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AGO ltr 29 Apr 1980 ; AGO ltr 29 Apr 1980

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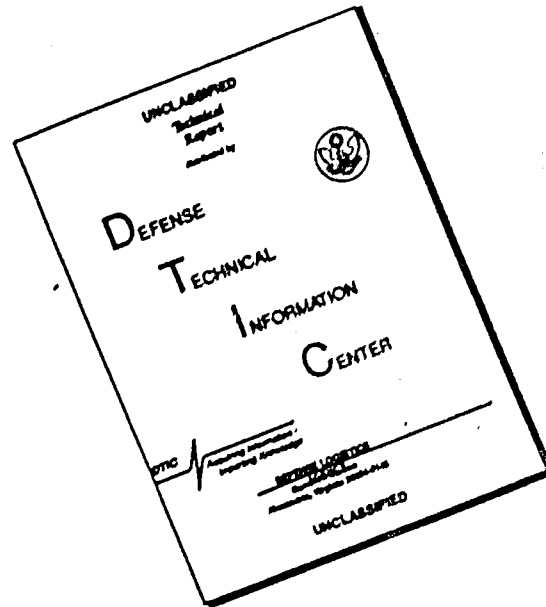
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DEPARTMENT OF THE ARMY  
OFFICE OF THE ADJUTANT GENERAL  
WASHINGTON, D.C. 20310



11 13 Aug 66

IN REPLY REFER TO

AGAM-P (M) (28 Oct 66) FOR OT

4 November 1966

SUBJECT: ~~Operational Report~~ Lessons Learned, Headquarters, 765th Transportation Battalion (AM and S) [U].-8

TO: SEE DISTRIBUTION

quarterly

12 16p

Operational rept. for period ending 31 Jul 66.

1. Forwarded as inclosure is Operational Report - "Lessons Learned" from Headquarters, 765th Transportation Battalion (AM&S) for quarterly period ending 31 July 1966. Information contained in this report should be reviewed and evaluated by CDC in accordance with paragraph 6f of AR 1-19 and by CONARC in accordance with paragraph 6c and d of AR 1-19. Evaluations and corrective actions should be reported to ACSFOR OT within 90 days of receipt of covering letter.

2. Information contained in this report is provided to the Commandants of the Service Schools to insure appropriate benefits in the future from lessons learned during current operations, and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

*Kenneth G. Wickham*

KENNETH G. WICKHAM  
Major General, USA  
The Adjutant General

1 Incl  
a/s

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(Continued on page 2)

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HEADQUARTERS  
765TH TRANSPORTATION BATTALION (AM&S)  
APO 96291

13 August 1966

AVAW-HC  
SUBJECT: Operational Report for Quarterly Period Ending 31 July 1966,  
RCS CSFOR-65.

THRU: Commanding Officer  
34th General Support Group (AM&S)  
APO 96307

Commanding General  
United States Army Vietnam  
ATTN: AVC  
APO 96307

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Commander in Chief  
USARPAC  
ATTN: GPOP-MH  
APO 96558

TO: Assistant Chief of Staff for Force Development  
Department of the Army (ACS FOR DA),  
Washington D. C. 20310

1. (C) Section 1. Significant Organizational Activities:

*and*  
a. (U) Mission: The mission of the 765th Transportation Battalion  
(AM&S) is *to*:

(1) Provide command control, staff planning, and administrative control of assigned and attached units; *and*

(2) Provide aircraft armament, avionics and maintenance support as directed.

b. (U) Organizational Changes: The 85th Medical Detachment was reassigned from the 765th Transportation Battalion (AM&S) to the 12th Aviation Group.

c. (C) Significant Battalion and Unit Activities:

(1) 605th Transportation Company (ADS):

(a) General: This unit arrived in country 10 March 1966 and became operational as of 1 April 1966. Since this date, along with the mission of Aircraft Supply and Maintenance, much effort has been expended to improve the living and working areas of the unit. Presently all activities are operating under semi-field type conditions. The aircraft supply activity has been overloaded both administratively and operationally.

