

DEPARTMENT OF THE ARMY
388TH TRANSPORTATION COMPANY (ADS)
APO SAN FRANCISCO 96388

AVMAY-YV

2 March 1973

SUBJECT: After - Action Report

Commander
12th Combat Aviation Group
APO 96388

1. (U) PURPOSE: To list the significant activities and standdown of the 388th Transportation Company (ADS).
2. (S) GENERAL: This report covers the period 1 November 1972 thru 14 March 1973. The primary mission of the 388th Transportation Company was the Direct Support, Backup Direct Support and General Support for aircraft maintenance for all Army aviation assets within Military Region III and selected Allied Forces aviation assets. Upon the Signing of the ceasefire an additional mission of establishing a retrograde site and retrograding 167 Army aircraft from RVN was assigned to the 388th. The primary phase of this operation were pre X-day, preparation, sustaining and roll up.

a. Section I: Significant Organization Activities.

(1) Pre X-day phase: Upon being alerted to the possibility of a ceasefire, this unit initiated action to inventory all TCSB equipment and prepare necessary paper-work for shortages. Unit personnel rosters were checked for correctness and people identified as potential early releases. Reconnaissance of proposed retrograde sites were conducted to ascertain the extent of logistical support to include engineer support. The first site considered was Vung Tau. Coordination was effected with PACAF and the sub-area commander to alert them to the mission and support required should the ceasefire be signed. The second retrograde site under consideration was the Azay terminate of Newport. A reconnaissance of this facility was conducted to update a previous contingency plan that was to be use for an increment 14 retrograde. After a comparison of the two retrograde sites, it was determined that the Newport site would have the greatest number of advantages and thus higher headquarters was informed. After several weeks, approval was granted to use Newport as the retrograde site for approximately 157 aircraft, should the ceasefire be announced.

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(2) Preparation Phase: On 24 January, physical movement of packaging and preservation materials and equipment from Hotel-3 to Newport was initiated. A Lieutenant was appointed as Movement Control Officer to supervise logistics operations. Most materials and equipment were previously positioned at Hotel-3. Those items not on hand were acquired by S-4, 12th Combat Aviation Group, and G-4, 1st Aviation Brigade. In some cases, AVSCOM representatives (WCSA Team), expedited acquisition of specialized equipment from CONUS. All logistical movements were accomplished utilizing organic tactical vehicles. Logistical support continued throughout all phases of the operation.

(c) Engineering support at Newport was provided by Pacific Architects and Engineers. This support consisted of constructing four aircraft wash points and providing water and electricity to these points. In addition, electricity was installed in the processing trailer and carpenter shop.

(b) Food service for the noon meal was provided civilian and military personnel by transporting food to the redegraded site in mercede cans. Those personnel not desiring this service ate at the Seamen's Club at Newport.

On 25 January, a carpentry shop was established at Newport by KBA Inc.. This shop constructed 23 each 730 foot containers for CH-47 aircraft, CH-47 blade racks, OH-6A blade racks, work stands for processing, wrapping tables, records processing and storage facilities, and other items as required. Personnel requirements varied throughout the period. Initially, 6 technical inspectors, two bus drivers, one assembler and one OIC were on site. By X + 20 the inspector requirement was reduced to two personnel. Other military personnel were utilized on an "as required" basis as truck drivers, MRE repairmen, POL and food delivery. Contract civilian personnel averaged 113 and were utilized for the following functions:

- 1 Technical inspection and inventory of aircraft.
- 2 Stock record accounting.
- 3 Carpentry support.
- 4 Aircraft towing.
- 5 Aircraft disassembly, preservation of engines and fuel controls, and rotor blade packaging.
- 6 Aircraft washing/steam cleaning.
- 7 Wrapping/bagging of aircraft.

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- 8 Spraying U-8 and AH-1G aircraft with G1-581 coating.
- 9 Loading OH-6A aircraft into Scotland vans.
- 10 Final preparation. i.e. installing tie-down rings, strut blocks, deflating struts, etc.
- 11 Final paperwork. i.e. TCMB and 1348-1 preparation.
- 12 POL point operation.
- 13 MEZ operation and maintenance.
- 14 Bus and truck drivers in support of civilian personnel.
- 15 Movement and loading upon arrival of Scotland. No security personnel were required since Alaska Barge and Transport, Inc. provided all security for Newport. The personnel and equipment mobilized at Newport were expected to prepare 67 AH-1G, 30 U-8, 26 OH-6A, 2 OH-1B, and 28 OH-47C aircraft for retrograde between X + 4 and X + 40. However, these assets were expected to be able to produce 6 completed aircraft per day.

(2) Sustaining phase: Aircraft delivery to Newport commenced on X + 1. Aircraft arrivals at Newport by type and number were as listed below:

X + 1 14 OH-6A, 1 OH-1B, 4 AH-1G	X + 17 1 OH-47C
X + 2 12 AH-1G, 6 OH-6A	X + 18 1 OH-47C
X + 3 13 AH-1G, 2 OH-47C, 4 OH-6A	X + 19 1 OH-47C
X + 4 1 OH-6A, 2 AH-1G	X + 20 3 OH-47C
X + 5 3 AH-1G	X + 21 None
X + 6 10 AH-1G, 1 OH-47C	X + 22 None
X + 7 None	X + 23 None
X + 8 2 OH-47C, 15 RU-8D	X + 24 None
X + 9 1 AH-1G, 1 OH-6A	X + 25 1 OH-47C
X + 10 1 OH-47C, 1 OH-6A, 12 RU-8D	X + 26 None
X + 11 None	X + 27 2 OH-47C
X + 12 3 AH-1G, 1 U-8E, 2 U-8D	X + 28 None
X + 13 5 AH-1G, 3 OH-47C	X + 29 None
X + 14 None	X + 30 None
X + 15 None	X + 31 None
X + 16 1 OH-47C	X + 32 None

Aircraft arrivals at Newport were controlled by jeep-mounted radio operated by the 312th ADP. Plans called for aircraft to arrive at 10 minute intervals, however as many as 6 aircraft arrived simultaneously. Flexibility, sound judgement and expeditious handling on the helipad permitted such arrivals without undue safety hazard.

