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AGO D/A ltr, 29 Apr 1980

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DEPARTMENT OF THE ARMY
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IN REPLY REFER TO

AD 868915

AGDA (M) (21 Apr 70) FOR OT UT 701264 23 April 1970
SUBJECT: Operational Report - Lessons Learned, Headquarters, 520th Transportation Battalion, Period Ending 31 January 1970

SEE DISTRIBUTION

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BY ORDER OF THE SECRETARY OF THE ARMY:

KENNETH G. WICKHAM
Major General, USA
The Adjutant General

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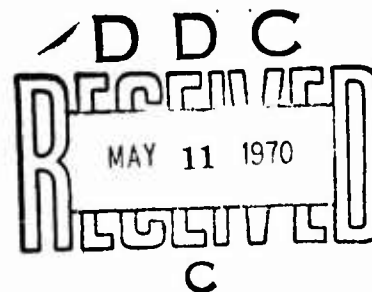
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DEPARTMENT OF THE ARMY
HEADQUARTERS, 520TH TRANSPORTATION BATTALION (AM&S) (GS)
APO 96289

AVGFP-O

14 February 1970

SUBJECT: Operational Report - Lessons Learned, 520th Transportation Battalion
(AM&S) (GS), Period Ending 31 January 1970, RCS CSFOR-65 (R2)

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

1. Operations: Significant Activities.

a. During this quarter, all companies assigned to the battalion received USARV Command Maintenance Management Inspections, conducted by the 34th General Support Group (AM&S). All of the units inspected received satisfactory evaluations except the 539th Transportation Company (GS). This company will be reinspected during the next quarter.

b. The battalion personnel section in-processed 11 officers and 326 enlisted personnel, and out-processed 11 officers and 176 enlisted personnel.

c. In addition to the assigned operational mission, the battalion units participated in 624 hours of mandatory refresher training. Specialized training for selected personnel was accomplished through the Battalion Training Program and the use of allocated Army Aviation Refresher Training School (AARTS) quotas. The battalion instruction included a block of 14 hours for all newly assigned personnel and was tailored to the local area and mission, plus the standard requirements of USARV Reg 350-1. Added this quarter was a CID conducted two hour class for all battalion officers and senior NCOs dealing with the detection and prevention of drug abuse. An associated quarterly orientation requirement for all battalion personnel on drug abuse was accomplished within each unit. The orientation requirement for newly arrived personnel covering the same subject has been and will continue to be included in their 14 hours of training. Forty-two personnel attended AARTS courses at Vung Tau. Four technical supply supervisors attended an NCR 500 course at Bien Hoa, and seven pilots were transitioned through formal flight training at Vung Tau (two in the OH-6, two in the AH-1G, and three in the OH-58). One aviator is currently receiving a USARV approved CH-47 check-out utilizing an instructor pilot and aircraft assets from the battalion.

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d. The battalion presently supports a total of 1,217 aircraft and two Air Cushion Vehicles. The large increase of 182 aircraft represents the additional support mission for A Company, 15th Transportation Battalion (DS). With this change, the 520th Transportation Battalion now supports all 1st Cavalry Division (Airmobile) aircraft, except those assigned to the three divisional CH-47 companies. A total of 914 aircraft were repaired and returned to users; 750 of these represented the DS workload of the battalion, while the remaining 164 were on GS workorders. The decrease of 367 aircraft returned to users does not indicate a true reduction in the battalion maintenance mission load. The revised theater retrograde requirements and resultant increase in high-time aircraft in country, plus the requirement to perform the 18th CH-47 PMPs and 22nd UH-1 PMPs, has increased the total manhours expended per aircraft, and also increased the total number of GS repaired aircraft returned to user by 32.

e. A total of 2,803 non-programed components were received during this quarter, of which 2,063 were repaired and returned to the supply system or user. The Theater Aircraft Repairables Program (TARP) had an input of 2,284 items. TARP items repaired and returned to stock totaled 2,368. This twenty-six percent increase over the previous quarter's performance is the result of increased command emphasis on gaining expeditious returns of repairables from customers, and OJT training conducted within the battalion's GS unit which qualified additional personnel in the flaw detection operations.

f. The Aircraft Processing Detachment (APD) received 343 aircraft for assembly and issue, and 119 aircraft for outprocessing and retrograde. A total of 21 CH-47 helicopters were processed during the quarter - 18 for issue and 3 for retrograde shipment. The 462 aircraft processed this quarter is 45 fewer than the previous quarter. The significant drop in the number of aircraft processed for retrograde is due primarily to the change in theater retrograde criteria.

g. The Aviation Electronic Support Company, Central (Provisional), repaired 14,990 avionics components and completed 708 workorders in conjunction with aircraft repair during the quarter.

h. The three Direct Support Supply Activities (DSSAs) within the battalion received a total of 59,105 repair parts requests, of which 49,616 were authorized stockage list (ASL) requests. ASL issues totalled 30,578. This demand satisfaction rate of sixty-one percent represents a three percent increase over the previous quarter's rate.

i. The battalion consolidated recovery section accomplished 70 field extractions and 91 maintenance evacuations. A significant milestone in the history of the battalion's recovery efforts was the successful completion of the 3000th recovery on 25 January 1970.

j. The battalion daily courier flights transported 3,784 passengers and approximately 48.34 tons of cargo.

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k. Battalion maintenance shops repaired and returned to users or theater stock 1,184 armament components. Two armament systems have been introduced this period: The XM-35 (20mm cannon) for the AH-1G, and the XM-59 (50 caliber machine gun) for the UH-1H helicopter. No maintenance problems have been encountered with the XM-59 system; however, preliminary reports indicate that vibration incurred during the firing of the XM-35 system may cause excessive stresses on the airframe of the AH-1G.

l. The special project to replace the torque meter helical gear shafts in T-63 engines was completed this quarter. A total of 94 engines were modified by the battalion during this program.

m. One member of the 20th Transportation Company (ADS) was killed in action by sniper fire while serving as a perimeter tower guard. No other casualties or material damage incidents were recorded.

n. As a battalion civic action project, the remodeling and refurbishing of the An My school continues and is now in the final stages. Donations by both military and civilian personnel of the battalion provided funds for 609 school uniforms which were distributed before the TET holidays.

o. Battalion Organization: During this reporting period, the battalion consisted of a Headquarters and Headquarters Company, the 20th Transportation Company (ADS), the 165th Transportation Company (ADS), the 605th Transportation Company (ADS), the 539th Transportation Company (GS), the 520th Aircraft Processing Detachment, the Aviation Electronics Company, Central (Provisional), and the 166th Maintenance Detachment (SA). The organizational structure of reporting organizations is contained in Inclosures 3 through 6. The 166th, a 1st Logistical Command unit, is under operational control of the battalion for the purpose of operating the Aircraft Processing Detachment. The AVEL Company, Central (Provisional) remains as the only provisional avionics company in the theater, the other three AVEL units having been reorganized under MTOE 29-134F PO 1 on 1 December 1969.

