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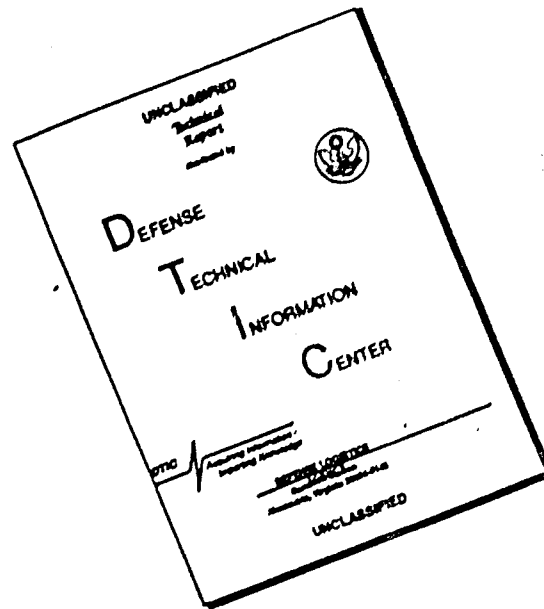
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DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
 WASHINGTON, D.C. 20310

IN REPLY REFER TO

AGDA (M) (15 Dec 69) FOR OT UT 693245

19 December 1969

**SUBJECT: Operational Report - Lessons Learned, Headquarters, 765th
 Transportation Battalion, Period Ending 31 July 1969**

SEE DISTRIBUTION

AD 863496

1. Subject report is forwarded for review and evaluation in accordance with paragraph 4b, AR 525-15. Evaluations and corrective actions should be reported to ACSFOR OT UT, Operational Reports Branch, within 90 days of receipt of covering letter.
2. Information contained in this report is provided to insure appropriate benefits in the future from lessons learned during current operations and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

Kenneth G. Wickham

KENNETH G. WICKHAM
 Major General, USA
 The Adjutant General

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DEPARTMENT OF THE ARMY
HEADQUARTERS, 765TH TRANSPORTATION BATTALION (AM&S) (GS)
"MUI TEN THANG"
APO 96291

AVGFV

8 August 1969

SUBJECT: Operational Report of the 765th Transportation Battalion (AM&S)
(GS) for Period Ending 31 July 1969, RCS CSFOR-65 (R1)

THRU: Commanding Officer
34th General Support Group (AM&S)
ATTN: AVGF-B
APO 96309

TO: Commanding General
United States Army Vietnam
APO 96375

1. Operations: Significant Activities.

a. Organization and Location: Headquarters and Headquarters Company, 765th Transportation Battalion (AM&S) (GS) is organized under MTOE 55-66F, USARPAC 2/67, dated 29 December 1967, as directed by USARPAC GO 131, dated 23 February 1968. Headquarters and Headquarters Company is located at Vung Tau, RVN. Subordinate units of the battalion, with locations, are as follows:

- (1) 56th Transportation Company (ADS), located at Long Thanh North.
- (2) 303rd Transportation Company (GS), located at Long Thanh North.
- (3) 330th Transportation Company (GS), located at Vung Tau.
- (4) 388th Transportation Company (ADS), located at Vung Tau.
- (5) 611th Transportation Company (ADS), located at Vinh Long.

Note: A DS element from the 611th is located at Can Tho.

(6) Aviation Electronic Support Company, (SOUTH) (Provisional). The Headquarters and 1st Platoon are co-located with the GS and DS units at Vung Tau, the 2nd Platoon is co-located with the 56th (DS) and 303rd (GS) at Long Thanh North and the 3rd Platoon is co-located with the 611th (DS) at Vinh Long. Note: See Inclosure 1, Organizational Chart.

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b. Mission: The Primary mission of the headquarters is to provide command, control, staff planning and administrative supervision of the two transportation aircraft general support companies, three transportation aircraft direct support companies and a provisional aviation electronic support company. The principal missions of the subordinate units are as follows:

(1) Direct Support Units: To provide direct support in the areas of airframe, engines, aircraft systems and aircraft armament systems for over 1,200 aircraft of all types located in the extreme southern II Corps, southern half of the III Corps and the entire IV Corps tactical zones.

(2) General Support Units: To provide general support and back-up direct support maintenance for all aircraft, aircraft components and armament systems supported by the direct support units.

