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

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AGDA-A (M) (4 Mar 71) FOR OT UT 703249

9 March 1971

SUBJECT: Operational Report - Lessons Learned, Headquarters, 765th
Transportation Battalion, Period Ending 31 July 1970

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3. Information of actions initiated as a result of your evaluation should be forwarded to the Assistant Chief of Staff for Force Development, ATTN: FOR OT UT within 90 days of receipt of this letter.

BY ORDER OF THE SECRETARY OF THE ARMY:

Verne L. Bowers

VERNE L. BOWERS
Major General, USA
Acting The Adjutant General

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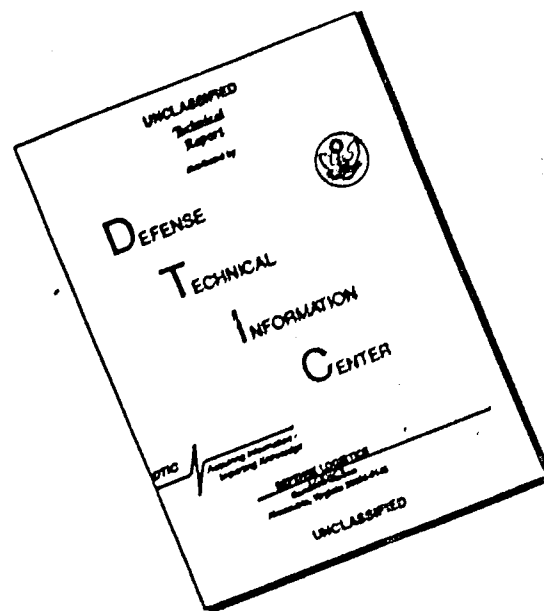
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DEPARTMENT OF THE ARMY
HEADQUARTERS, 765TH TRANSPORTATION BATTALION (AMES) (GS)
"MUI TEN THANG"
APO 96291

AVGFV

10 August 1970

SUBJECT: Operational Report-Lessons Learned, 765th Trans Bn, Period Ending
31 July 1970, RCS: CSFOR-65 (R2)

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

1. Operations: Significant Activities:

a. Organization and Location: Headquarters and Headquarters Company, 765th Trans Bn (AMES) (GS) is organized under MTOE 55-66F PO1 UIC WCKG, dtd 7 August 1968 as directed by HQ, USARPAC GO 499, dated 26 June 1969. The EHC 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 N.
- (2) 317th Maintenance Company (Light Equipment) (Avionics General Support), located at Vung Tau.
- (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.

b. Mission: The primary mission of the headquarters is to provide command, control, staff planning and administrative supervision of the aircraft general support company, the three aircraft direct support companies and an avionics general support company. The principal missions of the subordinate units are as follows:

- (1) Direct Support Units: To provide direct support and backup direct support in the areas of airframe, engines, aircraft systems avionics and aircraft armament systems for 1,083 aircraft of all types located in the southern half of the III Corps and the entire IV Corps Tactical Zones.

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(2) General Support Unit: To provide general support and backup direct support maintenance for all aircraft, aircraft components and armament systems supported by the direct support units, with the exception of avionics systems.

(3) Avionics General Support Unit: To provide general support and backup direct support avionics maintenance for more than 1,500 aircraft. In addition to support for the above aircraft that are organic to aviation units in the support area, the 317th Maint Co supports Army aircraft located in Thailand (JUSMAG), aircraft operated by Air America, E&E C-7A aircraft and Royal Australian Air Force.

(4) Additional battalion missions include:

(a) Operation of a primary Theater Aircraft Repairable Program (TARP) agency. The battalion control DSU (388th TC) is located at Vung Tau. It receives repairables from units throughout Vietnam, moves them directly to the depot level shops of the USMC Corpus Christi Bay (FAMF) as well as the battalion GS level shops, receives the serviceable output of these shops and returns the components to the supply system. The 765th Trans Bn has ceased responsibility for the TARP program on 25 July 1970. The project will be assumed by ACCP, under Headquarters, AMTC control located in Saigon.

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

(1) On 7 May 1970 CPT Kenneth G. Neely assumed temporary command of the 330th Trans. Co. from Major Roy B. Dickinson.