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

a. Personnel. None.

b. Intelligence. None.

c. Operations.

(1) OH-58A Passenger Seat Belts.

(a) Observation: Loose seat belts in the passenger area of the OH-58 during flight will result in extensive damage to the honeycomb stress areas, aft and slightly below the passenger door area.

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(b) Evaluation: It is normal within this theater to operate the OH-58A helicopter without the passenger compartment doors installed. As a result, it is highly possible for one end of a loose seat belt to blow out of the passenger compartment during flight and cause extensive damage to the aircraft. Two instances of this nature, requiring repair by this battalion, are known to have occurred. Although the aircraft involved were repaired and returned to their owning units, it is conceivable that, because of the published repair limitations on the affected stress areas, more extensive damage could be incurred which would require the retrograde of the entire aircraft to CONUS.

(c) Recommendations:

1. That AVSCOM determine the cost and feasibility of installation of retractable seat belts in the OH-58A.

2. That all flight crew members be cautioned on the dangers and damages which can result from leaving loose seat belts on unoccupied helicopter seats.

(2) Rotor Head Stand, OH-58A Helicopter.

(a) Observation: The rotor head stand issued with the OH-58 special tool set for use on a balance stand has not proven practicable in the field. A locally manufactured stand, designed to adapt to the UH-1 rotor stand (FSN 4920-678-5431), is more suitable.

(b) Evaluation: The stand, as designed and illustrated (see Incl 1), can be easily manufactured in any DS machine shop from 7075 T6 aluminum bar stock. The base portion is machined within the inner base diameter to fit snugly over the UH-1 rotor stand and secured with a set screw (not illustrated). To adapt the hub holding portion to a table or other type stand, a larger diameter of bar stock must be used. By reducing the length of the resulting wider base portion, a butt plate with four bolt holes is fabricated to allow for a stable mounting of the stand on any flat surface.

(c) Recommendation: That design specifications for this OH-58 rotor head stand be distributed by AVSCOM, especially to maintenance units supporting both the UH-1 and OH-58A helicopters.

(3) Grooved CH-47 Engine Mounts.

(a) Observation: As a result of the recent requirement to perform the 13th Periodic Maintenance Inspection on CH-47 helicopters in-country, several engine mounts were discovered to be excessively worn and grooved.

(b) Evaluation: This problem is caused by a misaligned engine link assembly ("Dogbone"), FSN 1560-895-7470, which chafes against the engine mounts through normal inflight induced vibrations. Allowed to progress far enough, the grooves will exceed the published tolerances and require the replacement of the entire mount, a repair authorized only at depot level. When this occurs, the entire aircraft becomes a candidate for retrograde to CONUS.

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(c) Recommendation: That the engine mounts and engine link assemblies be inspected and realigned, if necessary, during each engine change and 100 hour inspection. Further, that this requirement be added to TM 55-1520-209-20, chapter 3, section II, as a special inspection.

(4) UH-1 Aircraft Defueling Procedures.

(a) Additional manhours and aircraft down time are expended in defueling operations when properly equipped POL vehicles or other required items are not available.

(b) Evaluation: Unassisted gravity draining of the fully fueled UH-1 requires approximately two and one half hours. A field expedient, using a fifteen foot #12 hose (FSN 4720-857-1734) fitted with a quick disconnect (FSN 4730-773-2518), can reduce this process to less than one hour. The hose is connected to the aircraft primary fuel filter after disconnecting the main fuel line. With the battery and main fuel switches in the "ON" positions, the internal aircraft pumps are then used to force the fuel from the aircraft's tanks into a 500 gallon collapsible fabric drum (FSN 8110-753-4892).

(c) Recommendation: That this procedure be approved and published as an alternative means of defueling UH-1 helicopters.

(5) UH-1 and AH-1 Short Shaft Packing Tool.

(a) Observation: Redistribution and removal of excess grease while packing a UH-1 or AH-1 short shaft cannot be done effectively by hand.

(b) Evaluation: The packing of a UH-1 or AH-1 short shaft, in accordance with TM 55-1520-210-35-2 and TM 55-1520-210-20, requires a .020 - .030 inch grease wall above the top of the splines. To accomplish this accurately and efficiently, a field expedient tool has been developed (see Incl 2). This tool is cut from standard .054 sheet aluminum or similar soft metal. The step design of the tool follows the inside contour of the short shaft and its spline teeth. After coating the splines with an excessive amount of grease, the tool is inserted so that the first step of the tool rests on the smooth wall portion of the short shaft's inner coupling. By using the smooth wall as a guide and rotating the tool around the shaft, the excess grease is removed.

(c) Recommendation: That the design of this tool be disseminated for local fabrication and use to all aviation maintenance units as an interim measure until a standard tool is developed and distributed.

(6) Accidents from maintenance performed on rocket armed aircraft.

(a) Observation: Accidental firings of rockets loaded in UH-1 mounted pods have occurred as a result of human carelessness causing a short circuit to develop between the airframe and the electrical system of the helicopter.

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(b) Evaluation: Several electrical "hot points" on the UH-1 helicopter carry sufficient current to fire any pod mounted rockets if a short circuit from a "hot point" to the helicopter airframe is inadvertently created. This can occur in certain areas with the battery switch in the "OFF" position. Although maintenance personnel are taught and warned that electrical maintenance should not be performed on aircraft armed with rockets, it is common practice for crew chiefs to perform organizational maintenance on armed helicopters between missions. In one known instance, a crew chief was adjusting a bolt (an electrical "hot point") in the battery compartment of his rocket armed UH-1 helicopter. When the other end of the wrench he was using accidentally touched the airframe, the electrical system was short circuited, causing the simultaneous firing of 18 rockets from one pod. One fatality and two serious injuries resulted from this accident.

(c) Recommendations: That aircraft maintenance personnel be made fully aware of the serious dangers in these practices, and that maintenance officers and other aviator personnel insure that aircraft are free of munitions before any maintenance is performed.