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SUBJECT: Operational Report for Quarterly Period Ending 31 July 1966,  
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(b) Operations: Consisted of aircraft maintenance supply and recovery and were continuous during the period. All operations are carried out in general purpose tents maintenance shelters or maintenance vans. The only aircraft that can be worked on under cover are the OH-13, UH-1 and the O-1 with wings removed. Although manhours have been lost because of inclement weather, this fact has not presented any major problem thus far. Total aircraft supported included 32 on a direct support basis and 323 for direct support backup. The major problem has been the lack of special tools required on all types of aircraft. Initially tools had to be borrowed from other units for almost every work order. The lack of a B-5 Prop and Rotor Van and the B-2 Electrical and Hydraulic Van also is considered a problem. A B-4 Machine Shop Van was received during the period. During the initial portion of this period, supply operations were carried out in tents and supply vans. This proved unsuitable for extended periods because of the inefficiency of operations it created. A 70' X 140' warehouse has been constructed and although the warehouse storage bins are second hand and there were no provisions made for electricity, the warehouse operations have been improved because of these facilities. Since the units arrived on site, self help construction has been extensively carried out. Thus far a total of twenty-six 16' X 32' concrete slabs have been poured for the tents, two 20' X 50' slabs and one 30' X 80' slab. Also a large mess hall has been completed plus two 16' X 32' tropical huts. Engineer projects include a 20' X 48' orderly room plus the warehouse and two 20' X 50' office buildings. Presently the unit is producing concrete blocks in order to continue work on billets. In the logistics area, support for normal unit requirements has been excellent. Aviation repair parts have created difficulties although improvement has been noticed during the period. Lack of parts has caused cannibalization and has thus required additional manhours. The following operational information is provided:

		Total			
<u>1</u>	Direct Labor manhours	40,529			
<u>2</u>	A/C work orders	103			
<u>3</u>	A/C work orders completed	103			
<u>4</u>	Aircraft Supply:				
			May	June	July
<u>a</u>	Total ASL (Line Number)	4630	4973	5131	
<u>b</u>	Total supply actions:	7484	6155	5896	
	"O" balance:	1539	1788	1461	

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	MAY	JUNE	JULY
<u>d</u> Demand accommodation:	68%	74%	79%
<u>e</u> Demand satisfaction:	24%	25%	31%

## (2) 611th Transportation Company (ADS)

(a) General: The 611th Transportation Company (ADS) has the primary mission of direct support, back-up support, technical supply support and aircraft recovery assistance within the IV Corp Tactical Zone of Vietnam. Aircraft supported varied from 301 through 315 of varying types during this period and supported aviation units numbered from 18 to 19. In addition to the above mentioned missions, the unit has been given the task of preparation, loading and unloading all surface movement of aircraft thru the Vung Tau port. This mission entails the handling of approximately 100 aircraft per month.

(b) Operations: Consisted of aircraft maintenance supply and recovery and were continuous during this period. A total of 17 aircraft were recovered. The following operational information is provided:

<u>1</u> Direct labor manhours:	Total	42,788		
<u>2</u> A/C work orders:		317		
<u>3</u> A/C work orders completed:		292		
<u>4</u> Aircraft Supply:				
	May	June	July	
<u>a</u> Total ASL (Line Number)	7,839	6,451	7,890	
<u>b</u> Total Supply actions:	9,224	12,518	7,860	
<u>c</u> "O" balance:	2,952	3,539	4,382	
<u>d</u> Demand accommodation:	37%	41%	79%	
<u>e</u> Demand satisfaction:	13%	25%	31%	

## (3) 56th Transportation Company (ADS)

(a) General: The 56th Transportation Company (ADS) has the primary mission of direct support, back up support, technical supply support and aircraft recovery assistance for aviation units in the III Corps tactical zone. The unit supported an average of 235 aircraft during the period and participated in 49 aircraft recoveries.

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In addition to the above mentioned missions, the unit has been given the task of preparation, loading and unloading all aerial and surface movement of aircraft thru the Tan Son Nhut aerial port. This mission entails the handling of approximately 28 aircraft per month.

(b) Operations: Consisted of aircraft maintenance, supply and recovery and were continuous during the period. The following operational information is provided:

	Total			
<u>1</u> Direct labor manhours	57,171			
<u>2</u> A/C work orders	264			
<u>3</u> A/C work orders completed	263			
<u>4</u> Aircraft supply:				
		May	June	July
<u>a</u> Total ASL (Line Number)	5,970	5,970	7,321	
<u>b</u> Total Supply actions	6,723	8,599	7,707	
<u>c</u> "O" balance	2,626	1,799	3,030	
<u>d</u> Demand accommodation	81%	85%	87%	
<u>e</u> Demand satisfaction	23%	21%	25%	

#### (4) 330th Transportation Company (GS)

(a) General: The 330th Transportation Company (GS) has the primary mission of general support and back up direct support of all Army Aircraft in the III and IV Corps tactical Zone of Vietnam. The unit has supported an average of 800 aircraft during the period.