(3) Aviation Electronic Support Company, (3) (Prov): To provide general support and back-up direct support avionics maintenance for over 1,400 aircraft. In addition to support for the above aircraft that are organic to aviation units in the support area, the AESC(S) supports Army aircraft located in Thailand (JUSMAG), aircraft operated by Air America in Saigon and PAGE C-7A aircraft.

(4) Additional Battalion missions include:

(a) Operation and control of the Army Aviation Refresher Training School (AARTS), with a present capacity of 215 resident students.

(b) Operation of a primary Theater Aircraft Repairable Program (TARP) agency. The battalion control DSU (388th) is located at Vung Tau. It receives reparables from units throughout Vietnam, moves these reparables directly to the depot level shops of the USNS Corpus Christi Bay (FAMF) as well as the battalion GS level shops, receives the serviceable output of these shops and feeds the serviceable components back into the supply system.

c. Changes in Command: During this reporting period the following changes in command occurred:

(1) On 27 June 1969 Major Rex L. Holloway assumed command of the 611th Transportation Company (ADS) from Major Paul Winkel.

(2) On 15 July 1969 Lieutenant Colonel Arthur J. Junot assumed command of the 765th Transportation Battalion (AM&S) (GS) from Lieutenant Colonel WM Gene Phillips.

d. Mission Operations:

(1) All units of the battalion participated in Combat Support Operations and conducted integrated unit and individual training during the entire reporting period.

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(2) Unit Movement: None

(3) Aircraft General and Direct Support Maintenance: During this reporting period, the aircraft GS and DS units of this battalion provided support for over 1,200 aircraft located in the II, III and IV Corps tactical zones. This support included all installed and float armament systems, repair of battle and crash damage, repair of direct exchange components and repair of TARP items. The following breakdown represents performance data in this mission area:

(a) Aircraft Maintenance. A summary of aircraft maintenance activity by level of maintenance performed is shown below:

Direct Support Maintenance						
	MAY	JUN	JUL	TOTAL	MONTHLY AVERAGE	NET CHANGE THIS QTR
Aircraft Received	153	187	265	605	202	NA
Aircraft In-Progress	42	60	83	NA	62	NA
Aircraft Completed	176	169	242	587	196	NA
Time to Repair	PERFORMANCE				Percent	
0-10 Days	146	140	202	488	83%	-2%
11-20 Days	17	16	24	57	9%	0%
21-30 Days	9	8	10	27	5%	+1%
31+ Days	4	5	6	15	3%	+3%

General Support Maintenance						
	MAY	JUN	JUL	TOTAL	MONTHLY AVERAGE	NET CHANGE THIS QTR
Aircraft Received	52	66	57	175	58	NA
Aircraft In-Progress	35	31	29	NA	32	NA
Aircraft Completed	47	70	59	176	59	NA
Time to Repair	PERFORMANCE				Percent	
0-20 Days	37	54	45	136	77%	-2%
21-40 Days	6	8	8	22	13%	-5%
41-60 Days	2	5	4	11	6%	+4%
60+ Days	2	3	2	7	4%	+3%

(b) Aircraft Components:

<u>Received</u>	<u>Repaired</u>	<u>NRTS</u>	<u>NRTS Rate</u>
2,518	1,881	108	.43%

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(c) Aircraft Turbine Engines:

<u>Received</u>	<u>Repaired</u>	<u>NRTS*</u>	<u>NRTS Rate</u>
141	61	80	60%

(d) Aircraft Armament Sub-Systems Components:

<u>Received</u>	<u>Repaired</u>	<u>NRTS</u>	<u>NRTS Rate</u>
1,026	966	130	13%

*Note: NRTS is the abbreviation for Not Repairable This Station or at this level of maintenance.

(4) Avionics General and Direct Support Maintenance: During this reporting period, AESC(S) provided support for over 1,400 aircraft of all types. The following data reflect mission workload and performance:

(a) Aircraft Supported:

	OH6	OH13	OH23	AH1G	UH1	CH47	CH54	TOTAL
1st Platoon Vung Tau	45	8	3	36	190	19	0	301
2nd Platoon Lon, Thanh North	45	4	0	38	327	47	13	474
3rd Platoon Vinh Long	58	0	20	54	216	16	0	364
	148	12	23	128	733	82	13	1139
	01	U6	01A	U8	U21	OV1	C 7	TOTAL
1st Platoon Vung Tau	0	5	20	0	0	99	7	131
2nd Platoon Long Thanh North	10	22	13	15	34	0	0	94
3rd Platoon Vinh Long	58	22	0	1	0	0	0	81
TOTAL	68	49	33	16	34	99	7	306
TOTAL ALL AIRCRAFT								1445

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(b) Components Processed:

	<u>Vung Tau</u>	<u>Long Thanh North</u>	<u>Vinh Long</u>	<u>TOTAL</u>
WO Received	7,151	4,198	2,050	13,339
WO Completed	7,482	3,284	1,423	12,189
WO Evac to SAAD & FAMF	5,915			5,915

Note: All NRTS components were evacuated thru the Vung Tau facility.

