC were able to purchase building materials and assist in the repair of the damaged chapel. Future plans include the construction of a water tower to increase the present water supply, and to improve the existing buildings. Efforts are being made to arrange electrical service for the orphanage.

In addition to the Donor Deposit Fund, the Chris Clearwaters Memorial Fund has been established by HHC. 1LT Chris Clearwaters, brother of HHC Commanding Officer Captain Boyd L. Clearwaters, was killed in action in February 1971 while serving with the 1st Cav Division. This fund was initiated by donations received from the men of 34th Group and contributions of friends and



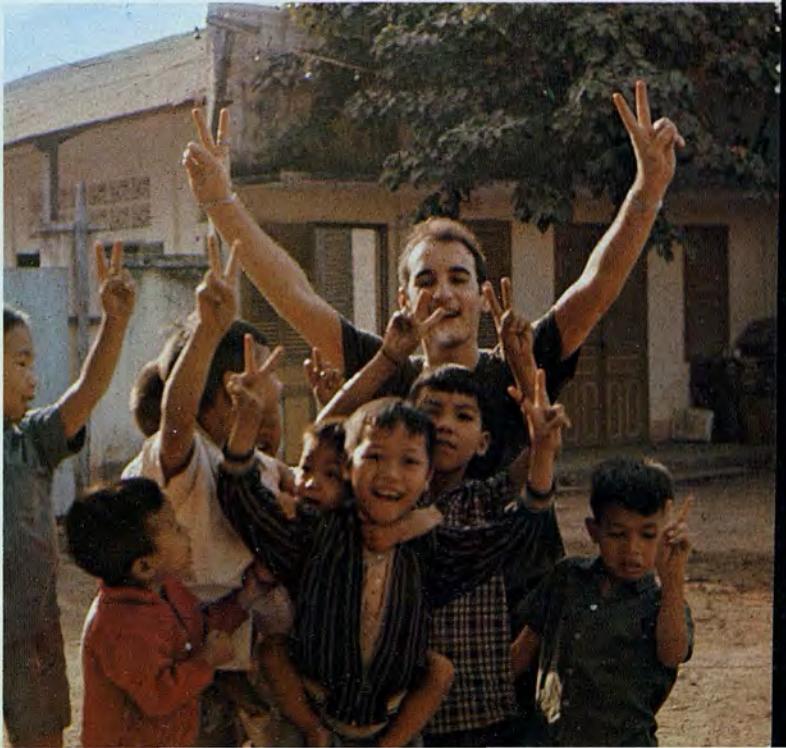


relatives of Lt Clearwaters. Although this fund is not solely for support of the orphanage, all of the money donated by the men of HHC will go for that purpose.

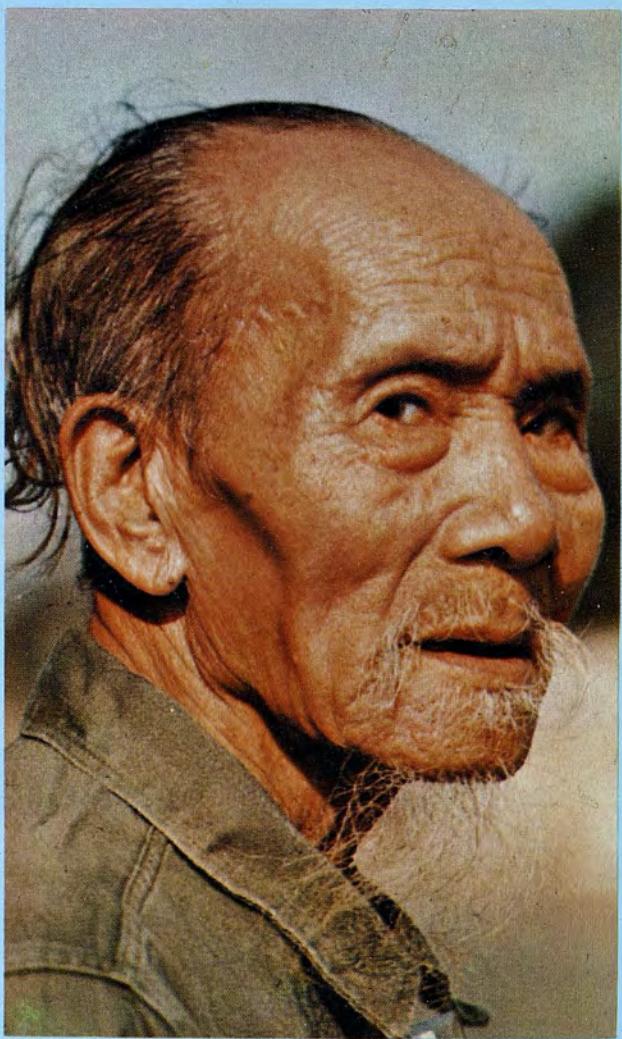
The problem of seeing that the children received adequate medical care was solved through the efforts of 1LT Gene V. Smith, Executive Officer of Headquarters Company 34th Group. A pediatrician and nurse from the 3rd Field Hospital now go to the orphanage on a regular basis and administer examinations and prescribe medication for the children. Currently the children are not receiving dental treatment, but Lt Smith is attempting to establish some type of dental care for them.

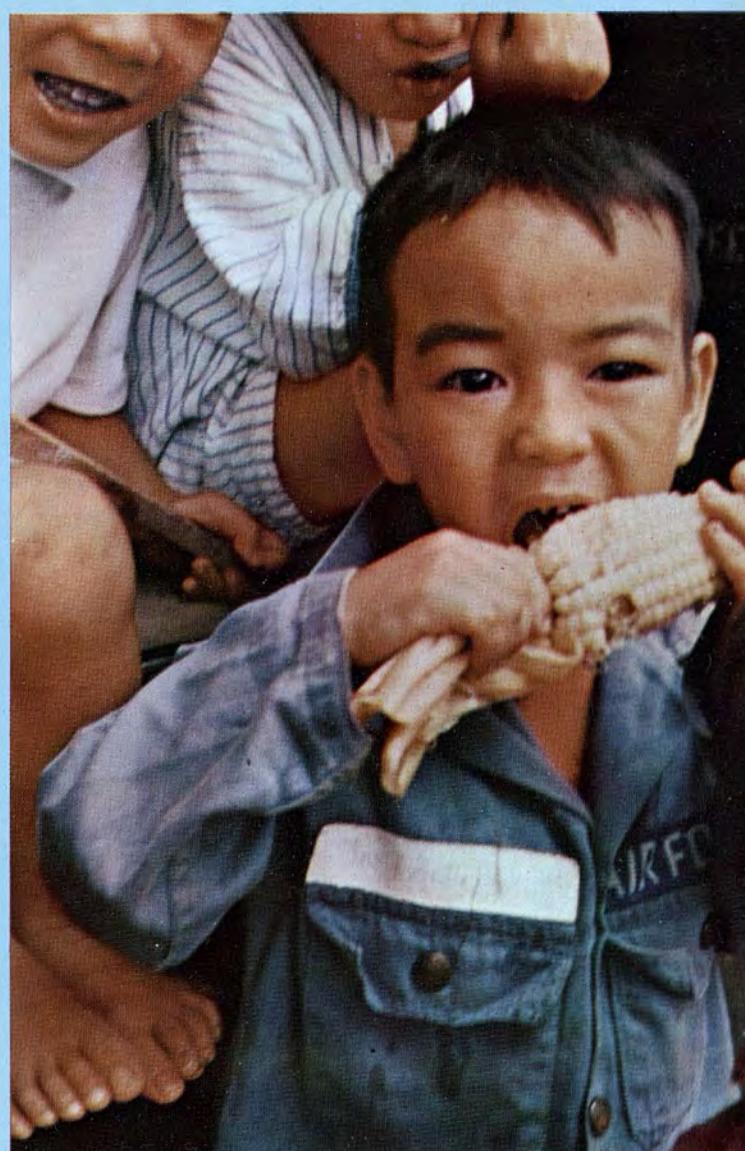
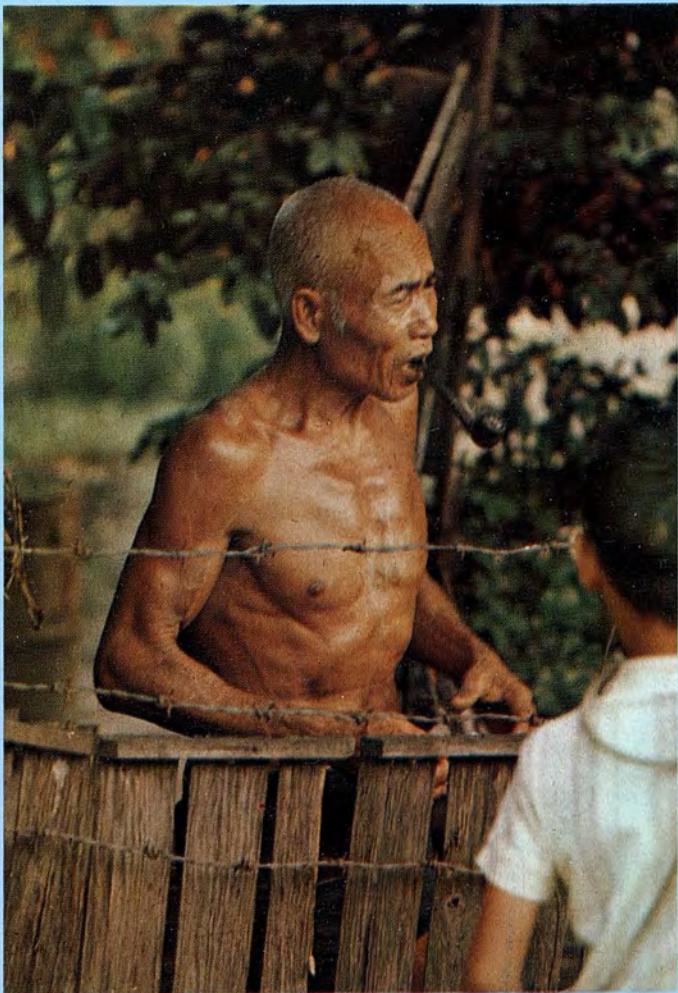
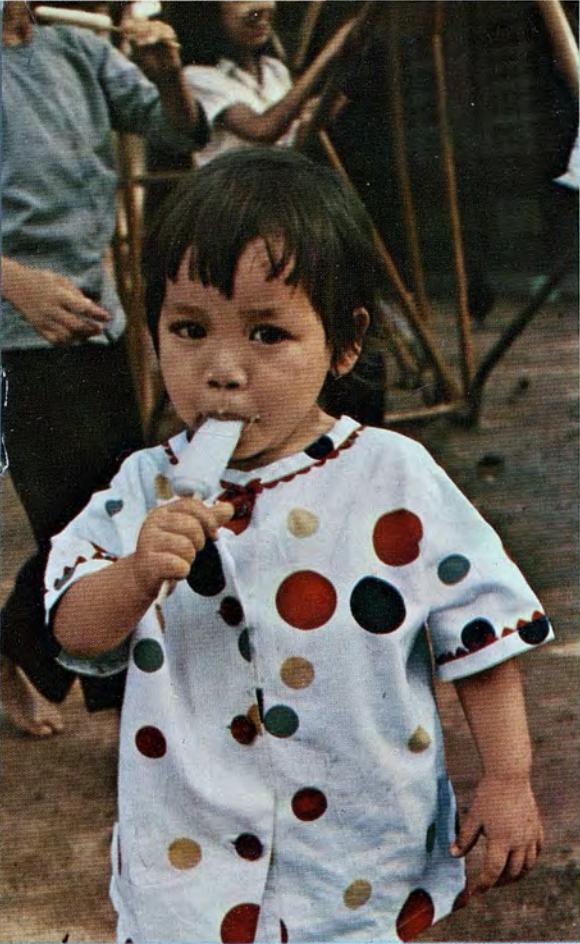
The orphanage accepts children of all ages, without regard to religion or race. Most of the children are Vietnamese, Catholic, and under the age of 18. The younger children are educated in classes conducted at the orphanage, and as they get older will attend the Village school. Presently there are 65 children at Hoa Binh, and the facilities are adequate for that number.