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Two towing crews proved sufficient to expeditiously clear the helipad of aircraft. Towing personnel, as well as the pilots, were clearing their aircraft. Towing personnel began clearing aircraft as soon as it was possible and then shutdown. The initial expectation was that some AH-1G's were arriving with ammunition and explosive bolts still installed. This problem was brought to the attention of G-6, 1st Aviation Brigade, who initiated turn-in procedures to all units and directed that aircraft arriving with explosives aboard would return to their respective units. Only 3 more AH-1G's arrived with no threat, and they were downed by crew members prior to acceptance by the 55th. The local HCP team was extremely cooperative in picking up ordnance and providing assistance as required.

The heavy influx of aircraft from X + 1 to X + 3 temporarily over crowded assigned facilities. Negotiation with Port authorities acquired additional sufficient space for aircraft parking and processing.

U-3 aircraft were flown into Tan Son Nhut where the wings and dipole antennas were removed and the engines preserved by USA contract personnel of the Command Airplane Company. These 16 aircraft, plus one OH-47 were towed from Tan Son Nhut to Newport after 2300 hours (during curfew) on successive nights except for a 3 night break during the TBT holiday. An instructed person driving a civilian automobile ran into one aircraft the second night, causing minor sheet metal damage. An HCP escort accompanied all night towings.

U-3 wings and antennas were crated by the storage and distribution section of ASA and trucked to Newport on 32nd traction vehicles.

Flexibility and efficiency were paramount during this phase of the operation. The arrival date of the first seastrain fluctuated as much as ten days. This time progressively got shorter and the number of aircraft required to fill the vessel became larger. When the vessel arrived on X + 19, 106 aircraft were loaded aboard. These consisted of 30 U-3, 66 AH-1G, 10 OH-47C, and 2 UH-1B aircraft. All U-3 wings and helicopter rotor blades were also placed aboard this ship.

One additional OH-47 was prepared for shipment but insufficient space was available aboard the vessel. Twenty-six OH-47 aircraft were prepared for Sealand Van shipment during the period X + 1 through X + 20. Thus 6.7 aircraft were processed daily which exceeded the 6 aircraft per day originally planned.

The first Seastrain arrived at 1230 hours on X + 19. At 1515 hours that date, the first aircraft was loaded aboard ship. During loading operations, the following damage to aircraft was sustained:

- (a) Eight AH-1G pilot tubes were damaged.

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- (b) One AH-1G vertical stabilizer was dented.
- (c) One U-3 antenna wire was pulled loose.
- (d) Three or four U-3 nose wheels were turned beyond limits.
- (e) Three CH-47 shipping bag wheel covers were ripped. Loading of the Seetrain proceeded 24 hours per day and was completed in approximately 48 hours.

(3) Transfer of aircraft was accomplished as follows:

- (a) 388th accepted aircraft from owning unit and picked it up on Stock Record Account.
- (b) 388th issued a 2407 to EMA requesting the aircraft be processed for retrograde.
- (c) A work package accompanied the aircraft and each step in the processing was approved by a technical inspector upon completion.
- (d) When the 2407 was completed, Stock Record Accounting personnel prepared a TCOD and 1348-1 for each accountable item.
- (e) TCOD's were accepted by Port authorities and the items listed there on became their responsibility.
- (f) Military escort personnel from ASVOCG signed the 1348-1's. The items were dropped from accountability.

(4) Roll-up phase: On X + 20 all aircraft except 15 CH-47's had been received and processed. Supplies and equipment required to process those aircraft were set aside and all excess was turned in to appropriate agencies. All transportation was provided by organic tactical vehicles. Removal of excess supplies and equipment continued until the last aircraft was processed and proper disposition of items had been accomplished.

b. Section III: Commanders observation and recommendation.

(1) Preparation phase:

(a) Equipment Retrograde/Turnover.

1. Observation: Additional equipment required by the 388th for the retrograde mission was received in an unserviceable condition in some cases.

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2 Evaluation: Subject equipment caused an additional unprogrammed manhour and parts requirement.

3 Recommendation: That commander designated to release equipment ensure that equipment is serviceable or inform the directing Headquarters that it is not.

4 Commanders Action: None

(b) Logistics:

1 Observation: TOL equipment assigned to this company but used by the contractor was in numerous cases lost, misplaced, borrowed without approval and in general not accounted for.

2 Evaluation: This condition was caused by the mandatory reduction in military strength which left insufficient personnel to account for equipment.

3 Recommendation: That when military strength is reduced to a level that makes accountability impracticable all equipment needed by the contractor be laterally transferred to the contractor to ensure accountability.

4 Commanders Action: Equipment not in use was secured.

(1) Roll-up phase:

(c) Equipment retrograde/turnover.

1 Observation: Plans for the transfer of TOL equipment was complicated by the fact that certain equipment was needed by the contractor for use after official shutdown.

2 Evaluation: The basic shutdown plan contained conflicting interests in regards to mission and equipment.

3 Recommendation: That equipment necessary to accomplish specific missions be transferred to the organization scheduled to remain to the last and the equipment then turned-in as directed.

4 Commanders Action: Arrangements were made thru VMAF a higher headquarters to hand receipt necessary equipment from VMAF to the contractor.


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Commanding