(5) Aircraft Processing: This battalion has the mission of off-loading and processing aircraft delivered to Vung Tau by surface vessel. The off-loading operations for this reporting period involved five vessels from which 80 aircraft were discharged and prepared for issue. Arriving aircraft consisted of 52 AH-1G, 7 CH-47, 12 U-21 and 8 OV-1. The total also includes one U.S. Air Force Al-E.

(6) Aircraft Issues:

<u>TYPE</u>	<u>NUMBER</u>	<u>TYPE</u>	<u>NUMBER</u>
OH-6A	6	OV-1A	1
UH-1B	0	OV-1B	3
UH-1C	13	OV-1C	3
UH-1D	4	U-1A	1
UH-1H	14	U-6A	5
CH-47C	7	U-21	10
AH-1G	60	U-21D	3
		O-1A	1

(7) Aircraft Processed for Retrograde:

<u>TYPE</u>	<u>NUMBER</u>	<u>TYPE</u>	<u>NUMBER</u>
OH-6A	14	OV-1A	1
UH-1B	4	OV-1B	2
UH-1C	7	OV-1C	2
UH-1D	2	U-6A	0
UH-1H	18	U-21A	1
AH-1G	6	O-1A	1

(8) Aircraft Recovery Operations: During this period the aircraft direct support companies of this battalion rigged 166 aircraft for aerial lift. Of these 166 aircraft, 70 were field extractions (the rigging operation taking place in an area temporarily secured by ground troops and/or armed Helicopters), and 96 aircraft were rigged for maintenance evacuation, i.e.,

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airlift of the aircraft from one secure area to another. The 330th Transportation Company (GS) successfully airlifted 36 aircraft in support of the DS companies. This marks the end of 37 continuous months of aerial lift support during which the 330th has a record of 1,212 recoveries, while experiencing no accidents or major incidents.

(9) Flight Operations: This battalion operates a consolidated flight operations under the supervision and control of S-3. All aviators and aircraft assets of the units stationed at Vung Tau are controlled by the operations section. This results in optimum utilization of aircraft assets. The wide dispersion of battalion units, the large area of maintenance support responsibility and the tactical situation create a flight operations workload of unusual proportions for a battalion of this type.

Summary of Flight Operations

<u>PAX Carried</u>	<u>S/Tons Airlifted</u>	<u>Hours Flown</u>	<u>Est Pax NM</u>
4,813	147	3,069	226,148

(10) Technical Supply Operations: The following statistics represent the combined operations of supply activities:

Average ASL Lines	37,061
Average Lines at Zero Balance	8,215
Total Requests Received	87,115
Average Demand Accommodation	85.1%
Average Demand Satisfaction	77.0%

(11) Theater Aircraft Reparable Program (TARP): The total bulk tonnage of aircraft components processed by this battalion in support of the TARP program during this reporting period is as follows:

Total Tons Received	753.3
Shipped to CONUS NRTS	320.4
Shipped to FAMF*	36.2
Shipped to 330th (GS)	130.3

*Floating Aircraft Maintenance Facility

(12) Training:

(a) Army Aviation Refresher Training School (AARTS): The AART School, operated by this battalion, provides refresher and new equipment training for personnel throughout RVN. The school, sponsored by the 34th General Support Group, is staffed by one officer, eight enlisted and 24 civilian personnel. During this reporting period 1,173 students were

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graduated from the following courses:

<u>COURSE</u>	<u>TOTAL GRADUATES</u>
OH-6A Pilot	61
OH-6A Airframe	108
UH-1D Airframe	113
AH-1G Airframe	110
CH-47 Airframe	51
CH-47 Maint Supervisor	21
T-53-L11 Engine	66
T-53-L13 Engine	101
T-55-L7 Engine	37
T-55-L11 Engine	25
T-63 Engine	89
Tech Supply	49
Armament	134
Tech Inspection	41
Stabilization Control Augmentation Sys	118
Standard Lightweight Avionics Equip.	49

(13) New Activities:

(a) During this reporting period the battalion initiated a Standardization Maintenance Test Flight Course for UH-1 aircraft pilots. The four day course consists of six hours of classroom instruction and 26 hours of practical trouble shooting exercises in which qualified aviators are taught standard UH-1 maintenance test flight procedures. Discrepancies are programmed into the aircraft and the student is required to detect and diagnose the problems in preflight, run up and actual test flight. The course of instruction is aimed at improving the quality of maintenance test flights, thereby eliminating unnecessary component changes and increasing maintenance efficiency. The first two students graduated on 16 May 1969 and were awarded certificates of completion. Thus far, 27 pilots have successfully completed this course. Eight students were 1st Air Cavalry Division aircraft maintenance officers.

(b) During this reporting period, the battalion implemented the new 100 Series NCR 500 programs for mechanized stock accounting. Prior to this, a team from the U.S. Army Computer Systems Command provided an orientation for DSSA personnel, highlighting the peculiarities of the new programs. These new programs required the adoption of different stock-handling procedures. Adjustments to the DSSA's operating procedures coupled with program errors caused delays in processing aircraft parts. However, inherent advantages of the 100 series programs, such as old program consolidation and shorter machine run time, yielded an increase in the DSSA's transaction posting capability.

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(c) Defense of the Vung Tau Airfield. During the period the battalion was tasked with the responsibility of coordinating defense, physical security and area damage control for the Vung Tau Army Airfield. The battalion established an airfield tactical operations center, published a defense plan and conducted practice alerts to insure a sound defensive posture.

(d) OH-58 New Equipment Training Team (NETT). During the period the battalion was assigned the mission of hosting the OH-58 NET Team. Prior to the arrival of the OH-58 advance party, the battalion secured necessary billets, classrooms, administrative and operational facilities. The 330th Transportation Company provided organizational supply support and transportation.

(e) In order to provide additional aircraft maintenance and supply support in the IV Corps Tactical Zone, the 611th Transportation Company established at Can Tho a direct support platoon consisting of one officer, one noncommissioned officer and 25 civilian contract personnel. The platoon primarily provides direct and back-up direct support for the 164th Combat Aviation Group.

(f) On 16 July 1969 the 166th Aircraft Maintenance Detachment (Staging Area) arrived in Vung Tau and was placed under the operational control of the 765th Trans Bn (AM&S). The detachment consists of one officer, one warrant officer and 32 enlisted men. Necessary billet, office and working space was provided by the 388th Transportation Company (ADS). The mission of the 166th AMD (SA) is to in-process new aircraft and to out-process retrograde aircraft. This unit also conducts a 56 hour school on techniques of aircraft preservation."

(g) SPRAYLAT. "Protective Coating, Sprayable, Strippable" nicknamed SPRAYLAT, is a rubber base, water soluble coating applied to aircraft in preparation for overseas movement by ship. SPRAYLAT is applied like paint, and in drying hardens to a rubber latex consistency which will prevent corrosion damage from salt water spray. The process is utilized by the 166th AMD (SA) and was employed for the first time in RVN in July 1969. Three OV-1C aircraft were prepared for surface movement. Approximately nine man-hours are expended in the application of three coats of SPRAYLAT to the OV-1, as compared to 2 man-hours for installation of protective covers. SPRAYLAT increases the Army's capability to preserve aircraft since suitable protective covers are not always available for aircraft retrograded by surface transportation.

(h) The 56th Trans Co (ADS) and 303rd Trans Co (GS), located at Long Thanh North, were recently administered a CMMI by 34th GSG. Both units received satisfactory ratings.

(i) Civic Action: The 765th Trans Bn (AM&S) (GS) completed work on the Vung Tau City Jail. Renovation included upgrading of cells, kitchen, dining area; the installation of a plumbing and shower system and a complete renovation of the Juvenile Confinement Area.

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(j) Civic Action: Through the use of organic helicopters and liquid dispensing equipment, the town of Baria was sprayed with insecticide in response to an outbreak of Dengue Fever. Twenty-nine cases of the fever were reported, with one fatality. Vung Tau and Nui Dat were also sprayed as a preventive measure by the 765th.

(k) Civic Action: In Long Thanh North and Vinh Long the 56th, 303rd and 611th Transportation Companies donated beds, salvage building materials, clothing, food and eating utensils to local orphanages.

(l) As a result of the redeployment of the 9th Infantry Division, five AH-1G, eight OH-6A and two UH-1H aircraft were turned into the battalion, repaired and prepared for re-issue.