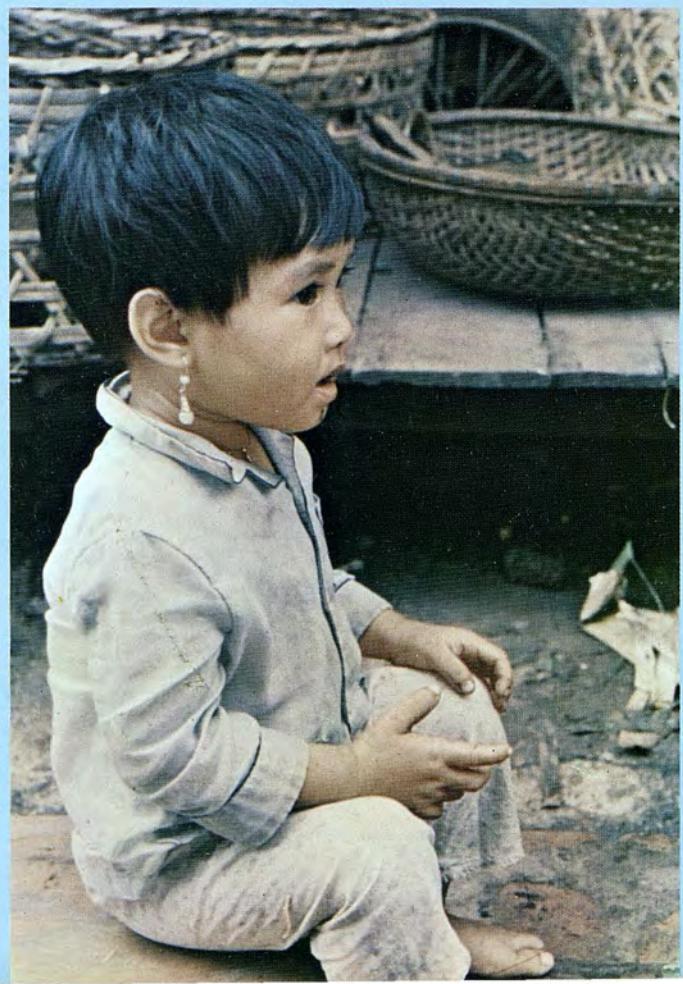
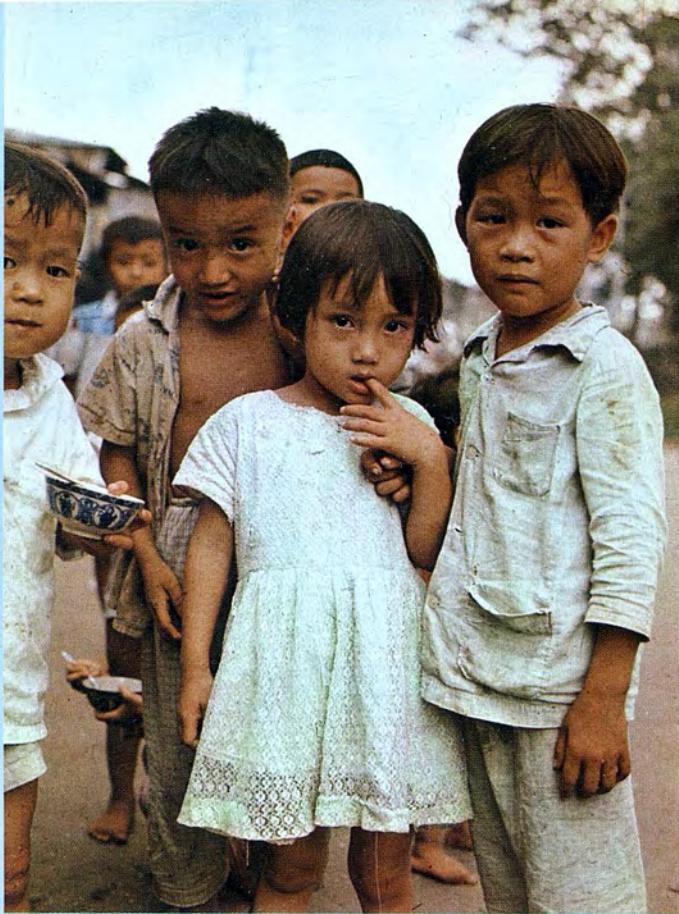
On their weekly trips to Hoa Binh, the men of Headquarters are well received by the smiling children. The expressions of the Children say much to the men; they feel good knowing that they have done much to ease the plight of these kids, and that through their efforts they will have a brighter future.



# FACES...









# VIETNAM: *More Than a Word*

From the bustling city of Saigon to the rural hamlets of the delta and the mountain villages of the highlands, Vietnam is a land of many contrasts: A land that war has scarred for centuries, and where in some areas the past is still the present.

It is a land of undeniable beauty: the beauty of a farmer reaping his harvest in the rice paddies of the Delta; the glory of a sunset on the mountain-surrounded South China Sea. Even its jungles where so many have died, paint a vivid picture of green trees and flowered plants.

Because of the vast contrast in the physical features of the various regions, the population is distributed unevenly. Nearly 50 per cent of the rural population lives in the Mekong Delta area in the southern part of the country, where tropical climate, abundant rainfall, and fertile soil result in conditions suitable for rice cultivation. The coastal strips and the small river basins of the central lowlands, where farming and fishing are the

main occupations, are also thickly settled. The Central Highlands, an area of about 18,000 square miles, has a total population of 600,000.

Saigon, the capital of South Vietnam, is situated 45 miles from the sea on the Song Saigon River. It is the home of the Headquarters for the 34th General Support Group (Aircraft Maintenance and Supply), and for the US Army Aviation Materiel Management Center. Saigon's population of 2½ million makes it the most populous city in South Vietnam.