(7) Temporary replacement for the Sense Antenna, AN/ARN-83.

(a) Observation: Breakage of the wire portion of the sense antenna for the AN/ARN-83 causes the total navigational system to become inoperable.

(b) Evaluation: Until a replacement antenna becomes available, a temporary field fix employing 12 gage wire is feasible. This wire should be 70 inches in length and supported at both ends by 8 inch stand-off insulators. The inner conductor of the antenna lead-in cable should be electrically connected to the center point of the 70 inch wire. This will provide a 2 pf capacitance, thus matching the input capacitance of the AN/ARN-83.

(c) Recommendation: That this field expediency be approved and recommended as a standard procedure.

(8) Incorrect Sensing Indications of the ADF Needle, AN/ARN-83.

(a) Observation: Pilots performing AN/ARN-83 operational checks are receiving incorrect readings on the ADF needle and reporting invalid equipment discrepancies.

(b) Evaluation: Operational checks of ADF equipment are often performed before removing aircraft from revetments. The revetments are usually constructed of metal, which causes a blockage or reflection of the broadcast signal. This, in turn, will cause the ADF needle to give an incorrect reading.

(c) Recommendation: That all pilots be cautioned concerning the above problem and advised to remove the aircraft from revetments and into obstruction free areas prior to performing operational checks on navigation equipment.

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(9) RF modules detuning during operation of the AN/ARC-54.

(a) Observation: Loose fitting tunable slugs will become detuned by vibration encountered during flight operations.

(b) Evaluation: A new type slug is being made available which has a friction silicone "O" ring installed in the midpoint of the slug threads. This should remedy the tendency to detune. The slug is manufactured by Cambridge Thermionic Corporation (Vendor Code 71279) and carries their part number, 515-3845-3. It also carries a Collins Radio Corporation part number, 288-0833-030. Pending changeover to this new part, the present slug may be prevented from detuning by rubbing it over the adhesive side of standard electrical tape. The adhesive substance transferred to the slug through this procedure is sufficient to prevent detuning.

(c) Recommendation: That this procedure be publicized and employed until the newer type slug becomes available.

(10) Use of "Tone Squelch" mode of operation on the AN/ARC-54.

(a) Observations: Personnel have been modifying the control for the AN/ARC-54 to allow use of "Tone Squelch". When utilized this feature will cause confusion on other sets operating without this mode.

(b) Evaluation: Utilization of the "Tone Squelch" mode of operation will result in non-reception of transmissions made by radios not having a 500hz tone impressed on the carrier. Personnel operating in "Tone Squelch", being unaware of traffic on the frequency being utilized, will transmit and cause confusing double transmissions on the radio net.

(c) Recommendation: That all personnel be made aware of the limitation of "Tone Squelch" mode of operation of the AN/ARC-54, and instructed not to utilize this feature in RVN.

(11) Unauthorized modification of HFO module, AN/ARC-54.

(a) Observation: Technicians have removed the L325 HFO module from the AN/ARC-54 and replaced it with a straight section of wire to obtain output from the oscillator.

(b) Evaluation: The purpose of the addition of the L325 and the change in value of the R305 from 2200 ohms to 2700 ohms was to increase the tolerance of the oscillator circuit for crystals having high starting resistance and to lessen starting electrical shock. By removing the L325, a direct electrical shock is placed on the crystal when starting. In turn, this loosens foreign particles from the crystal bank. Another problem inherent in using this approach to resolve marginal starting resistance in some crystals lies in the fact that the crystal may not operate every time, giving rise to intermittent operation of the radio.

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(c) Recommendation: That technicians be made aware of the results of this modification and cautioned against the use of this procedure.

(12) Local Manufacture of Cherry Lock Rivet Head Grasping Collars.

(a) Observation: Since the majority of direct support (DS) level sheet metal repair is accomplished with #4 and #5 cherry lock rivets, the grasping collar of the cherry lock rivet gun requires frequent replacement. These items are in short supply and frequently the entire head assembly is issued in lieu of the grasping collar.

(b) Evaluation: Local manufacture of the collar is easily accomplished in DS machine shops using the old assembly for a pattern. The time required is approximately two and one-half manhours for a complete assembly; however, if the upper sleeve is still serviceable, the fabrication time is reduced to approximately one hour. The assembly should also be heat treated after machine operations to improve hardness and durability.

(c) Recommendation: That all in-country aircraft maintenance activities be apprized of this simple and inexpensive machining operation.

(13) Separation of Honeycomb Panels on UH-1 and AH-1G Helicopters.

(a) Observation: Center engine decks (FSN 1560-172-4276) and the right and left side work decks (FSN 1560-988-0162/0163) on the UH-1 and AH-1G helicopters are developing voids which require their replacement at an excessive rate. Many of these voids appear to result from factors other than normal wear.

(b) Evaluation: Minor voids in the engine and side work decks are being caused by careless practices during normal maintenance operations. Mechanics jumping onto the work decks from the roof area, and tools, tool boxes, and other heavy objects being dropped on these decks, are major causes of initial voids. On the center engine decks, such damage is being caused by automotive type jacks being placed directly on the deck for use in changing engines, replacing trunion bearings, or aligning engine/transmission assemblies in the field. If the minor voids that result from such practices are not detected and repaired immediately, they will collect oil and water, or develop into larger panel separations which eventually will exceed repair limitations and cause the entire panel to be replaced. Such initial minor damage can be minimized through the use of plywood deck covers of one-half inch thickness fitted over the side work decks, and the use of three quarter inch plywood pieces beneath the jacks to distribute the jacking pressures over a greater portion of the deck surface.

(c) Recommendation:

1. That appropriate technical manuals be modified to include the required use of protective plywood panels to cover side work decks when maintenance is being performed in these areas of the UH-1 and AH-1G helicopter.

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2. That protective panels of the type described be included in the special tool list for the UH-1 and AH-1G helicopters.

3. That AVSCOM review and determine the suitability of using jacks, placed upon plywood bases on the center engine deck of the UH-1 or AH-1G helicopter, as field expedients in engine changes and similar operations.

d. Organization:

(1) Improved civilian aircraft maintenance quality controls.

(a) Observation: The quality assurance presently being exercised by civilian aircraft maintenance contract personnel could possibly be improved through a minor organizational change.