(b) Operations: Consisted of aircraft maintenance and were continuous during the period. The following operational information is provided:

1 69,175 productive maintenance manhours were expended on general support of aircraft in the III and IV Corps area.

2 A total of 103 aircraft, of all types, were processed through the shops during the reporting period.

3 A total of 22 aircraft incurring major damage were inspected and evaluated. Six were salvaged, five returned to CONUS and eleven repaired locally.

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4 A total of 282 components from instruments to main rotor heads were tested, tested or repaired and returned to use.

5 Armament subsystems installed included 2 XM22, 2 XM5, and 34 XM16 kits.

6 The unit was responsible for and inspected all tail rotor grip assemblies for proper installation on all UH-1 aircraft in the III and IV Corps area. This required extensive travel on the part of limited inspector personnel to all units having UH-1 aircraft assigned.

## (5) Aviation Electronic Support Company, (South)

(a) General: The Aviation Electronic Support Company (South) has the mission for providing avionics general support and limited direct support to all aviation units in the III and IV Corps Tactical Zones. This is accomplished in working parallel with the direct and general support maintenance units assigned to the 765th Transportation Battalion (AM&S). In order to provide this coverage the unit is broken down into platoons located at Vung Tau, Saigon, Phu Loi and Soc Trang.

### (b) Operations:

1 The supply channel for aviation electronic repair parts is now through AM C in Saigon. Supplies are being received and when the system develops fully, the delay time on repair parts will be greatly shortened.

2 During the second week in June, two command and control consoles were installed in UH-1D Helicopters for the Royal Australian Air Force. These were purchased from the US and were installed by the Saigon Platoon.

3 Two Grumman Representatives arrived in Vung Tau in mid-July to install AN /ARN-52 TACAN Systems in Mohawk (OV-1) Aircraft. The first of two prototypes has been completed.

4 A Decca System Repair Facility is now operational in the Vung Tau and Phu Loi area.

5 The Aircraft Electronic Modification and Installation Team is in the process of moving from Saigon to Vung Tau because of greater ramp space at Vung Tau.

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## (6) 398th Transportation Detachment (CHFM)

(a) General: The 398th Transportation Detachment (CHFM) provides direct support to the 57th, 254th and 283rd Medical Detachments (Helicopter Ambulance). The unit also supports II Field Force Vietnam and some other small units in the Saigon area.

(b) Operations: Consisted of maintenance and supply support as follows:

1. Total manhours expended	19,310
2. Aircraft requiring support	267
3. Requisitions processed	2,219

## (7) Training:

(a) The following formal training programs received increased emphasis during the period with each unit conducting 48 hours of classroom instruction.

1. Escape and Evasion
2. Code of Conduct
3. International Driving Rules
4. Survival
5. Document Security
6. Personal Security

(b) Classes were conducted by a representative of the Aviation Material Command for Battalion Technical supply personnel on maintenance and operation of the Frieden Flexo - Writer machine. This machine will assist DSU's in submitting requisitions and other reports.

(c) A major OJT program is being conducted by all units to supplement the lack of experience of newly assigned personnel. This training detracts from mission support but is highly necessary and acceptable for the direct support companies. The problem becomes greater however, when considering that recent graduates of the basic aircraft maintenance course are assigned to the general support level of maintenance. The Battalion is using every means available to reduce the problems thru cross training transfers OJT and in-country WABTAC training.

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(d) The Battalion operates the Army Aviation Mobile Technical Assistance School under the direction of the 34th General Support Group (AM&S). The school is presently training approximately 276 students monthly in UH-1 airframe, CH-47 aircraft, T-53 and T-55 Engine courses. Plans are being made to include classes on the XM-21 sub system and 540 rotor system. The expansion of the school is such that future assistance will be required for operating personnel and equipment.

## 2. (c) Section II. Commanders Observations and Recommendations.

### a. Observation and lessons learned:

#### (1) Personnel:

##### MOS SHORTAGES

Item: Shortage of 25 Airframe Repairmen MOS 66G20.

Discussion: Units are experiencing critical shortages of airframe repairmen. This is an extremely difficult skill to cross train individuals and valuable time is lost through necessary on the job training before an individual acquires the skill. All units are faced with enormous sheet metal repair problems. As the density of aircraft increases the problem will become more critical.