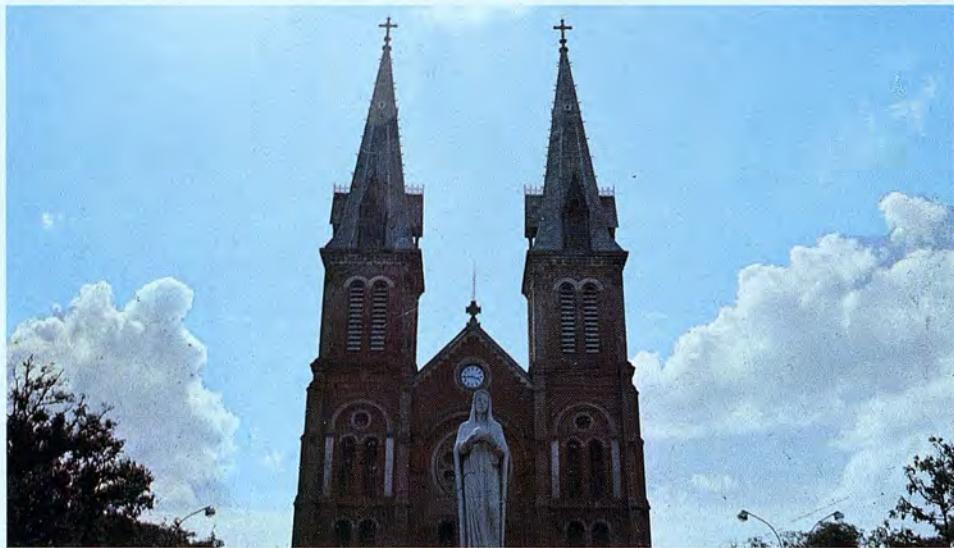
Upon seeing Saigon for the first time, a visitor will no doubt wonder about the many different architectural designs found there. This difference in style is due to the different nationalities that have built in Saigon, each displaying his own country's style of architecture. A common style in most of the larger buildings is from the French, who built in Saigon in the early 1950's. The different religions of Vietnam also display varied styles of structure in their temples and shrines which are numerous in

*The American Embassy in Saigon is one of the most modern structures in the city.*



Saigon. Perhaps the most influencing style to appear in recent years is the western atmosphere created by the American-type bars which cater to military personnel in Saigon.

The influx of people from the outlying areas into Saigon is changing the appearance of the city. Tenements have sprung up where once were shaded walks, and these areas reflect the poverty in



*Catholic Basilica reflects the Gothic architecture found in many of Saigon's buildings.*

which some must live. But Saigon still possesses the beauty of an Oriental city. Many of its parks and flowered gardens have stood off the ravages of war and have created a sense of peace in a divided nation.

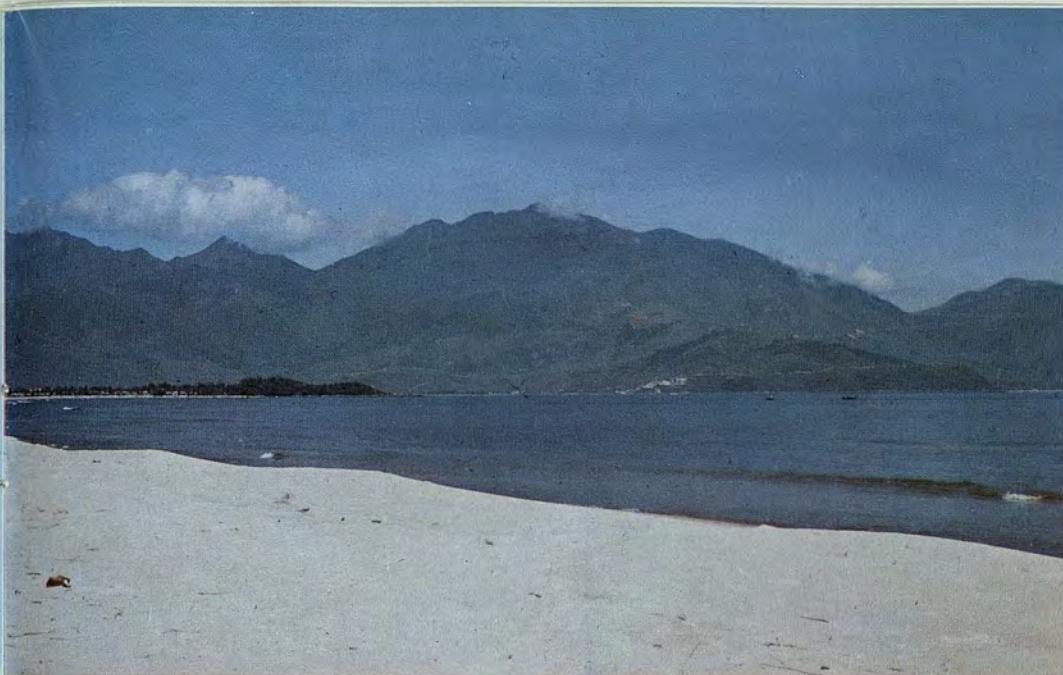
Located 50 miles south-east of Saigon is the city of Vung Tau, the southern-most port and coastal base in South Vietnam. Once known as Saint Jacques, this city has a population of 38,000 and is the major support center for the entire southern military region. It is situated at the entrance to the river system leading to the capital, and work is continuing to expand its harbor facilities to accommodate ocean going vessels. Now the home of the 765th Transportation Battalion, it was famed as a summer resort for the French in the 1950's, and still provides the Vietnamese with a pleasant recreational area. Its mountain-surrounded beaches and harbor make Vung Tau one of the more beautiful Vietnamese cities. Palm trees line its streets and waterfront, and gaily decorated restaurants are found along its beaches.

The summer home of President Nguyen Van Thieu is located here. Situated on the side of one of the numerous hills which surround the harbor, it is the architectural showplace of Vung Tau. Its red and white front can be seen from any point on the harbor. Also situated on the same hillside are several shrines of the Buddhist faith. Thousands of Vietnamese come here monthly to worship and to assemble with people of their faith. This area is excellent for photography, the flowers and colorful shrubs contrasting sharply with the deep green of the landscape.

The city of Phu Loi is located 30 miles Northeast of Saigon in a rich belt of farm land. The 520th Transportation Battalion is located here in this area of rural hamlets and villages. The town of Phu Loi is a small conglomerate of thatched roof houses and small shops. The different businesses in Phu Loi exist solely for the needs of the people in the immediate area. The main source of income is from the farmers which populate the area, for Phu Loi produces very little for export to other cities.

*The Saigon City Hall.*





*A stretch of beach that makes Vung Tau a popular resort area.*

*Preparing for the days fishing. Nets must be mended frequently due to everyday use.*



*In contrast to many of the large cities Vung Tau is noted for its cleanliness.*



*The bus station in Phu Cuong provides transportation to many areas in the surrounding region.*



*Market in Phu Loi. Local residents purchase most of their food staples here.*



*This scene reflects the beauty of the countryside around Da Nang.*

Located farther north is the city of Da Nang, where the 58th Transportation Battalion makes its home. A city of over 100,000, Da Nang is considered the best port in northern South Vietnam. The harbor's deep anchorage is exposed to high winds from the northeast during the winter monsoon, but remains relatively calm for most of the year. Also significant in Da Nang is the large airfield which services aircraft in Military Region I. It has been improved by the construction of two 10,000 foot runways.