(2) On 8 May 1970 Major Roy B. Dickinson assumed command of the 56th Trans Co from Major John H. Stanford.

(3) On 21 May 1970 Major Pierre V. Burnelle assumed command of the 330th Trans Co from Captain Kenneth G. Neely.

(4) On 15 June Captain Bobby M. Wade assumed command of Headquarters and Headquarters Company from CPT Charles V. Spain.

(5) On 8 July LTC Allison L. Nicholson assumed command of 765th Trans Bn from LTC Gerald E. Royals.

(6) On 27 July Major Leonard J. Spanjers assumed command of the 611th Trans Co from Major Dalton J. Romero.

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SUBJECT: Operational Report-Functions Learned, 765th Trans Bn, Period Ending
31 July 1970, RCS: CSFQR-65 (R2)

d. Mission operations:

(1) All units of the battalion participated in Combat Support Operations and conducted unit and individual training during the entire reporting period of particular significance was the participation of the battalion during the Cambodian campaign (17 May thru 8 Jun) in which General and Direct aircraft maintenance support was provided in addition to flying CH-47 missions into Cambodia.

(2) A program has been implemented where DS units conduct maintenance management supply seminars. This program has proved particularly significant in improving customer satisfaction, working relationships and resolving problems prior to their becoming areas of major command concern. This program runs concurrently with the already established technical assistance program where teams visit the various supported units and organizations.

(3) An avionics maintenance program was initiated during this period to accept all excess avionics equipment from supported units. The program was established to recoup the large quantities of avionics equipment that is on hand but not required in virtually every direct support facility in country. The program has proved successful and so far has received and processed 5044 units during the quarter.

(4) In line with the recent Vietnam consolidation program, the 388th Trans Co, is in the process of relocating from the Vung Tau area to Phu Loi. During this period the Tech Supply activity has displaced and is currently operational at the new location. The projected date for the remainder of the company to close at the new site is o/a 1 Sep 70. The 317th Maintenance Company has established an operational security force in the new operation facility site at Phu Loi. It is anticipated the relocation will be completed during the next reporting quarter depending on the completion of building construction.

(5) Aircraft General and Direct Support Maintenance: During this reporting period, the aircraft GS and DS units of this battalion provided maintenance on 782 aircraft located in the 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 is shown below:

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10 August 1970

SUBJECT: Operational Report-Lessons Learned, 765th Trans Bn, Period Ending
31 July 1970, RCS: COMFAC-65 (R2)

DIRECT SUPPORT MAINTENANCE

	<u>MAY</u>	<u>JUN</u>	<u>JUL</u>	<u>TOTAL</u>	<u>MONTHLY AVERAGE</u>	<u>NET CHANGE THIS QTR</u>
Aircraft Received:	260	227	230	717	239	+54
Aircraft In-Progress:	186	184	225	598	199	+116
Aircraft Completed:	216	210	178	604	202	+12

PERFORMANCE

<u>TIME TO REPAIR</u>	<u>MAY</u>	<u>JUN</u>	<u>JUL</u>	<u>TOTAL</u>	<u>PERCENT</u>	<u>NET CHANGE THIS QTR</u>
0-10 Days	55	146	153	354	62.3	+8.9%
11-20 Days	39	45	16	100	17.6	+4.2%
21-30 Days	12	18	16	46	8.3	+3.0%
31+ Days	29	19	19	67	11.8	+1.7%

GENERAL SUPPORT MAINTENANCE

	<u>MAY</u>	<u>JUN</u>	<u>JUL</u>	<u>TOTAL</u>	<u>MONTHLY AVERAGE</u>	<u>NET CHANGE THIS QTR</u>
Aircraft Received	23	44	36	103	35	+11
Aircraft In-Progress	40	48	47	135	45	+31
Aircraft Completed	27	42	40	109	36	+21

PERFORMANCE

<u>TIME TO REPAIR</u>	<u>MAY</u>	<u>JUN</u>	<u>JUL</u>	<u>TOTAL</u>	<u>PERCENT</u>	<u>NET CHANGE THIS QTR</u>
0-20 Days	22	41	30	93	30.6	+21.7%
21-40 Days	4	0	4	8	6.9	- 4.0%
41-50 Days	0	1	3	4	3.6	- 2.9%
51 + Days	4	3	3	10	8.9	-15.0%