Observation: Training facilities in CONUS should immediately increase the output of sheet metal repairmen. TO&E's in-country should be revised to include more sheet metal repairmen. An immediate increase in CONUS training would fill current shortages and projected modifications to TO&E's.

#### (2) Operations:

##### LCST MAINTENANCE MANHOURS

Item: Dispatching maintenance teams to the Philippines for preparation of aircraft for off-loading in RVN.

Discussion: It was determined that too many man-hours were being lost due to inaccurate dates on the carriers arrival in the Philippines and that aircraft processing during travel did not significantly reduce off-loading time.

Observation: Crews were not dispatched for the last two carriers off-loading at Vung Tau and time consumed for off-loading was not visibly increased. The maintenance unit can now place more personnel in the off-loading phase and save many manhours that were previously lost.

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## AIRCRAFT PROCESSING

Item: OV-1 Aircraft can be off-loaded and processed at Vung Tau.

Discussion: Pilots and maintenance personnel were dispatched to the Philippines to off load, assemble, and process OV-1 aircraft for ferry flights into Vietnam.

Observation: Excessive manhours were lost due to inaccurate dates of the aircraft arrival in the Philippines. All OV-1's arriving in-country are now off-loaded and processed with a significant reduction in man-hours.

### (3) Training and Organization:

#### MAINTENANCE TRAINING

Item: Inadequate training and experience of replacement personnel for general support level maintenance.

Discussion: The majority of replacement personnel are recent graduates of a basic aircraft maintenance course. Their value is greatly reduced for the first four months.

Observation: Personnel selected for assignment to the general support units must be carefully screened to insure that the most talented and experienced maintenance personnel are made available.

#### SUPPLY PLATOONS

Item: Inadequate composition of the Supply Platoon of TOE 55-457F.

Discussion: The increased volume of aircraft repair parts, armament repair parts and retro grade cargo has hampered the capability of the supply platoons to provide outstanding service to their customers.

Observations: It will be necessary to augment the supply platoon with an increase in personnel strength.

### (4) Intelligence:

### (5) Logistics:

#### SHOP VANS

Item: Shortage of Vans

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Discussion: The 605th Transportation Company (DS) is short one B-2 Van, one B-5 Van and one A-2 Van. There is also a shortage of special tools and equipment. The unit is having to complete work with tools borrowed from other units in the Phu Loi area.

Observation: Tracing action has been initiated with the original requisitioning agency at Ft. Riley, Kansas and one B-4 Van recently arrived. POM requisitions must be filled and the items shipped so as to arrive in the theater in the same time frame as the unit.

(6) Other:

## FUEL CONTROL TESTING

Item: Fuel Control Test Stand

Discussion: A Kahn Fuel Control Test Stand became semi-operational 24 February 1966. Since that time over 52 fuel controls have been tested and returned to service. This machine was shipped to Vietnam with no provisions for operators. Partial operation of the machine was accomplished through outstanding efforts of a Hamilton Standard Fuel Control Technical Representative. This technician departed RVN approximately one month ago and as to date, no individual has had success in operating the equipment. The loss of this technical representative was anticipated and on 11 April 1966, a letter was forwarded thru channels reflecting an immediate need for a representative of Kahn and Company to be contracted for operational services.

Observation: Initial contracts for units of such complexity, should include provisions for operator personnel.

## ENGINE CONTROL TESTING

Item: Turbine Engine Control Test Stand

Discussion: The Turbine Engine Control Stand is in non-operational status due to lack of qualified operators and repair parts. Personnel trained for operation of this sophisticated equipment are not capable of accomplishing the maintenance and repair necessary to keep the machine running.

Observation: A request has been submitted for a technical instructor to provide 90 days of classes on the stand and present plans are to hire a Vietnamese National for maintenance of the equipment. The technical instructor can provide the Vietnamese employee with the necessary training during his ninety day stay in RVN. This will provide continuity of maintenance knowledge which has been one of the major problems.

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13 August 1966

SUBJECT: Operational Report for Quarterly Period Ending 31 July 1966,  
RCS CSFOR-65.

## TEFLON HOSE

Item: Lack of hose, fittings and equipment to fabricate required hoses for all aircraft.

Discussion: This type of hose is utilized in the majority of supported aircraft and the 35P lists it as an item of local manufacture. With the proper tools and supplies of equipment this would present no great problem at direct support level. At the present time DS does not have this capability and the work is passed to the general support level. This requires additional delays and often accounts for aircraft down time.