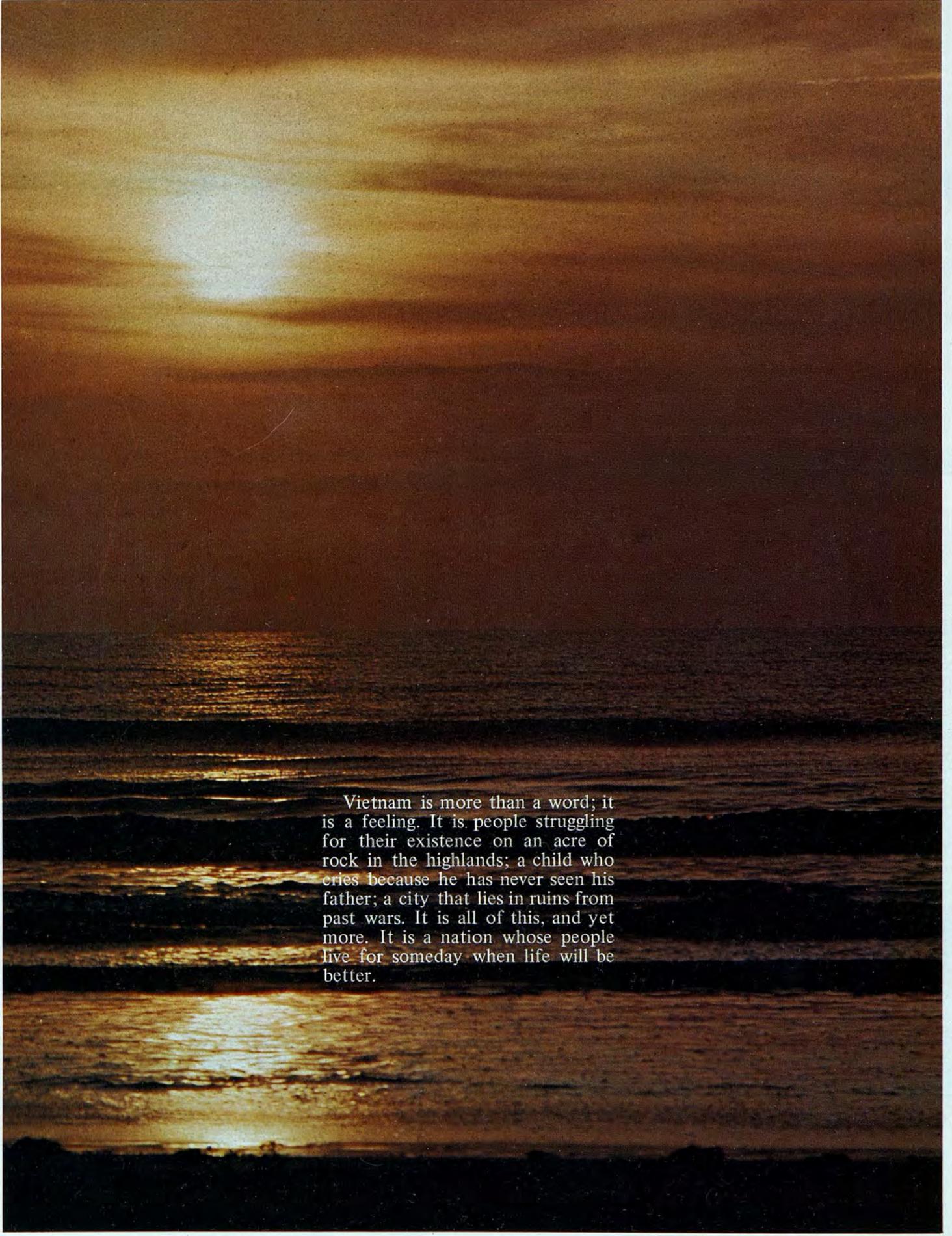
The people of Da Nang live in small homes usually constructed from materials available in the immediate area. However, some of the larger homes display advanced architecture and landscaped grounds. As in other urban areas, most of the city dwellers live in adjoining shacks with little or no land to call their own.

Since agriculture is the main occupation of the people of Da Nang, small farms dot the surrounding countryside. Each day horse-drawn carts and other vehicles make their way into the city with their selection of vegetables, meat and dairy products to be sold in the central market area.

Tuy Hoa, a small coastal village located in the foothills of the Chaine Annamitique Mountains, is the home of the 14th Transportation Battalion. The excellent off-shore fishing serves as the major economic activity for the village. Small boats fish the waters of the South China Sea for shrimp, lobster and shellfish. As in many other small villages, the people live relatively quiet lives and rarely travel far from their homes.

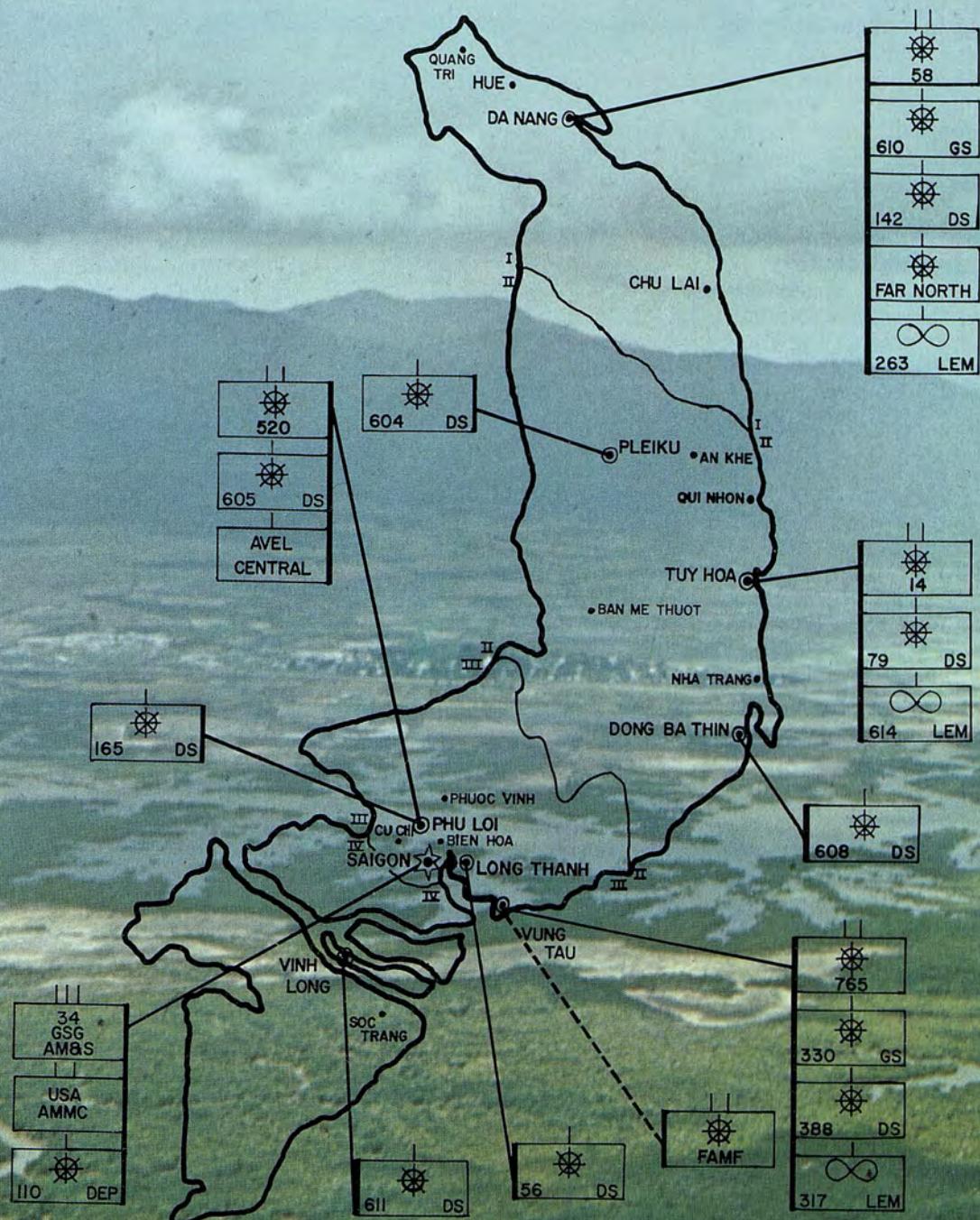
*The coastline and mountains seen from Red Beach and Da Nang.*





Vietnam is more than a word; it is a feeling. It is people struggling for their existence on an acre of rock in the highlands; a child who cries because he has never seen his father; a city that lies in ruins from past wars. It is all of this, and yet more. It is a nation whose people live for someday when life will be better.

# DELTA TO DMZ

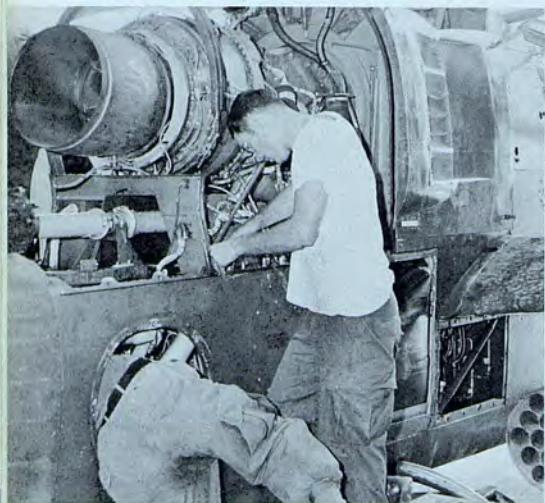




## 765TH TRANSPORTATION BATTALION "STRAIGHT ARROWS"

The 765th Transportation Battalion (Aircraft Maintenance and Supply) is completing its seventh year of operations in Vietnam. Comprised of two aircraft direct support companies, one aircraft general support company, and an avionics general support maintenance company, the 765th provides maintenance and supply support to the southern part of Military Region 3 and all of Military Region 4. The battalion has a direct support company at Vinh Long, while the remaining three subordinate units are located with the headquarters in Vung Tau. LTC Walter Ratcliff is the Commanding Officer.