(b) Evaluation: The quality assurance for civilian contract aircraft maintenance may be improved by restructuring the civilian organization to more closely align itself to the existing Army Aviation organizational structure. The military technical inspector's primary responsibility is to the unit commander, with both he and the production control officer holding direct, but separate lines of communication to this commander. The rationale for this arrangement is that quality assurance must be a true check of the quality of maintenance, and that it will cease to be so if the person doing the checking works and reports to the man charged with the production effort. Under the current civilian contract organization, the inspector works for, and is directly responsible to, the senior site manager, which is in direct conflict with the above stated principle.

(c) Recommendation: That the civilian contract aircraft maintenance organizational structure be changed to place the responsibility for quality assurance at the next higher managerial level above the maintenance site supervisor.

e. Training.

(1) New Equipment Training.

(a) Observation: Civilian contract personnel, because of the provisions contained in existing contracts, were not allowed to attend the Army Aviation Refresher Training School (AA RTS) courses for maintenance personnel upon introduction of the OH-58 helicopter.

(b) Evaluation: Civilian personnel are required by current contracts to be fully qualified in their vocational fields, and, therefore, are not authorized to attend formal Army conducted training to increase their qualifications. With the introduction of the OH-58 helicopter in this theater during the past quarter, this limitation had a detrimental affect on the maintenance mission of this battalion, especially in the Aircraft Processing Detachment. This detachment is 80 percent staffed by contract civilians, and was required to have a large percentage of OH-58 trained personnel available within a short span of time to accomplish initial

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(AM&S) (CS), Period Ending 31 January 1970, RCE CSFOR-65 (R2)

assemblies of OH-58 helicopters. Without the AARTS training, instruction on the OH-58 had to be accomplished on an OJT basis during the assembly of the first few aircraft received in the theater.

(c) Recommendation: That civilian contracts with the government be changed to permit attendance of civilian personnel at Army sponsored courses of instruction, with provisions for reimbursement of the government by the pertinent contractor for the costs of such training.

f. Logistics. None.

g. Communications. None.

h. Material. None.

i. Other. None.

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William E. Dasch
WILLIAM E. DASCH
LTC, TC
Commanding

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AVGF-B (14 Feb 70) 1st Ind LTC Nicholson/rap/923-4325
SUBJECT: Operational Report - Lessons Learned, 520th Transportation Battalion
(AM&S)(GS), Period Ending 31 January 1970, RCS CSFOR-65 (R2)

HEADQUARTERS, 34TH GENERAL SUPPORT GROUP (AM&S), APO 96307 14 MAR 1970

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

TO: Department of the Army, ATTN: ACSFOR, Washington, D.C. 20310

1. This Headquarters has reviewed the Operational Report - Lessons Learned for the quarterly period ending 31 January 1970 from Headquarters, 520th Transportation Battalion (AM&S)(GS).

2. Comments follow:

a. Reference Section 2, Lessons Learned, Operations, paragraph c(6), concerning incorrect sensing indications of the ADF needle, AN/ARN-63. Concur. At the next monthly Aviation Safety Meeting all companies of the 34th General Support Group will advise aviators of the necessity to move aircraft far enough from revetments and obstructions to get an accurate operational check on navigation equipment. This information will also be included in the next 34th General Support Group Newsletter for dissemination to supported units throughout the Republic of Vietnam.

b. Reference Section 2, Lessons Learned, Organization, paragraph d(1), concerning improved civilian aircraft maintenance quality control. Nonconcur. The 520th Transportation Battalion uses Lear Siegler, Inc. employees exclusively. Lear Siegler, Inc. uses a quality control system similar to the one suggested in this ORLL. However, it is not as extensive. Lear Siegler, Inc. employs, at company cost, one quality control inspector who randomly inspects quality control procedures at the various sites and at specific sites when the quality control program at these sites indicates definite deficiencies. The on-site quality control personnel report to the site supervisor/production control personnel. The presence of a quality control inspector in-country has aided in maintaining a reliable quality control program.

c. Reference Section 2, Lessons Learned, Training, paragraph e (1), concerning new equipment training. Nonconcur. The contract precludes contractor personnel from receiving technical training or classes after their arrival in-country.

ARTICLE 14, CONDUCT OF WORK:

"The contractor agrees to utilize only experienced, responsible and capable people in the performance of the work under the sanction of a Termination for Default".

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AVGF-B (14 Feb 70) 1st Ind

14 MAR 1970

SUBJECT: Operational Report - Lessons Learned, 520th Transportation Battalion
(AM&S)(GS), Period Ending 31 January 1970, RCS CSFOR-55 (R2)

ARTICLE 25, SELECTION OF FIELD TEAM PERSONNEL:

"The contractor shall be responsible, in accordance with Article 14, in selecting personnel for a Projected Team Complement who are well qualified to perform the required services . . . and for keeping them informed of all improvements, changes and methods of operations which affects their performance of work".

Failure of the contractor to furnish properly trained personnel will result in the termination of the deficient workers.

d. This Headquarters concurs with the remaining observations, evaluations and recommendation and has no additional comments.

FOR THE COMMANDER:


W. L. DAMPIER
CPT, AGC
Adjutant

AVHGC-DST (14 Feb 70) 2d Ind
SUBJECT: Operational Report - Lessons Learned, 520th Transportation
Battalion (AM&S)(GS), Period Ending 31 January 1970, RCS
CSFOR-65 (R2)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375 25 MAR 1970

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 January 1970 from Headquarters, 520th Transportation Battalion (AM&S)(GS) and concurs with the comments of indorsing headquarters.

2. Comments follow:

a. Reference item concerning "OH-58A Passenger Seat Belts", page 3, paragraph 2c(1); concur. The OH-58A operator's manual, TM 55-1520-228-10, requires that these belts be secured prior to each flight. This information has also been published by this command.

b. Reference item concerning "Rotor Head Stand, OH-58A Helicopter", page 4, paragraph 2c(2); nonconcur. The observation cites no reason as to why the issued rotor head stand is impracticable. The evaluation describes a rotor head stand which does not incorporate the rotor head balancing features presently found in the issued item. Unit has been advised that an EIR should be submitted if the issued item is impracticable. No action by higher headquarters is recommended.

c. Reference item concerning "UH-1 and AH-1 Short Shaft Packing Tool", page 5, paragraph 2c(5); concur. The information concerning this tool will be published in the April 1970 newsletter of the 34th General Support Group.

d. Reference item concerning "Accidents from Maintenance Performed on Rocket Armed Aircraft", page 5, paragraph 2c(6); concur. The Logistics Division, USARV Aviation Section, is preparing a message to all aviation units concerning the particular hazards cited.

e. Reference item concerning "Temporary Replacement for the Sense Antenna", page 6, paragraph 2c(7); concur. This procedure is being published by the 34th General Support Group.

f. Reference item concerning "RF Modules detuning during AN/ARC 54 Operation", page 7 paragraph 2c(9); concur. The 34th General Support Group is publishing this procedure as an interim measure.