Observation: A standard kit be designed to manufacture teflon hose similar to the hardware kit now in use.

### b. Commanders Recommendations:

(1) Personnel: It is recommended that action be taken to increase in-country assignments of Sheet Metal Repairmen, MOS 68G20.

(2) Training and Organizational: It is recommended that:

(a) Action be taken at all personnel assignment levels to assign the most experienced aircraft mechanics to general support levels of maintenance.

(b) That favorable consideration be given for modification of TO&E 55-457E to increase personnel strength in the Supply Platoons.

(3) Logistics: It is recommended that POM requisitions be filled and items shipped so as to arrive in-country in the same time frame as the unit.

(4) Other: It is recommended that:

(a) Provisions be made, for contract technical personnel to accompany sophisticated test equipment in-country and provide the necessary guidance for operation and maintenance of the particular machine.

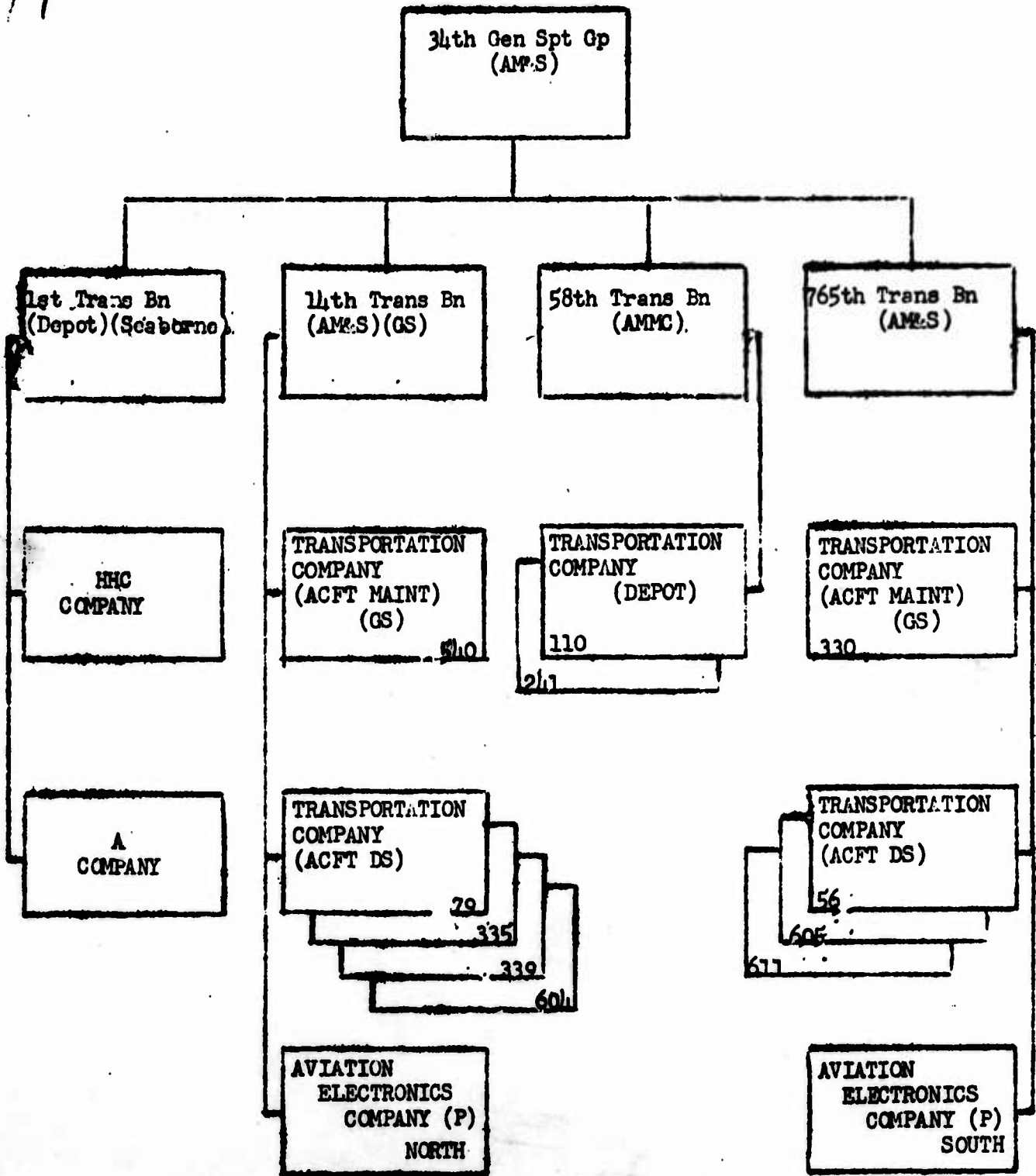
(b) A standard kit designed to fabricate teflon hose be made available to the direct support units.