*"Getting into the job", sheetmetal specialists work on repair.*



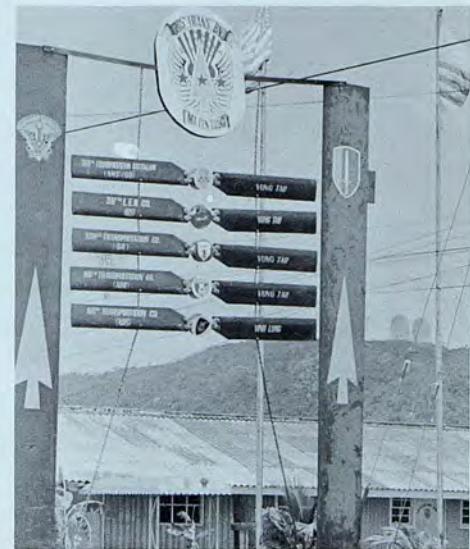
The 330th Transportation Company (AGS) is one of the largest and most versatile aircraft maintenance companies in the Army. It has operated in Vung Tau since 22 April 1963, placing it among the oldest support companies in Vietnam. Commanded by Major William Williamson, the "Checkmates" support over 1,000 aircraft. Projects included in the 330th's work schedule are the repair of UH-1G "Cobra" tailbooms and the fabrication of mounts and controls for the "Nighthawk" weapons system.

The mission of the 388th Transportation Company, located in Vung Tau and commanded by

Captain Carl Proop, is providing direct support maintenance to Army aircraft, aircraft armaments, and related supply and recovery support (rigging crews) to non-divisional aviation units in the southern half of Military Region 3 and all of Military Region 4.

Due to the proximity of a natural harbor, the 388th Transportation Company plays a major role in the processing of aircraft being shipped or retrograded back to CONUS by surface means. It is this portion of the 388th Transportation Company's mission that makes the company unique.

The 611th Transportation



765th Transportation Battalion Headquarters, Vung Tau, Vietnam.



Civilian (NHA) and military technical inspectors check out the UH-1D Huey for possible stress damage.

A tail form conversion by NHA workers.



Company at Vinh Long provides direct maintenance and supply support to aircraft units in Military Region 4. Commanded by Major Albert Lidy, the company is the southern-most unit in the 34th Group.

The 317th Light Equipment Maintenance Company (GS), with four platoons in Vung Tau and one each in Vinh Long and Long Thanh, provides avionics support to all units in the southern half of Military Region 3 and all of Military Region 4. In addition, the unit has provided specialized support for aviation units from as far north as Da Nang to as far south as Soc Trang.

# FLOATING AIRCRAFT MAINTENANCE FACILITY



A \$237,000 helicopter remains on the ground because a replacement part it needs has to be sent from a factory or warehouse in the United States. Even by utilizing the most rapid means to get the part to Vietnam, it will be several days before it is installed and the aircraft is operational again.

The Floating Aircraft Maintenance Facility (FAMF) has done much to alleviate this time consuming supply process. It's 26 production shops and 16 support shops overhaul and repair engines, transmissions, gear boxes, rotor heads and tail rotor heads, along with many other components. The FAMF also stocks in excess of 20,000 line items for its internal usage.

The FAMF is the home of the 1st Transportation Battalion (Seaborne) which is under operational control of the 34th

General Support Group (AM&S). The ship, USNS Corpus Christi Bay, is home for 365 military personnel and 130 civilians employed by the Military Sea Transportation Service. All are highly trained in their specific jobs.

Since arriving in Vietnam in April 1966, the FAMF has had a two-part mission. It provides depot maintenance on Army aircraft components, avionics equipment, aircraft armament systems and parachutes. In addition to this, it provides direct and general support maintenance to Army aircraft, avionics equipment, aircraft armament systems and parachutes, to combat, combat support, and combat service support elements in a combat zone where facilities are not immediately available.

The 34th Group supplies the FAMF with a NORS parts list for items which can be manufactured

on the ship or filled from assets on board. Approximately 100 of these high priority NORS items are filled each week.

The FAMF's chief asset is its mobility, as was proven during Lam Son 719 when it moved to Da Nang to support the 34th Group's forward maintenance and supply mission. It has saved the Army millions of dollars in shortened supply lines, and it enables the 34th Group to better serve Army Aviation in Vietnam.

# 520TH TRANSPORTATION BATTALION "SUSTAINERS"

The 520th Transportation Battalion (AM&S) (GS) recently completed its fourth year in Vietnam. Commanded by LTC Charles F. Drenz, "Sustainer" provides maintenance and supply support to units in the northern and western sectors of Military Region 3. One direct support company is located at Long Thanh, while the remaining units are based at Phu Loi with the battalion Headquarters.

The 56th Transportation Company (ADS) joined the 520th Battalion in February. Based at Long Thanh North Airfield and commanded by Major Jerry V. Lambert, the men of "Good Nature" provide direct and back-up direct support to 114 fixed wing and 102 rotary wing aircraft. Their mission is a particularly sensitive one, as it includes direct support for the VIP aircraft of Long Thanh's Command Aircraft Company as well as two aircraft assigned for the use of President Nguyen Van Thieu. The 56th also furnishes back-up direct support for the OV-1 Mohawk and direct support for several Thai and Korean units.

Commanded by Major Luther T. Hixson, the 165th Transportation Company provides direct and back-up direct support to over 230 aircraft in an area from Tay Ninh to Long Binh. As part of the Vietnamization program the "Sword Sharpeners" have



520th Transportation Battalion Headquarters, Phu Loi, Vietnam.

transferred three squadrons of UH-1 aircraft to the VNAF, more than any other unit in the 34th Group. The 165th is also the site of the only consolidated aviation DSSA in Vietnam. This activity, formed in late February, carries an ASL in excess of 7500 lines and serves more than 30 customers.

The 605th Transportation Company arrived in Vietnam in March, 1966. Commanded by Major Raymond E. Collins, the "Pacesetters" support more than 250 aircraft and work an average of 7000 manhours a week.

The 539th Transportation Company (AGS) is commanded by

Major Thomas H. Fickle. The unit performs back-up direct support for more than 600 aircraft, including all of the Battalion's DS and GS maintenance for CH-47 Chinooks. As the axis of the 520th TARP program, the 539th processes 150 work orders a month to repair components in-country and return them to the supply system.

AVEL Company Central (Provisional) provides avionics general support and back-up direct support for more than 800 U.S. Army and Allied aircraft. Operating from their new facility at Phu Loi, Major Roger D. Shiley's signal men will provide improved support to keep their customers "On the Air, In the Air".

In addition to the TO&E Companies, the 520th has several other important elements assigned to its control. The best known is probably "Pipesmoke", the consolidated aircraft recovery section. Commanded by 1LT Brian E. Reese, the men of Pipesmoke average 30 field extractions and 48 maintenance evacuations a month. Since its organization in 1967, the section has recovered more than 5000 aircraft.

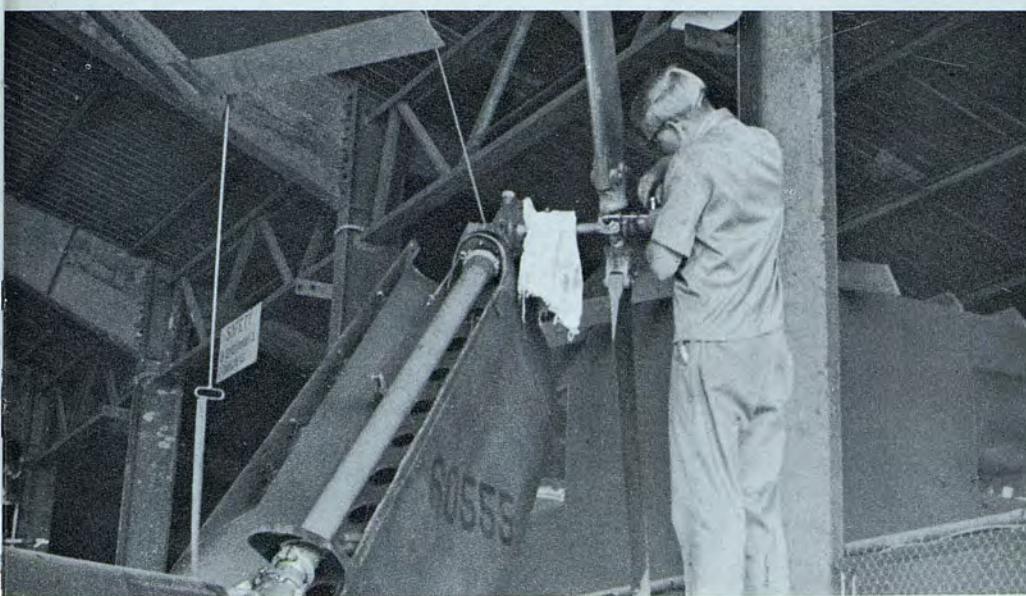


"Pipesmoke Professionalism", as shown by the pipesmoke rigging crew.



Commanded by Captain David J. Orr, the Army Aviation Refresher Training School (AARTS) offers training in ten courses ranging from maintenance of engine and armament systems to PLL supply procedures. The average enrollment of 100 students has included not only men from Army units, but also aviators from the Marines, Navy, Air Force, the Australian and Korean Armed Forces, and other Free World Forces operating in Southeast Asia.