(b) Aircraft Components:

<u>RECEIVED</u>	<u>REPAIRED</u>	<u>NRTS</u>	<u>NRTS RATE</u>
687	509	62	09.02%

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31 July 1970, RCS: CSFOR-65 (R2)

(c) Aircraft Turbine Engines:

<u>RECEIVED</u>	<u>REPAIRED</u>	<u>NRTS</u>	<u>NRTS RATE</u>
116	112	4	03.4%

(d) Aircraft Armament Sub-Systems Components:

<u>RECEIVED</u>	<u>REPAIRED</u>	<u>MAINT MAN-HOURS</u>
825	709	3,822

NOTE: NRTS is an abbreviation for not repairable this station

(6) Avionics Components Processed:

	<u>56th</u>	<u>317th</u>	<u>611th</u>
WO's Received	6559	13,434	7,498
WO's Completed	5142	10,579	6,284
WO's Evac to SAAD & FAMF:		2,829	

(7) Aircraft Processing: This battalion has the mission of off loading and processing aircraft delivered to Vung Tau by vessel. The off loading operation for this quarter involved two vessels from which 2 aircraft were discharged and prepared for issue.

(8) New Aircraft Issues.

<u>TYPE</u>	<u>NUMBER</u>
RU-80	1
U-21	1

(9) Aircraft Processed for Retrograde:

<u>TYPE</u>	<u>NUMBER</u>	<u>TYPE</u>	<u>NUMBER</u>
OH-6A	16	UH-1H	33
UH-1B	11	AH-1G	16
UH-1D	30	OV-1	17
UH-1C	15	CH-47	3
CH-54	1	— O-1	1
CH-58A	2		

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31 July 1970, RCS: CSFOR-65 (R2)

(10) Aircraft Recovery Operations: During this period the aircraft direct support companies of this battalion rigged 186 aircraft for aerial lift. Of these, 66 were field extractions (the rigging operation taking place in an area temporarily secured by ground troops and/or armed helicopters) and 120 aircraft were rigged for maintenance evacuation (airlift of the aircraft from one secure area to another). The 330th Transportation Company (GS) successfully airlifted 123 aircraft in support of the DS companies. This marks the end of 49 continuous months of aerial lift support during which the 330th has a record of 1452 recoveries, while experiencing no accidents or major incidents.

(11) Flight Operations: This battalion operates a consolidated flight operations section (under the supervision and control of S-3) from which all aviators and aircraft assets of the units stationed at Vung Tau are controlled. 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. There are no flight operations personnel authorized.

SUMMARY OF FLIGHT OPERATIONS

<u>PAX CARRIED</u>	<u>S/TONS AIRLIFTED</u>	<u>HOURS FLOWN</u>
4,964	199	2,154

(12) Technical Supply Operations: The following statistics represent the operations of the Direct Support Supply Activities of the DS companies:

	<u>56th</u>	<u>388th</u>	<u>611th</u>
ASL Lines:	10,100	6,818	7,565
Lines at Zero Balance:	1,818	1,700	1,200
Total Requests Received:	12,970	6,593	10,080
Demand Accommodation:	73%	77.1%	87%
Demand Satisfaction:	71%	41.1%	85%

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

Total Tons Received:	430
Shipped to CONUS NRTS:	212
Shipped to FAMF:	43.6
Shipped to 330th (GS):	174.4
Shipped to Saigon:	430

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31 July 1970, RCS: CSFOR-65 (R2)

e. New Activities:

(1) All units of the 164 Combat Aviation Group in the Delta IV Corps area have gone to the Streamliner supply concept--no longer are these units supply supported by the DSSA (Direct supply support activity) of the DSU Companies of the battalion. Under this concept, requisitions are submitted directly to AMMC in Saigon; parts shipped directly to the units and reparable returned directly to Saigon to AMMC's ACCP (aircraft collection and classification point).

(2) Plans were formulated and forwarded to CO, 34th General Support Group for increasing the tailboom repair (TARP) facilities capability for an output of more than 25 repaired tailbooms per month. This plan, if approved, will provide for less tailbooms being returned to CONUS for repair, provide a greater response to theater demands and momentary savings to the government.

