

DECLASSIFIED

DAIM-FAR-RR #

19-Imm

DATE:

17 June 1987

~~CONFIDENTIAL~~

AVHAY-CPT (11 Jan 71)

SUBJECT: Analysis and Evaluation of Operational Reports - Lessons Learned
for 212th Avn Bn

TO: ADCSOPS

FROM: Aviation Officer

DATE: CMT 2
LTC Helmick/csr/5435

1. Attached ORLL has been reviewed and the following comments are submitted:

a. Reference item concerning "Aircraft for Maintenance Support Requirements," page 4, para 2c(1). A conference was held 27 December 1970 with the supported and supporting units attending. Information presented included was that the general support facilities at Nha Trang has been relocated to Tuy Hoa. This move reduces the severity of the problem but does not eliminate it. Additionally the attendees agreed that use of a U-21 aircraft once a week to evacuate avionics equipment was the best solution to the problem.

b. Reference item concerning "Stockage of mirror/plate assy, FSN 6740-870-3850," page 6, para 2f(1). The five float mirrors authorized the 131st Aviation Company will permit faster service than a requisition. Should these five prove not to be sufficient more can be made available. Action is being taken in an attempt to speed up turn around time for Repair and Return to Stock (RRS) items. The Supply Information Letter (SIL) 9-69 states 15 days are needed in depot to resurface these mirrors.

c. Reference item concerning "Availability of T-53-L-7 Engines" page 6, para 2f(2). The RDD program to satisfy forecast TBO dates for AFM L-7 engines is standard procedure. However, when stocks become low, issues are made against EDP requirements only. During the specified period, stocks were drawn-down by issues. With low balances, RDD requisitions were cancelled

to assure sufficient stocks on hand to satisfy EDP requirements. In addition

1st Avn Bde
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to the standard practice of honoring RDD requisitions for TBO dates when sufficient stocks are available, an attempt is being made to maintain at least one L-7 engine in prepositioned stock at those DSU's supporting OV-1 units. 2b is an erroneous entry as L-7 engines are not stock funded items. The comment in para 2f(2)(b) that RDD cancellations were due to lack of funds is erroneous because L-7 engines are not stock funded items.

2. Concur with all other paragraphs and command action.

FOR THE AVIATION OFFICER:

3 Incl
no

THORVELD R. TORGERSEN
Colonel, Infantry
Deputy Aviation Officer

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