In February, the 520th was designated as the site for a new facility, the Keystone Aviation Processing Point, or KAPP. Headed by CW2 Theodore A. Boehmer, the KAAP yard processes



approximately 100 Keystone Robin turn-ins a week for aviation-related shop sets, kits, and outfits.

The past six months present a record of many changes and accomplishments for the 520th Transportation Battalion. In November there was a deactivation of the 20th Transportation Company at Cu Chi. Following this there came VNAF transfer, the consolidated DSSA, the establishment of the KAAP point, and the completion of the new AVEL facility. In each of these projects and in the requirement of the daily mission, the men of "Sustainer" have performed as professionals. Their "can do" spirit and the dedication of their officers and NCO's have earned the 520th a sound reputation for responsive and responsible aviation support.

*A civilian mechanic adjusts pitch-change links at the 605th Transportation Company.*

*Ribbon Cutting ceremony (below) at the new AVEL Center.*



# 58TH TRANSPORTATION BATTALION "VIKINGS"



The 58th Transportation Battalion has an assigned mission of Direct, Back-Up Direct and General Support Maintenance and repair parts supply of all Army Aircraft in the I Corps Tactical Zone. Commanded by LTC Franklyn Goode, it also gives assistance to U.S. Marines, Vietnamese and Korean Aviation Units.

The 58th Battalion's headquarters detachment and three companies are all located at Red Beach, Da Nang. Together they possess a network of closely related shops for specialized avionics and aircraft armament repair, in addition to providing command control for the continually expanding aircraft maintenance and supply requirements in the area.

Commanded by Captain Ted Cimral, the 142nd Transportation Company supplies the direct support and back-up direct support for over eleven hundred (1100) aircraft, along with the complete aviation supply support for the entire I Corps in Vietnam. During the past twenty-four months more than two thousand (2,000) aircraft have been repaired and returned to the supported units.

In addition to aircraft maintenance and repair-parts support, a well equipped armament shop is constantly rewiring, adjusting, and repairing armament systems of the numerous assault helicopters in service. The 142nd also has a CONUS retrograde facility which has evacuated more than 400 aircraft to date.

"Fast and Sure" is the motto of the 610th Transportation Company (AGS). Commanded by Major Donald West, this unit is responsible for providing general support to more than 1,000



58th Transportation Battalion, Da Nang, Vietnam.

aircraft, as well as reassembling, test flying, and issuing in Vietnam all Army Aircraft coming through Da Nang. Most of the aircraft handled by the 610th belong to the Americal and 101st Airborne Divisions.

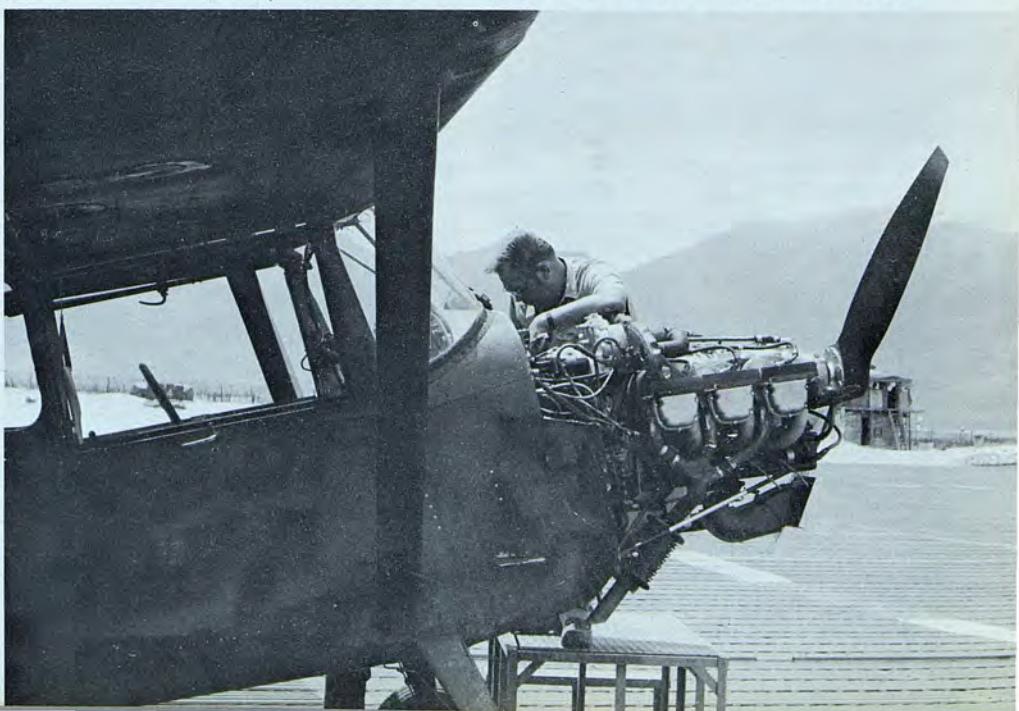
Although the 610th is classified as a general support unit, it does perform back-up direct support maintenance when necessary and has the capability to perform limited depot-level maintenance (with the exception of mainframe repair). It also provides technical assistance teams to various aviation units in its area for needed on-the-spot assistance.

The 263rd Light Equipment Maintenance Company (GS),

commanded by Major Robert Purcell, is responsible for maintaining the avionics systems of all Army Aircraft in Military Region I. To accomplish this mission the 263rd is organized as follows: a Company Headquarters and three platoons. The Headquarters and 1st Platoon are located at Viking Compound, Red Beach, Da Nang, RVN. The Second Platoon is located at Chu Lai, RVN and the Third Platoon is located at Phu Bai, RVN.

The unit averages more than 130 work orders a day, yet it never has had a customer aircraft lose a day out of action due to an avionics problem. The 263rd lives up to its motto of "Finest Support".

NHA mechanic inspects ignition system of Bird Dog observation aircraft.





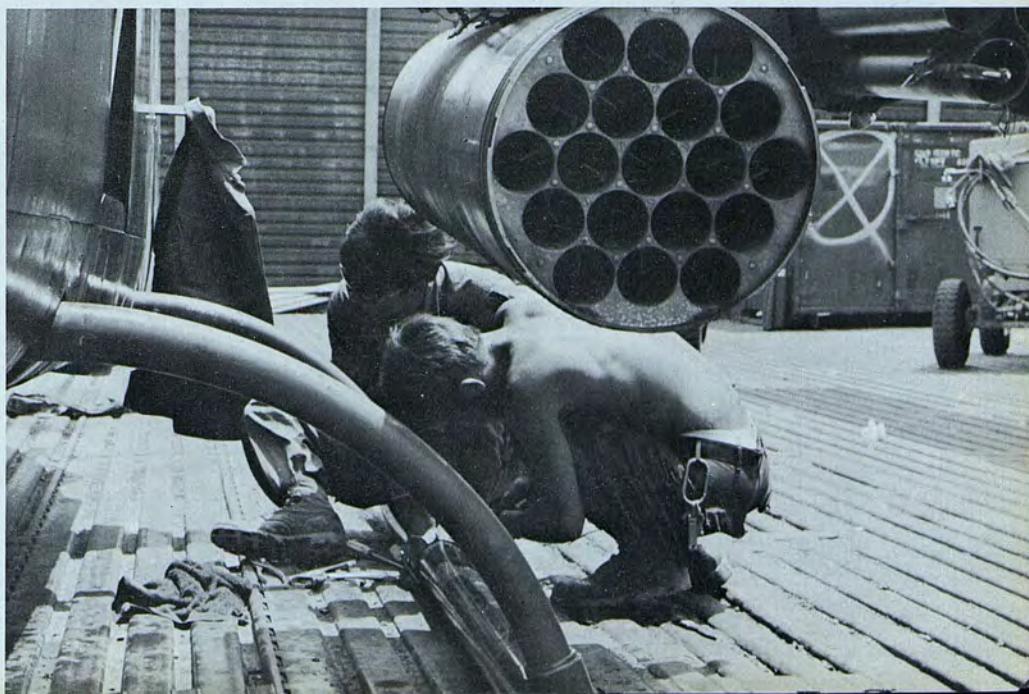
*A technician inspects a UH-1D Huey to insure top performance.*



*Mechanics from the 610th Transportation Company safety wire a Huey rotor head.*



*A 90-degree gearbox is installed in a Huey helicopter*



*Rapid repair patching by members of the 610th Transportation Company (ADS).*

# 14TH TRANSPORTATION BATTALION "RELIABLES"

In August 1965 the 14th Transportation Battalion Headquarters, located at Atlanta Army Depot, Georgia, was deployed from San Francisco aboard the USNS Major General Leroy Eltings, and arrived in Cam Ranh Bay, Republic of Vietnam twenty-three days later. The headquarters was established at Nha Trang and remained there until December 1970, at which time it was moved to its present location at Tuy Hoa. At that time the 14th Transportation Battalion was the largest aircraft maintenance and supply battalion in the United States Army, and it has since continued to grow from its initial size at the time of its arrival in Vietnam. At one time supporting as few as 250 aircraft to as many as 1800, the battalion during 1967 had over 2100 officers and enlisted men assigned at one time. With battalion units spread over Military Region II, a support area of 40,000 square miles of the most formidable terrain in South East Asia, the battalion has been able to fulfill its mission and provide the best aircraft maintenance and supply support to all types of aviation units.