## CONFIDENTIAL

*Charles C. Fox*

CHARLES C. FOX  
Lt. Colonel, TC  
Acting Commander

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AVGS-B (14 Aug 66) 1st Ind  
SUBJECT: Operational Report on Lessons Learned for Period Ending 31  
July 1966 (RCS CSFOR-65)

HEADQUARTERS, 34TH GENERAL SUPPORT GROUP (AMAS), APO 96307, 25 Aug 66

TO: Commanding General, United States Army, Vietnam, ATTN: AVG, APO 96307

1. Except as noted below this Headquarters concurs with this report.
2. Para 2.a.(1) and 2.b.(1): This Headquarters submitted MTOE 55-458E which added eight airframe repairmen MOS 68G20 per general support company. Unit has been directed to submit MTOE 55-457E increasing the number of airframe repairmen (MOS 68G20) authorized per direct support company.
3. Para 2.a.(2): Recommendation was submitted by 34th General Support Group to USARV which, in turn, requested to be relieved of this responsibility. Currently personnel are not being sent to Subic Bay.
4. Para 2.a.(6): Fuel Control Testing: The contract technicians for the two items of test equipment mentioned have been requested. In fact, one Dynalectron representative is now on site to act as a specialist on the fuel control test stand. The parts required for the engine test stand are now on requisition to USAAVCOM. It is felt that such items of equipment as the fuel control test stand should not be considered as an item of equipment for general support level maintenance unless the stand can be van mounted. At the present time if the general support unit was required to move, this test equipment would have to remain behind due to the engineering effort required to install at another location.
5. Para 2.b.(2)(b): Favorable consideration will be given to increasing personnel strength in the supply platoons in MTOE 55-457E if sufficient justification is provided with the submission of the proposed increase.
6. Para 2.b.(4)(b): The requirement for a kit to manufacture teflon hoses is an excellent recommendation; however, it is felt this should be retained at the general support level of maintenance since serviceability of such hoses is very important as many high pressure systems are involved. The development of a kit is possible and feasible since the Floating Aircraft Maintenance Facility has this capability.

FOR THE COMMANDER:

*Roy H. Leggett*  
ROY H. LEGGETT  
Capt, TC  
Adjutant

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AVHGC-DH

2nd Ind

SUBJECT: Operational Report on Lessons Learned for Period Ending 31  
July 1966 (RCS CSFOR-65)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96307

TO: Commander-in-Chief, United States Army, Pacific, ATTN: GPOP-MH  
APO 96558 **22 SEP 1966**

1. (U) The Operational Report-Lessons Learned submitted by the 765th Transportation Battalion (AM&S) is forwarded herewith.
2. (U) This headquarters concurs with this report and considers it adequate.
3. (C) Reference Paragraph b(1), Section II: Airframe Repairman, MOS 68G20 is a world-wide critical MOS. Action has been initiated by Headquarters, USAHV to assign airframe repairman to the 34th General Support Group.
4. (U) Reference 1st Indorsement, Paragraph 2: MTOE 55-458E was forwarded to USARPAC on 24 July 1966.

FOR THE COMMANDER:



**R. J. THORNTON**  
1st Lt, AGC  
Asst Adjutant General

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GPOP-OT(13 Aug 66) 3d Ind (3)  
SUBJECT: Operational Report for Quarterly Period Ending 31 July 1966,  
RCS CSFOR-65

HQ, US ARMY, PACIFIC, APO San Francisco 96558 21 OCT 1966

TO: Assistant Chief of Staff for Force Development, Department of the  
Army, Washington, D.C. 20310

1. (U) This headquarters concurs with the basic report as indorsed.
2. (C) Reference paragraph 3 of the 2d indorsement. Despite the critical shortage of airframe repairmen, as of 31 July, 636 MOS 68G were assigned to USARV against an authorization of 601.

FOR THE COMMANDER IN CHIEF:



L. L. CHAPPELL  
MAJ, AGC  
Asst. AG

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