(3) The Battalion Commander continues the additional responsibility as Vung Tau Installation Coordinator. The magnitude and complexity of the job, coupled with the fact that staff positions were not authorized, entails a redistribution of existing assets (staff and property) to successfully accomplish this additional important responsibility, particularly during the phase down of the Vung Tau complex.

(4) The 765th Transportation Battalion is responsible for the security of Vung Tau Airfield, to include adjacent military facilities, i.e., Tank farm, De Long Pier, Vinnel Power Plant, and warehouse facilities. The physical security is performed by a small security force detachment of 65 men, supported by a small contingent from the Royal Australian Air Force.

(5) Each DSU and GSU formed corrosion control teams for the purpose of detecting and arresting corrosion in army aircraft.

f. Civic Actions: Battalion civic actions, by unit location, were as follows:

(1) Vung Tau: Vung Tau units continue to support An Phong Orphanage and Dominican Parochial School in Rach Dua. The school has a good potential and can be aided in the areas of animal husbandry, sanitation and landscaping.

(2) Vinh Long: The 611th Transportation Company continues its comprehensive support of the Good Shepherd Convent with donations of piastres, material and volunteer help.

(3) Long Thanh: The 56th Transportation Company supports the Long Thanh Orphanage. Materials and volunteer labor were provided in support of many projects.

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31 July 1970, RCS: CSFOR-65 (R2)

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(c) Recommendation: That CONUS aircraft rebuild facilities institute procedures to include a complete check of the armament system prior to releasing the aircraft for shipment to Vietnam. This problem has been brought to the attention of the Bell Technical Representative.

(4) Sling loading U-21 aircraft:

(a) Observation: It has been discovered by units within this command that the rigging procedures listed in TM 55-413 and Fort Eustis Student Text 55-413-1 for U-21 aircraft are insufficient. The prescribed three point rig allowed the tail to drop when the CH-47 picked up the aircraft. A fourth attaching point around the rear of the aircraft was required.

(b) Evaluation: The prescribed three point rigging allowed the tail to drop and the left and right wing attached cables to slide forward on the fuselage, thereby breaking the pilot and copilot windows. TM 55-413 does prescribe a four-point sling if the engines have been removed.

(c) Recommendation: That all personnel involved in rigging U-21 aircraft be advised of the necessity for an extra strap around the fuselage of the aircraft just forward of the vertical stabilizer. DA 2028 was submitted recommending this change be incorporated into TM 55-413 to require a four-point sling regardless of engine installation.

(5) Quality Control:

(a) Observation: Salvaged aircraft are being excessively handled, causing needless expenditure of valuable maintenance man-hours and unnecessary delay in getting unserviceable/repairable components into proper channels for evaluation.

(b) Evaluation: Direct Support Companies receive aircraft for possible salvage. When salvage action is approved, the aircraft is transported to the General Support Company for disposition, either by sling load or truck. Although USARV Regulation 750-16 and 34th Group Regulation 750-16 clearly places responsibility to salvage aircraft on General Support Companies, they also state the DSU will accept recoverable components removed from salvaged aircraft. The existing procedure presents a duplication of effort since aircraft approved for salvage are received by GS from DS where recoverable components are removed, processed and are then transported back to DS where they are either work ordered for repair/overhaul to the GS activity or forwarded to CONUS for disposition.

(c) Recommendation: That all recoverable parts be removed by direct support companies, preserved, packaged, and turned in at their location. That the direct support company close out all records for proper disposition when DSU accountability is completed, and also that directives be changed to reflect the aforementioned requirements.

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31 July 1970, RCSFOR-65 (R2)

(6) Improper Packing of Equipment:

(a) Observation: Numerous items of sophisticated expensive electronic equipment are being damaged in transit to and from the direct support units.

(b) Evaluation: Equipment is being received by support units that has been damaged in shipment. The primary reason for the damage is improper packing or handling by individuals other than trained personnel.

(c) Recommendation: That the units use transit packing cases when they are available and that commanders insure that sufficient packing material be made available.

d. Organization: None

e. Training:

(1) MOS Technical Training:

(a) Observations: Personnel in the 35 series MOS that are being assigned from the signal school are not adequately trained.