The 14th Transportation Battalion (Aircraft Maintenance and Supply) is commanded by LTC Tommy Mansfield, and controls five transportation companies. The battalion provides direct, back-up direct, and general support maintenance for aircraft armament and avionics in the region it serves.

The 79th Transportation Company (ADS) at Tuy Hoa provides maintenance and technical supply support to aircraft in the northeastern section of Military Region II. With an area of

operation extending from the southern border of Military Region I to An Khe, this unit has the most diversified supply mission within the 14th Battalion.

Under the command of Major Owen Ratcliff, the 79th is responsible for retrograding and in-processing the majority of aircraft received by the 14th Transportation Battalion. It is also the control Direct Support Unit (DSU) for the Theater Aircraft Repairables Program (TARP).

With a history of service since



14th Transportation Battalion Headquarters, Tuy Hoa, Vietnam.



Personnel from the 14th Transportation Battalion prepare a helicopter for retrograde.





*A check is made of the engine safety wiring prior to the placement of the propeller.*

1942, the 604th Transportation Company, located at Camp Holloway in Pleiku continues to serve the United States Army by providing maintenance and supply support for over 200 aircraft, and stocks 9,000 lines of aircraft supplies. The unit is commanded by Major James Satterwhite and is responsible for support of aircraft in the northwestern sector of Military Region II.

The 608th Transportation Company (ADS) at Dong Ba Thin provides maintenance and supply support for nearly 200 aircraft and stocks 10,000 lines of aircraft supplies. Commanded by Major James Stewart, the 608th has the largest area of responsibility in the 14th Transportation battalion, extending from the sea westward to the Laotian border throughout the southern portion of Military Region II. The 608th was the first unit assigned to the 14th Transportation Battalion equipped with the NCR

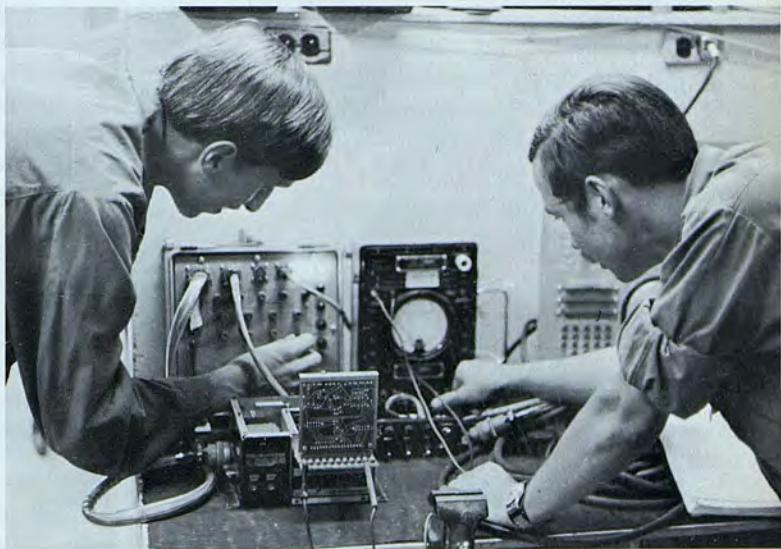
500 Mechanized Stock Accounting System and has successfully performed its technical supply mission utilizing this system since the unit's arrival in Vietnam.

The 614th Light Equipment Maintenance Company (GS), commanded by Major James Burwell, provides support for avionics, communications, navigational, and flight control equipment in Military Region II. It supports the 14th Battalion through three platoons-one each located with the 79th, 604th, and 608th companies.

In March 1968 the 14th Transportation Battalion was reduced in size and mission. The battalion, somewhat smaller now, is still one of the largest of its type with a vital support mission in Military Region II. The battalion's history is not yet ended, as the men of the 14th Battalion reach for and set new goals and records each day.



*Radio equipment is tested for operational deficiencies.*



*A circuit is tested for a reported short.*



*UH-1D Helicopter under goes checklist inspection.*

# US ARMY

## AVIATION MATERIEL MANAGEMENT CENTER



The history of the U.S. Army Aviation Materiel Management center (AMMC) dates back to 1963, when approximately 25 supply personnel from the Aircraft Maintenance and Supply Branch, G-4, U.S. Army Support Command, Vietnam began operating what was then called the Aircraft Supply Point (ASP). In July 1965, USARV provided plans and general guidelines for a depot facility complete with an inventory control point. This depot became AMMC and the Aircraft Supply Point was absorbed into it.

The 110th Transportation Company (Depot) arrived in-country in November 1965 and added 116 personnel to the growing strength of AMMC. Four months later the 241st Transportation Company (Depot) arrived and provided the Center the capacity to operate two depots.

In February 1968, AMMC was made a permanent unit with its own Table of Distribution and Allowances (TDA) and placed under the control of the 34th General Support Group (Aircraft Maintenance and Supply). The closing of the Qui Nhon Aviation Depot occurred in March 1971 with the departure of the personnel and equipment of the 241st Transportation Company (Depot). The Center, commanded by Colonel Emil Kluever, is located near Group Headquarters at Tan Son Nhut, Saigon.

Now an integral part of 34th Group, AMMC provides supply and selected maintenance management support to all Army and Free World Forces aircraft in the Republic of Vietnam. As a part of this mission AMMC operates a centralized, single source, automated inventory control center for aircraft, avionics and armament repair parts. AMMC also serves as a statistical data collection and analysis center for aviation logistical information.

The headquarters of AMMC is organized into six directorates, each having a specific area of responsibility. The functions of these directorates are:

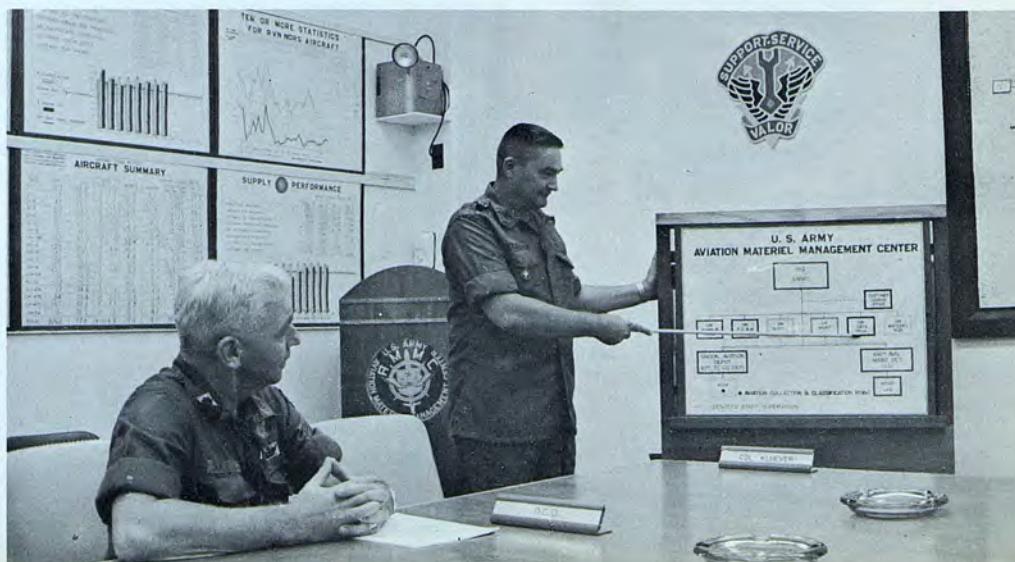
(A) Directorate of Plans, Operations and Management - This directorate is responsible for planning and developing policies affecting logistical support, performing management studies,

and compiling all financial reports. It also coordinates all reports leaving the headquarters.

(B) Directorate of Supply -- Within the Supply Directorate, approximately 40,000 lines of stock are managed. Management responsibilities include stock accounting, document control, storage, distribution, and priorities. The annual volume of inventory expenditures approaches \$650 million.

(C) Directorate of Materiel Requirements - This directorate controls the buying, issuing, and maintenance of the Authorized Stockage List (ASL). Along with this, it is responsible for determining the parts requirements for the various aircraft systems within the Republic of Vietnam.

(D) Data Processing Directorate - Using the latest in data processing equipment, including the IBM 360-50 computer, this directorate processes from 90,000 to 100,000 requisitions a month. These transactions are processed against the master availability balance file containing approximately 40,000 lines of supply. Third generation computer equipment has been selected to replace the computers presently used with the USARPAC Standard Supply System (3S). RCA's Spectra 70 Series has been selected. The model for AMMC will be a 262 K Memory Model 45. The projected delivery date is 10 August 1971.