(m) The 330th Trans Co (GS) has completed construction of a new, enlarged battery shop. The shop is now capable of repairing 40 Nickel Cadmium batteries per month under the Theater Aircraft Repairable Program (TARP).

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

a. Personnel: None

b. Operations:

(1) Maintenance of air conditioning units for the NCR-500 Mechanized Stock Accounting System.

(a) OBSERVATION: Many supply activities utilizing the NCR-500 Mechanized Stock Accounting System are experiencing difficulty in maintaining the air conditioning units in an operable condition.

(b) EVALUATION: Exacting environmental control provided by the air conditioners is an absolute necessity for continuous operation of the NCR-500 system in this climate. Failure of either of the two integral air conditioners will cause the sensitive equipment to overheat and will allow the punch cards to absorb moisture and swell until they become unuseable. Since the system must operate continuously to provide responsive supply actions, the failure of either air conditioning unit for more than a few hours adversely affects mission accomplishment. However, these failures do occur and the primary point of failure has been the compressor. Supply activities are not authorized to stock spare compressors. Moreover, direct support maintenance units responsible for this equipment lack the tools, repair parts and trained personnel necessary to repair the compressors. Consequently, the air conditioning units must be retrograded for necessary repairs. This results in excess down time for the entire system.

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(c) RECOMMENDATION: That one of the following alternatives be implemented: 1) Adequate on-site maintenance support. 2) Float air conditioners be made immediately available to Direct Support Supply Activities experiencing air conditioner failure. 3) Supply activities be allowed to stock spare compressors and maintenance personnel be trained and authorized to replace this component. 4) A more reliable air conditioning system be developed. 5) A mechanized stock accounting system be developed which does not rely on a controlled environment.

(2) Warehouse Editing Requirements.

(a) OBSERVATION: Fringe items are being received and placed in stock by direct support supply activities, resulting in an excessive accumulation of such items.

(b) EVALUATION: The stockage of excess fringe line items can be minimized by utilizing warehouse receiving area personnel in an editor's capacity, and by adhering to the following procedure when processing incoming stock: 1) All incoming stock is checked against the ASL locator file. The ASL items for which a previous location exists are placed directly into stock. 2) Items for which no previous location exists are scrutinized by receiving area personnel before being placed in stock. Stock numbers are checked against the substitute stock number listing to determine if it is a substitute for an ASL line item. 3) Federal stock numbers not included in the ASL under substitute or prime number listings are checked against the fringe due-out file. If a valid due-out exists, the item is issued. 4) If the FSN is a fringe item and no due-out exists, the item is sent to the serviceable turn-in section and disposition instructions are requested. This process prevents stocking of items not included on the supply activity ASL. In addition, it provides for positive control and consolidation of locations for substitute and prime FSN stockage of ASL line items.

(c) RECOMMENDATION: That supply activities consider minimization of fringe stockage by implementing receipt editing, using an ASL locator file.

(3) Sheet Metal Cracks in the OH-6A.

(a) OBSERVATION: Cracks are developing in the skin of the OH-6A at station 174 in the area where the tailboom fairing connects to the aircraft fuselage.

(b) EVALUATION: The cracks are apparently caused by heat emanating from the tailpipe exhaust cone. These cracks are difficult to detect by normal inspection procedures.

(c) RECOMMENDATION: That during preventive maintenance inspections, the heat shield in the engine compartment be removed so that the area where the tailpipe clamp connects to station 174 can be adequately inspected.

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(4) Maintenance of DA Form 2408-14, Uncorrected Fault Record, on Trailers.

(a) OBSERVATION: Maintenance of DA Form 2408-14 is not required on trailers. (Appendix V, TM 38-750)

(b) EVALUATION: Because no requirement exists to maintain DA Form 2408-14 on trailers, the document register is the only record that will show repair part requirements. More than one record of repair part requirements is necessary to allow a doublecheck of such requirements.

(c) RECOMMENDATION: That an accurate DA Form 2408-14 be maintained on trailers even though this requirement is not established by TM 38-750.

(5) Maintenance Support of Free World Aircraft Other than U.S. Forces.

(a) OBSERVATION: Certain aircraft assigned to Thai, Korean and Vietnamese aviation units receive direct support maintenance and most of them require organizational maintenance from the 56th Transportation Company. Aircraft from these forces arrive at this unit with incomplete aircraft records. Recorded aircraft time on aircraft log books, in many cases, lacks validation and does not comply with TM 38-750 and other appropriate U.S. Army Regulations.