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AVHGC-DST (14 Feb 70) 2d Ind

SUBJECT: Operational Report-Lessons Learned, 520th Transportation Battalion (AM&S) (GS), Period Ending 31 January 1970, RCS CSFOR-65 (R2)

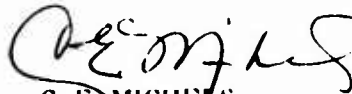
g. Reference item concerning "Use of Tone Squelch", page 7, paragraph 2c(10); concur. This is an unauthorized modification. The 34th General Support Group is notifying all maintenance units that this unauthorized modification will not be performed.

h. Reference item concerning "Unauthorized Modification of HFO Module, AN/ARC-54", page 7, paragraph 2c(11); concur. The 34th General Support Group is notifying all maintenance units that this unauthorized modification will not be performed.

i. Reference item concerning "Local Manufacture of Cherry Lock Unit Head Grasping Collars", page 8, paragraph 2c(12); concur. This headquarters has requested that the 34th General Support Group publish this procedure in their April 1970 newsletter.

j. Reference item concerning "Separation of Honeycomb Panels on UH-1 and AH-1G Helicopters", page 8, paragraph 2c(13); concur. Protective panels should be used to cover side work decks when maintenance is being performed in those areas of the UH-1 and AH-1G helicopter. The protective panel need not be plywood as any strong material will suffice; however, plywood is recommended.

FOR THE COMMANDER:



C. E. MICHELS

MAJ, AGC

Assistant Adjutant General

Cy furn:
34th General Support Group
520th Transportation Bn

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GPOP-DT (14 Feb 70) 3d Ind

SUBJECT: Operational Report of HQ, 520th Transportation Battalion (AM&S)
(GS) for Period Ending 31 January 1970, RCS CSFOR-65 (R2)

HQ, US Army, Pacific, APO San Francisco 96558 31 MAR 70

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:

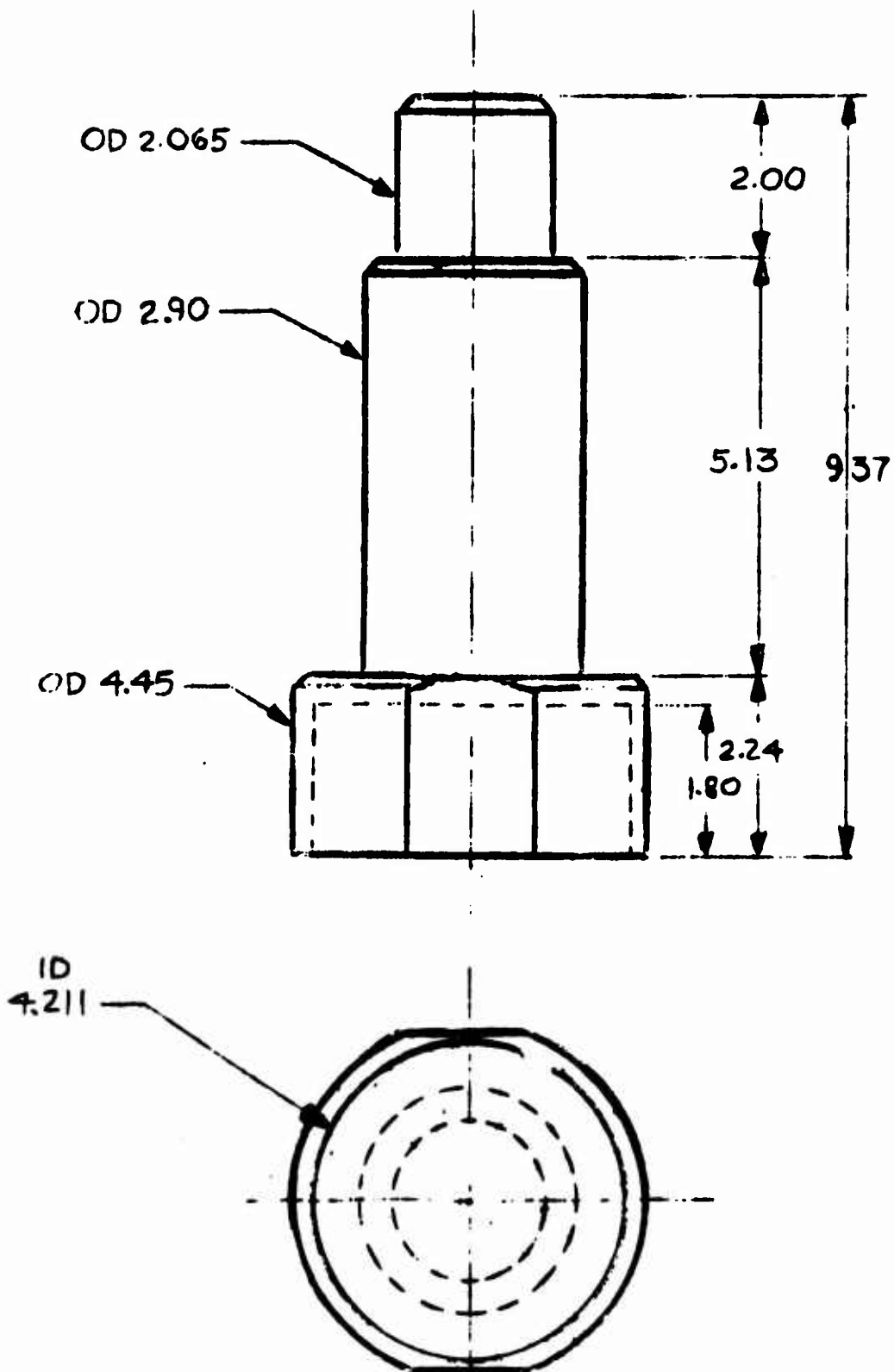
D.D. Cline

D.D. CLINE

2LT, AGC

Asst AG

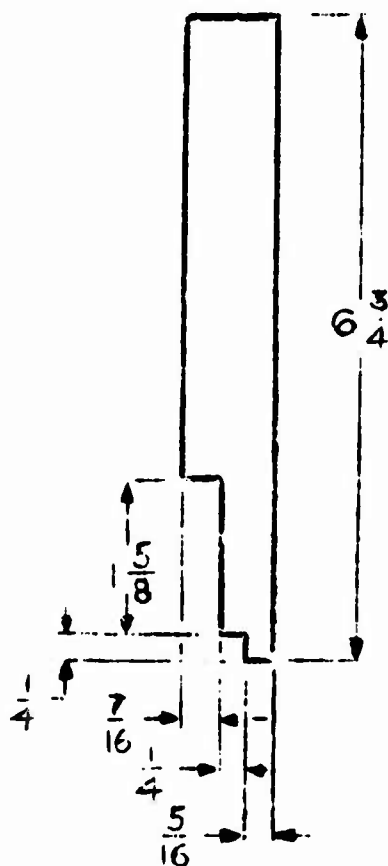
OH58A HEAD STAND



Incl 1

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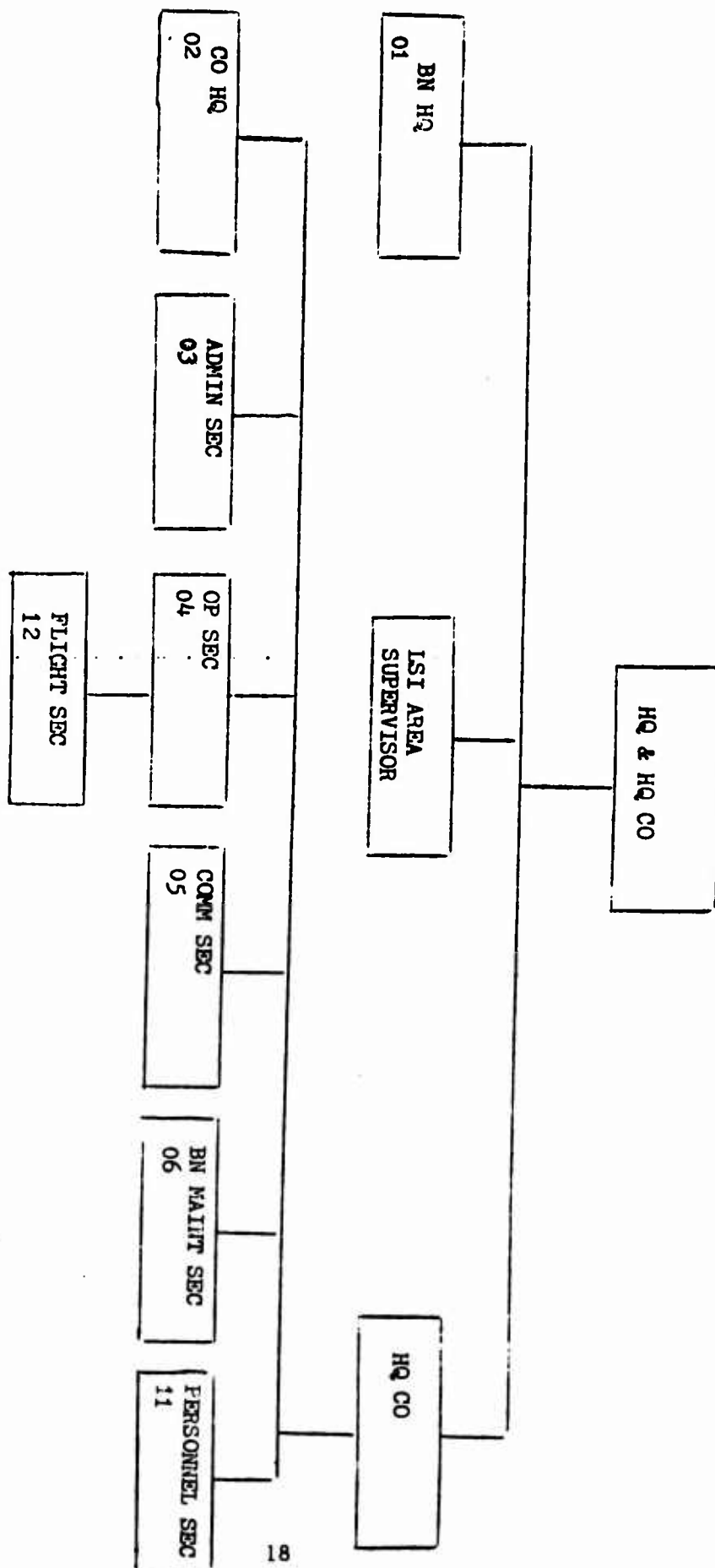
UH-1 & AH-1 SHORT SHAFT PACKING TOOL