110th Transportation Co., Camp Hustler

(E) Directorate of Maintenance - This directorate manages all USARV aircraft and turbine engine accounts, the Theater Army Reparables Program (TARP), and the configuration control of theater aircraft. In addition, it monitors the retrograde or return of unserviceable items through the Aircraft Collection and Classification Point to CONUS repair facilities.

(F) Directorate of Administration and Services - This directorate provides administrative support, service support and limited maintenance staff supervision to the AMMC Headquarters and subordinate elements.

To gain a broader insight into the mission and operation of AMMC, it would be helpful to examine the processing cycle of the thousands of requisitions processed monthly.

When a requisition is sent to AMMC from one of the many Direct Support Supply Activities (DSSA) located throughout Vietnam, it is processed through the Data Processing Center. If the

requested item is in stock, a Materiel Release Order (MRO) is forwarded to the 110th Transportation Company (Depot) at Tan Son Nhut, Saigon.

Requisitions for stock that is unavailable are categorized in one of two ways. Items that are on the Center's Authorized Stockage List but are not on hand are put on a backorder list until new stock arrives. Requisitions for items that are not on the ASL are forwarded through the Defense Automatic Addressing System (DAAS) to the proper supply agency for appropriate action.

The 110th Depot, commanded by Lieutenant Colonel Joseph May, stocks more than 42,000 Federal Stock Number items and fills approximately 98 per cent of the 60,000 MROs it receives from AMMC every month. An average of 600 Not Operationally Ready, Supply (NORS) items are processed daily in support of units in all four Military Regions.

Once an MRO has been filled, the item is either picked up or

delivered, depending on the proximity of the requesting unit to the depot. Most pick-ups are made by truck convoy, while deliveries over long distances are usually air-lifted. The newly developed "Red Ball 34" aircraft supply program provides customer units with required parts more expeditiously than was ever before possible.

All NORS items receive special treatment. When a NORS requisition is received by AMMC, it is sent directly to the Supply Directorate, where a search for the item is begun. If the item is not on hand at the 110th Depot, it is sent through the "Red Ball" system, which is used to expedite the ordering and shipment of NORS items from the United States. Requisitions are transmitted through the DAAS, from where they are sent to the appropriate commodity command and filled. These items are then shipped with top priority to the 110th Depot for further movement to the using unit.

The 166th Aviation Maintenance Detachment (AMD) has a two-fold mission of offloading, transporting, assembling, test flying, and issuing aircraft arriving in RVN; and receiving, disassembling, preserving, decontaminating, transporting, and loading retrograde aircraft for shipment to CONUS. The unit was attached to Headquarters USA AMMC in March 1970.

It is through management techniques such as these that AMMC is able to continue its outstanding record of support to Army and Free World Forces in the Republic of Vietnam.



Computer operators changing tapes to update inventory files.



## AVIATION SYSTEMS COMMAND

A vital part of the US Army Aviation Systems Command's Logistical Support Program is their worldwide assistance effort provided to their customers in the field on aircraft and related support equipment.

AVSCOM assistance efforts span the globe with over 200 Department of the Army civilians, contract field service representatives, and military personnel attached to USAMC Logistic Assistance Offices on the ground, with units in Vietnam, Korea, Thailand, Japan, Taiwan, Hawaii, Iran, Greece, Uruguay, Alaska, Germany, Canal Zone, and in CONUS locations. These personnel represent a store of talent equivalent to thousands of man years of skill and knowledge. This coverage insures a direct line of communication is maintained between AVSCOM and worldwide Army commands, National Guard, Army Reserve, and Military Assistance Programs.

AVSCOM assistance efforts in Vietnam, for its biggest customer, include 23 Department of the Army civilians, 67 contract field service representatives, and 2 military personnel. These technical representatives are located from Hue Phu Bai in the north to Can Tho in the south. The two Headquarters offices are located at Long Binh in the USAMC Logistic Assistance Office and the Saigon office on Tan Son Nhut adjacent to the 34th General Support Group Headquarters.

AVSCOM provides assistance to 34th General Support Group in six different major areas of support:

a. Technical assistance at the Units is provided by AVSCOM's Field Assistance Directorate by both DA civilian personnel and field service manufacturers. These experts furnish specialized advice, assistance, and instructions in the maintenance, adjustment, repair, servicing, testing, processing, packaging, preservation, assembly,

and modification of the aircraft airframe, engine, and related accessories. They assist the commander in developing an organic capability to cope with problems in maintenance and related individual skills.

b. Supply assistance from AVSCOM's Distribution Directorate by a DA civilian who works directly with AMMC's Director of Material Requirements in monitoring, identifying, and initiating actions to effectively and appreciably decrease response time by AVSCOM to RVN requirements. His daily contact to AVSCOM's Red Ball Office allows direct expeditious handling of requirements by coordinated action utilizing technical specialists in AVSCOM from Procurement, Maintenance, Materiel Management, and Technical Data, Cataloging and Standardization elements of the Command.

c. Engineering assistance from

AVSCOM's Systems Engineering directorate by a DA civilian rendering advice and assistance on unusual or complex maintenance engineering problems in the field, along with evaluating damage to aircraft and furnishing repair instructions to keep the aircraft from being returned to CONUS if possible. He also provides engineering support in the areas of quality assurance, equipment installations, component failure and reliability, and also clarifying maintenance publications and new policies.

d. Aircraft retrograde assistance is provided by two DA civilians from AVSCOM's Maintenance Directorate in expediting return of aircraft needed to assure smooth operation of depot production schedules and in determining aircraft to scrap in-country and in selecting items for reclamation.

e. Coordination of special teams to meet quick reaction requirements or special complex problems.

f. Military staff technical liaison is provided by two officer personnel from AVSCOM. They serve as the focal point of contact between RVN and AVSCOM, maintaining a flow of technical information

concerning aircraft, shop and tool sets, repair parts support, publications and related ground support, and life support/air delivery equipment. The office, located adjacent to the 34th General Support Group, is manned 24 hours a day to resolve unusual supply and maintenance problems between the field and AVSCOM in the most expeditious manner. There is daily phone communications to expedite logistical support when necessary to meet current combat operations. All channels of communication are used to maintain this direct liaison to AVSCOM, including sole user teletypewriter communication from the MACV Communications Center to the AVSCOM Command Operations Center twice a week handling normal routine support assistance and a weekly management conference call between AVSCOM logistical managers and the 34th General Support Group/AMMC Commander and staff directors.

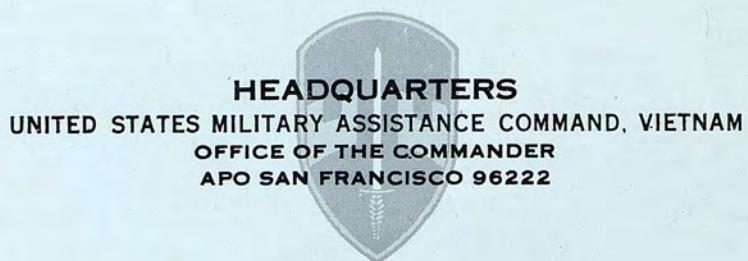
All these efforts combine to provide real time solutions to the logistical problems facing the customer in the combat environment. These AVSCOM maintenance and supply specialists are a part of the total team effort in the 34th General Support Group to "Keep 'Em Flying."



*Daily briefings by AVSCOM personnel insure quick reaction to the logistical problems within the Group.*



*AVSCOM personnel serving as the focal point of contact between RVN and AVSCOM Headquarters.*



**TO THE OFFICERS AND MEN OF THE  
34TH GENERAL SUPPORT GROUP**

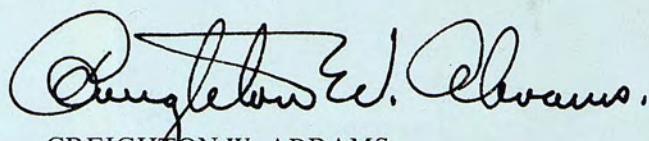
On behalf of the Military Assistance Command, Vietnam, I extend my congratulations to the 34th General Support Group on the fifth anniversary of your activation, 24 January 1966.

During the past year the 34th Group has successfully accomplished the difficult and critical mission of providing responsive aircraft maintenance and supply support to more than 4,600 rotary and fixed wing aircraft. Especially commendable was the support provided by the "Hustlers" during the 1970 Cambodia operations which enabled participating units to maintain the highest possible aircraft availability rate despite the increased activity and workload.

Your initiation of the "Red Ball 34" program and implementation of more efficient aircraft component parts retrograde procedures have further reduced unnecessary down time.

The assistance provided by your unit in the nation-building of the Republic of Vietnam through the reconstruction of homes and schools damaged by the war and through numerous medical and food distribution civic action programs, has earned you the lasting respect and gratitude of the Vietnamese people.

I salute you as worthy members of the United States team in the Republic of Vietnam and wish you continued success in future operations.

  
CREIGHTON W. ABRAMS  
General, United States Army  
Commanding



MISS AVIAN 34