(b) EVALUATION: If allied units, specifically the Vietnamese, continue to be assigned additional aircraft, a more positive method of accurately recording airframe and component time must be established. When accurate component usage time is not available, finite life components must be automatically salvaged to prevent loss of life and aircraft due to possible failure of over-extended components. Such automatic salvage is wasteful.

(c) RECOMMENDATION: That Hour-meters be installed in all aircraft assigned to Korean, Thai and Vietnamese Army Aviation units to allow accurate recording of flying hours.

(6) OH-13S Helicopters Assigned to Thai Units in Vietnam.

(a) OBSERVATION: Extensive damage has occurred to six (6) OH-13S aircraft assigned to RTAF at Bearcat when the helicopters were exiting or entering the aircraft revetments.

(b) EVALUATION: Many man-hours are required to replace components damaged as a result of sudden stoppages of tail and main rotors which occur during revetment strikes. Replacement parts for OH-13S helicopters are difficult to obtain. The damage that these aircraft would sustain from incoming mortar or rocket fire is probably less than the damage they are now receiving while exiting and entering revetments. Discounting direct hits, the cost of repairing damage from incoming fire would be considerably less than the cost of replacing entire power train systems due to sudden stoppage.

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(c) RECOMMENDATION: That Thai aviation units either park their OH-13S aircraft outside of their revetments or that the aircraft be ground handled into and out of reveted areas.

(7) Logistic Readiness:

(a) OBSERVATION: Shortages in motor maintenance and related MOSs require that non-motor maintenance personnel perform motor maintenance duties.

(b) EVALUATION: A unit's maintenance capability is derived from its TO&E. Logistics readiness standards assume full maintenance capability. This implies that TO&E strength be maintained in all maintenance areas. When a shortage of motor maintenance personnel exists, substitute personnel must perform the motor maintenance. In aircraft maintenance companies the substitute personnel are trained aircraft mechanics, and when they are used in the motor maintenance role, the unit's aircraft maintenance capability is reduced. This hinders accomplishment of the primary aircraft maintenance mission. Additionally, motor maintenance requirements in Southeast Asia are approximately 15% greater than normal as a result of equipment age and adverse environmental conditions. The summary effect of these two factors is a reduction in aircraft maintenance capability with a corresponding decrease in logistic readiness.

(c) RECOMMENDATION: That command emphasis be placed on the assignment of personnel with MOS 63030 and 63B30 in order to maintain an acceptable logistic readiness profile.

(8) Ground Control Approach Radar Repairman Training

(a) OBSERVATION: It has been determined that school trained repairmen working in the GCA radar shop have difficulty in using the test equipment required to maintain the system.

(b) EVALUATION: GCA radar repairmen are not fully qualified in the use of the AN/UPM-98, AN/UPM-6B and the AN/UPS-39 test sets.

(c) RECOMMENDATION: That the Signal School at Ft. Monmouth, New Jersey increase the time allotted to practical exercises in the 26D10 MOS course. Augmenting this phase of instruction with practical exercises would allow the student to obtain a better understanding of test equipment use and provide the potential repairman with more experience in applying theory to operation.

(9) Failure of Air Conditioners in Avionics Vans.

(a) OBSERVATION: During the dry season (October-April), shop van air conditioning equipment failed frequently.

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(b) EVALUATION: The primary cause of these failures was inability of the air conditioning equipment to dissipate the heat as quickly as it accumulated in the avionics vans. As a result, the compressor units operated continually and failed with alarming regularity.

(c) RECOMMENDATION: That shelters be constructed over the vans to keep them from direct sunlight and to allow movement of air over their tops. One such shelter was constructed, and measurements inside the van revealed a 20 degree temperature reduction during the hottest part of the day.

(10) Trouble Shooting the Stability Control Augmentation System (SCAS) for AH-1G Aircraft.

(a) OBSERVATION: It has been noted that, in certain AH-1G aircraft, an unstable condition may result when the VHF transmitter is keyed.

(b) EVALUATION: It appears that the proximity of the VHF antenna and transmission line to the SCAS wire harness results in electromagnetic radiation leaking into the SCAS harness, causing an unstable condition. On later model AH-1Gs, this problem has been corrected by relocating the VHF antenna to a position on the bottom rear of the tailboom.

(c) RECOMMENDATION: That early model AH-1Gs exhibiting this problem be modified by: 1) Relocating the VHF transmission line as far as possible from the SCAS wire harness. 2) Enclosing the SCAS wire harness in a grounded lead tape shield. 3) Replacing the VHF antenna and/or pylon compensator.