(b) Evaluation: During the quarter 16 men, MOS 35 series, were assigned to a unit in this command. These individuals were found not to be fully qualified in their MOS. The primary reason seems to be a lack of knowledge in basic electronic theory. Observation and testing of these individuals revealed that in all cases they were capable of learning theory and proper trouble-shooting techniques, but had not been trained sufficiently in either while attending the MOS course.

(c) Recommendation: That the 35 series course be evaluated and an extensive program of instruction for basic electronics theory be included in the course.

f. Logistics: None

g. Communications: None

h. Materiel: None

i. Other:

(1) Physical Security - Claymore mines.

(a) Observation: The danger of exploding claymore mines during an electrical storm cannot be over-emphasized. The hazard to personnel is extreme

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SUBJECT: Operational Report - Lessons Learned, 765th Trans Bn, Period Ending
31 July 1970, RCSFOR-65 (R2)

during an electrical storm. A lightning strike in one unit of this command exploded 19 claymore mines, some as far as 300 meters away from the actual strike.

(b) Evaluation. Claymore installations represent an extreme hazard to friendly personnel during electrical storms.

(c) Recommendations: That all units utilizing claymore mines make special effort to advise friendly personnel of the extreme hazard presented by claymore mines during electrical storms.

(2) Use of 55 gallon drums:

(a) Observation: Bunker and sandbag maintenance is providing a never-ending drain on manpower resources, due to the short life of sandbags and time required in handling these sandbags.

(b) Evaluation: It has been found that there are some situations where the use of 55 gallon drums instead of sandbags is very satisfactory. A 55 gallon drum is worth 7¢ per pound at salvage value whereas one sandbag is worth 36¢ when filled. The savings in initial investment alone is obvious. In addition, sandbags must be replaced on an average of three times a year, whereas there is no time limit to the utilization of the 55 gallon drums. This also provides a great savings.

(c) Recommendation: That all units utilize 55 gallon drums where possible to replace sandbags as they wear out.


ALLISON L. NICHOLSON
LTC, TC
Commanding

OF:
2-CG, USAREAC (GPOP-DT)
APO 96558
3-CG, USARV (AVHGC-DST)
APO 96375
10-CO, 34th GSG, APO 96309

AVGF-B (10 Aug 70) 1st Ind CPT Barefoot/mai/923-4325
SUBJECT: Operational Report-Lessons Learned, HQ, 765th Transportation
Battalion (AM&S) for Period Ending 31 July 1970, RCS CSFOR-65
(R2)

DA, HEADQUARTERS, 34TH GENERAL SUPPORT GROUP (AM&S), APO 96309 7 NOV 1970

THRU: Commanding General, United States Army Vietnam, ATTN: AVHDO-DO,
APO 96375

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

This headquarters has reviewed and concurs with the Operational Report-
Lessons Learned for the quarterly period ending 31 July 1970 from
Headquarters, 765th Transportation Battalion (AM&S) RCS CSFOR-65 (R2).

FOR THE COMMANDER:


W. L. DAPIER
CPT, AGC
Adjutant

AVHDO-DO (10 Aug 70) 2d Ind

SUBJECT: Operational Report-Lessons Learned, 765th Trans Bn, Period Ending
31 July 1970, RCS: CSFOR-65 (R2)

28 NOV 1970

Headquarters, United States Army Vietnam, APO San Francisco 96375

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

This Headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 July 1970 from Headquarters, 765th Transportation Battalion and concurs with comments of indorsing headquarters.

FOR THE COMMANDER:

Cy furn:
34th GS Gp
765th Trans Bn


JACK P. COOK
CPT, AGC

Assistant Adjutant General

GPOP-DT (10 Aug 70) 3d Ind
SUBJECT: Operational Report of HQ, 765th Transportation Battalion (AM&S)
(GS) for Period Ending 31 July 1970, RCS CSFOR-65 (R2)

HQ, US Army, Pacific, APO San Francisco 96558

24 DEC 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:

L.M. Ozard
2
L.M. OZARD
CPT, AGC
Asst AG

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