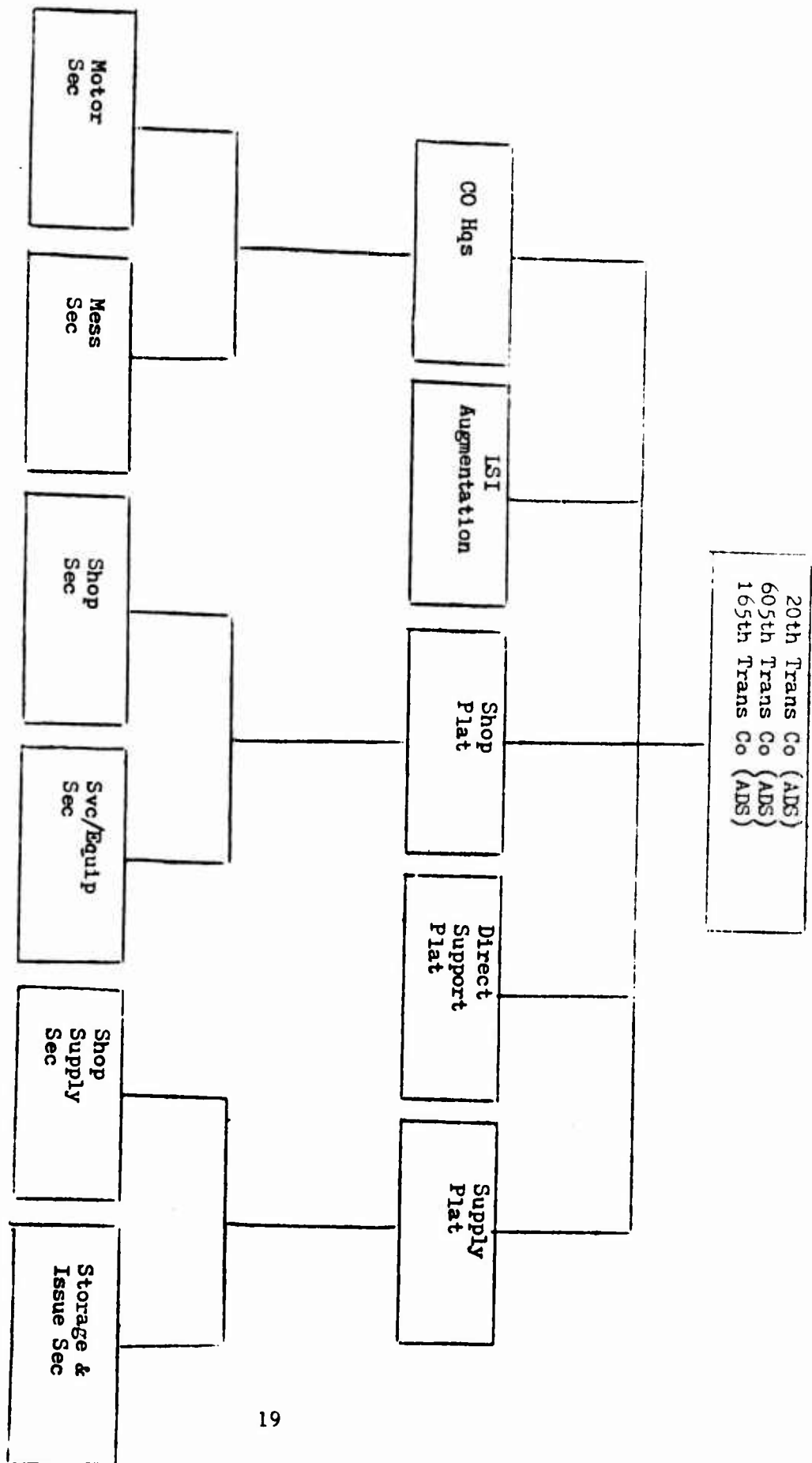


Incl 2

17

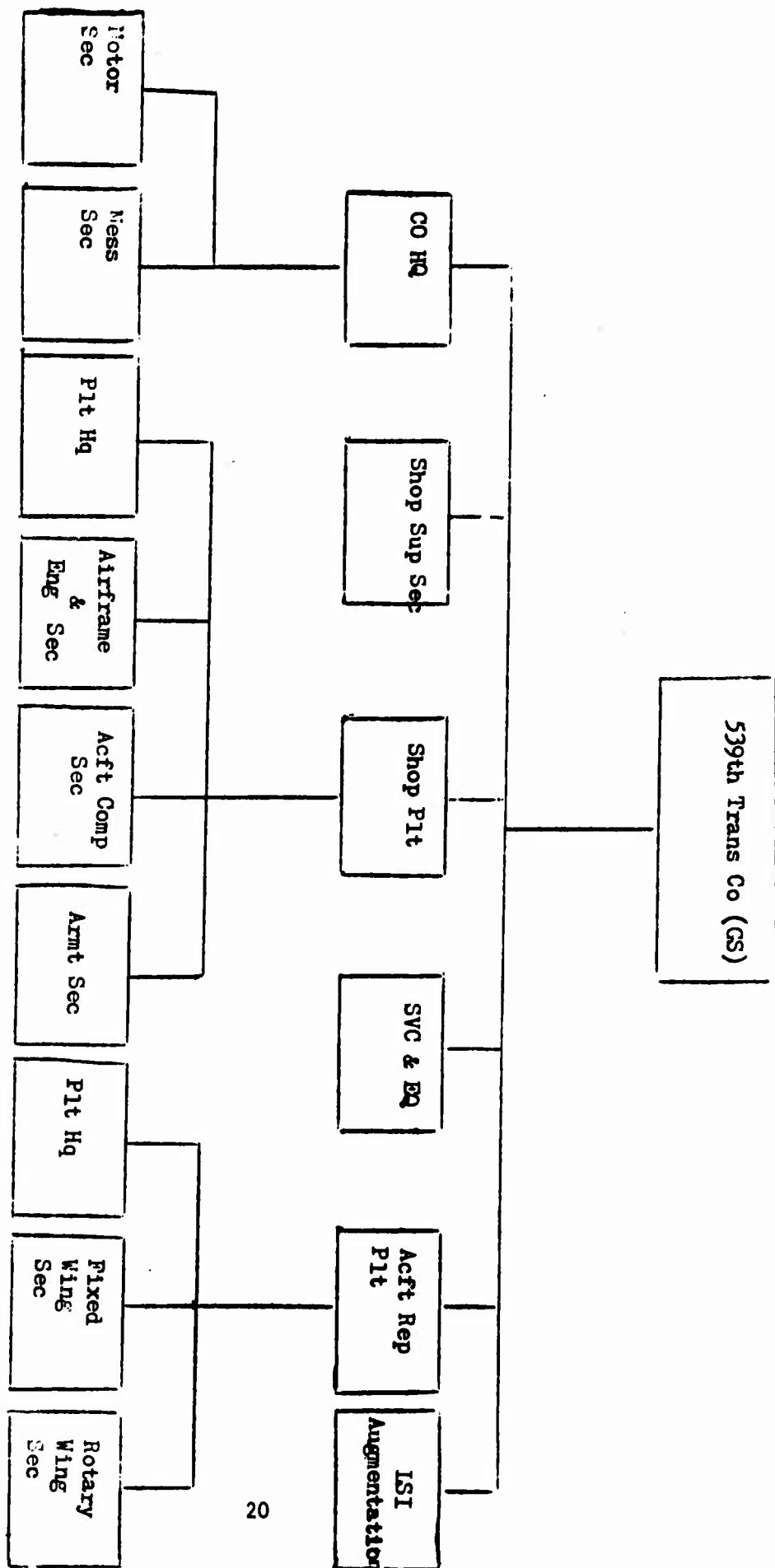
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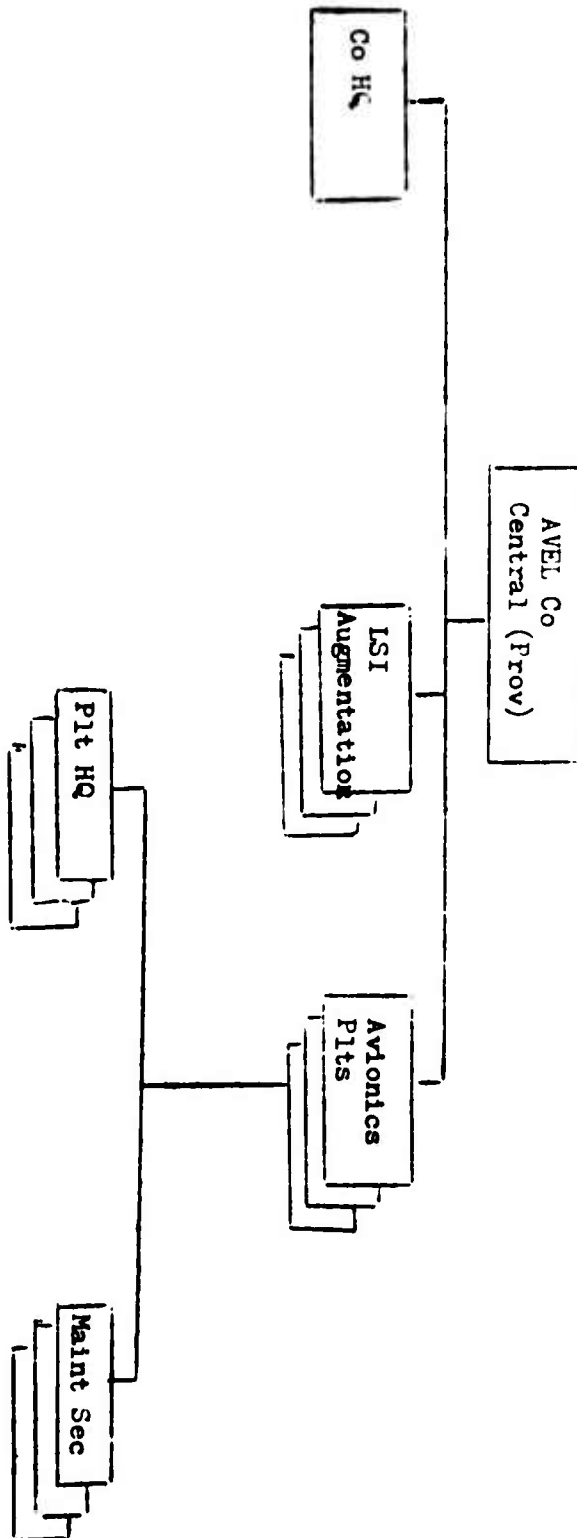