(11) Aircraft Sling Loads Utilizing Drag Parachutes.

(a) OBSERVATION: Drag parachutes attached to sling loads twist in flight.

(b) EVALUATION: The parachutes twist or wind-up during flight and the resulting twisted risers reduce the effective surface area, reducing drag upon which the stabilization effect depends.

(c) RECOMMENDATION: That the drag parachute be attached to the sling load with a swivel hook to allow free rotation while in flight, thereby preventing twisted risers.

(12) Intransit Damage to Repairable Tail Booms.

(a) OBSERVATION: Repairable UH-1 and AH-1G tail booms are arriving at the in-country repair facility with abrasive skin damage and ground handling damage.

(b) EVALUATION: UH-1 and AH-1G tail booms are not properly

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prepared for shipment. Carelessness and improper handling and shipping procedures result in additional damage which requires 30 to 70 man-hours of additional repair per tail boom.

(c) RECOMMENDATION: That a wooden support template be attached to the forward bulkhead of the tail boom in such a manner that the tail boom will rest on the template and the tail skid, keeping the metal surfaces off the ground. When a new tail boom is received prior to shipment of the old one, the packing crate with templates should be utilized to return the reparable boom to the maintenance facility.

(13) XM-28 Electronic Component Assembly Damage.


(a) OBSERVATION: Serviceable electronic component assemblies (P/N 1168819) for the XM-28 sub-system arriving at 330th Trans Co armament repair facilities frequently burn out their internal relays upon connection to test devices.

(b) EVALUATION: When the assembly is removed from an aircraft, the chassis electrical connectors (P/N A1A551 thru 556) are not shielded and damage to the prongs occurs during shipping. Specifically, the prongs are crushed or bent and a short circuit is created inside the connector where inspection is impossible. As a result, when current is applied during testing one or more relays burn out.

(c) RECOMMENDATION: That a locally manufactured temporary cover be installed to protect the exposed electrical connector prongs when the assembly is removed from the aircraft.

c. Organization: None

d. Other: None


ARTHUR J. JUNGE
LTC, TC
Commanding

1 Incl
as
Incl wd HQ, DA

(17)

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AVGF-B (8 August 1969) 1st Ind

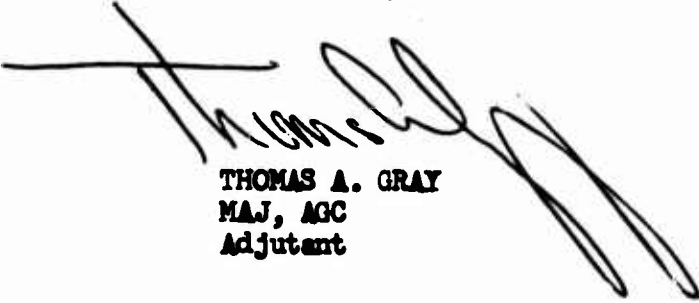
SUBJECT: Operational Report of the 765th Transportation Battalion (AM&S)
(GS) for Period Ending 31 July 1969, RCS CSFOR-65 (RI)

DA, HQ, 34TH GENERAL SUPPORT GROUP (AM&S), APO 96309 15 SEP 1969

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

Concur with all recommendations as stated.

FOR THE COMMANDER:



THOMAS A. GRAY
MAJ, AGC
Adjutant

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(F)

AVHOC-DST (8 Aug 69) 2d Ind
SUBJECT: Operational Report of the 765th Transportation Battalion (AM&S)
(OS) for Period Ending 31 July 1969, RCS CSFOR-65 (R1)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375 15 OCT 1969

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

1. This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 July 1969 from Headquarters, 765th Transportation Battalion (AM&S) (OS).

2. Comments follow:

a. Reference item concerning "Maintenance of air conditioning units for the MCR-500 Mechanized Stock Accounting System", section II, page 9, paragraph 2b(1); concur. This headquarters is aware of the problem and has taken all available steps to expedite the repair or replacement of inoperable air-conditioners in USARV. Instructions have been issued to the field with regard to actions to be taken when an air-conditioner becomes inoperable. The earliest anticipated date for the receipt of replacement air-conditioners in USARV is November 1969.

b. Reference item concerning "Warehouse Editing Requirements", section II, page 10, paragraph 2b(2); nonconcur. The recommendation that receiving personnel screen fringe receipts against the fringe due-out file is not considered practical for the following reasons:

(1) The fringe due-out file is maintained by the stock record accounting section. The reproduction of this file for use by the receiving section may be impracticable, particularly for those BSU/GSU operating a manual system. The file would have to be updated daily to be of value because otherwise a unit with a low priority requirement might receive an item for which there is another requirement of higher priority.

(2) Accountability of fringe issues may be difficult. If receiving personnel make the issue, they must have a system to insure that the issue is properly recorded on the fringe due-out file.

(3) Any decision to implement a system similar to that outlined in paragraph 2b(2)(b) rests with the BSU/GSU commander and should be based on the local factors influencing the situation e.g., proximity of receiving and stock record sections, ability to update fringe due-in file for receiving section, personnel available, etc.

c. Reference item concerning "Sheet Metal Cracks in the OH-6A", section II, page 10, paragraph 2b(3); concur. This information will be disseminated in the 34th General Support Group's Monthly Newsletter. The unit is advised that an EIR should be submitted to ensure that proper corrective action is initiated.

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15 OCT 1969

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d. Reference item concerning "Maintenance of DA Form 2408-14, Uncorrected Fault Record, on Trailers", section II, page 11, paragraph 2b(4); concur. In accordance with paragraph 1-7c of TM 38-750, the fact that a historical record is not prescribed for a specific item of equipment does not preclude the application of other types of records for the control of operation and maintenance of the item. Maintenance of a DA Form 2408-14 on trailers is conducive to sound maintenance management and will be left to the discretion of commanders. This item will be published in the next USARV Monthly Maintenance Information Summary.

e. Reference item concerning "Maintenance Support of Free World Aircraft Other than US Forces", section II, page 11, paragraph 2b(5); nonconcur. Due to cost and time factor required to procure the item, the hour meter is not considered feasible. This problem can be corrected through proper training. This item will be forwarded for consideration to MACV.

f. Reference item concerning "OH-138 Helicopters Assigned to Thai Units in Vietnam", section II, page 11, paragraph 2b(6); concur. This item will be forwarded for consideration to MACV.

g. Reference item concerning "Logistic Readiness", section II, page 12, paragraph 2b(7); nonconcur. Records at this headquarters indicate that the 34th General Support Group is overstrength in motor maintenance personnel, compared with an understrength condition in USARV. Shortages are reflected in the unit in MOS 63C40, however, the shortage of supervisory personnel is common throughout USARV and is expected to continue.

h. Reference item concerning "Failure of Air Conditioners in Avionics Vans", section II, page 12, paragraph 2b(9); concur. To insure that proper action is initiated, the unit should submit this requirement as a project request in accordance with established procedure.

i. Reference item concerning "Trouble Shooting the Stability Control Augmentation System (SCAS) for AH-1G Aircraft", section II, page 13, paragraph 2b(10); nonconcur. The recommendation appears sound, however, formal approval cannot be granted by this headquarters. An EIR must be submitted, so the recommended action can be evaluated and directives (MNO's) issued from the appropriate agency.

j. Reference item concerning "Aircraft Sling Loads Utilizing Drag Parachutes", section II, page 13, paragraph 2b(11); concur. The recommendation has been noted and will be forwarded directly to the US Army Transportation School for evaluation and possible inclusion in the appropriate manual on helicopter external loads.

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15 OCT 1969

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k. Reference item concerning "Intransit Damage to Repairable Tail Booms", section II, page 13, paragraph 2b(12); concur. This item will be disseminated in the 34th General Support Group's Monthly Newsletter.

l. Reference item concerning "XM-28 Electronic Component Assembly Damage", section II, page 14, paragraph 2b(13); concur. A review of the safety practices to be followed when disconnecting and connecting this system will be disseminated in a 34th General Support Group Newsletter.

FOR THE COMMANDER:



RICHARD V. FULP

CPT, AGC
Assistant Adjutant General

Cy furn:
765th Trans Bn
34th GS Gp

(21)
22B

GPOP-DT (8 Aug 69) 3d Ind
SUBJECT: Operational Report of HQ, 765th Transportation
Battalion (AM&S) (GS) for Period Ending 31 July 1969,
RCS CSFOR-65 (R1)

HQ, US Army, Pacific, APO San Francisco 96558 7 NOV 69

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

This headquarters concurs in subject report as indorsed.

FOR THE COMMANDER IN CHIEF:



C. L. SHORTT
CPT, AGC
Asst AG

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