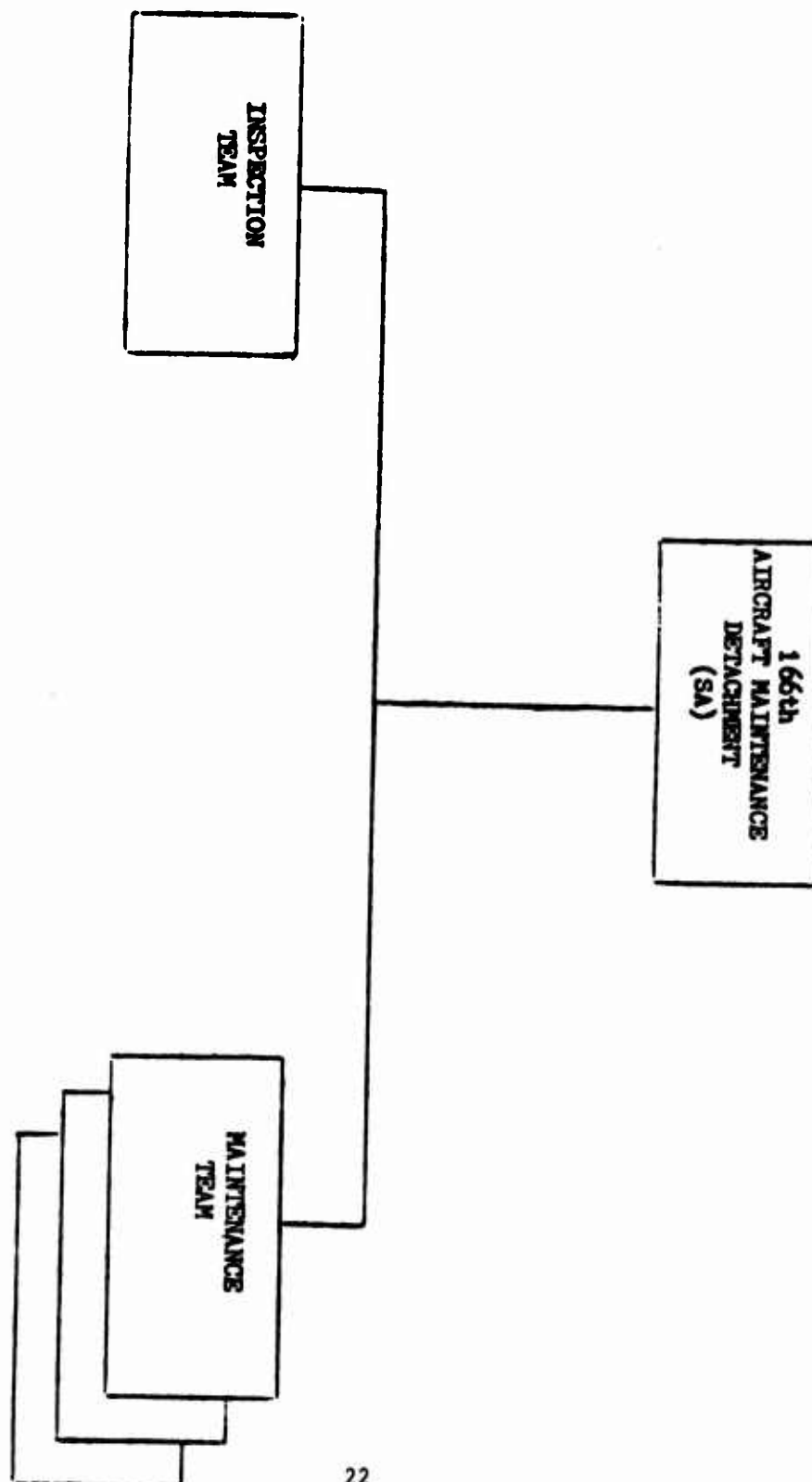


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Incl 7

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