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AUTHORITY

AGO ltr 29 Apr 1980

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

IN REPLY REFER TO
AGAM-P (M) (28 May 68) FOR OT RD 681242

31 May 1968

AD 834444

SUBJECT: Operational Report - Lessons Learned, Headquarters, 520th
Transportation Battalion (AM&S)(GS), Period Ending 31 January
1968

SEE DISTRIBUTION

1. Subject report is forwarded for review and evaluation in accordance with paragraph 5b, AR 525-15. Evaluations and corrective actions should be reported to ACSFOR OT RD, 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

1 Incl
as

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

9
AVGFP-CO

9 February 1968

SUBJECT: Operational Report for Quarterly Period Ending 31 January 1967,
CRS CSFOR-65

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

1. Under the provisions of the United States Army Vietnam Regulation 1-19, dated 8 February 1967, the following is submitted.

SECTION I

2. ORGANIZATION:

During the reporting period this Battalion consisted of Headquarters and Headquarters Company, 20th Transportation Company (Aircraft Direct Support), 605th Transportation Company (Aircraft Direct Support), 539th Transportation Company (General Support), and the AVEL Company Central (Provisional).

3. MISSION:

Provide, as directed, Army aircraft maintenance and supply support, aircraft recovery support, aviation electronics support and aircraft armament support to units stationed within the Battalions assigned geographical area of responsibility to include Free World Military Assistance Forces.

4. TRAINING:

a. During the reporting period this battalion's units completed familiarization firing program as prescribed by USARV Training Circular Number 3.

b. AAMTAP Courses have been utilized throughout the Battalion; 75 persons attended the various courses.

c. The Battalion's own Technical Inspector Orientation Course has continued to be very effective. This quarter, 24 persons from organic and supported and non supported units have completed the course.

5. PERSONNEL:

A total of 222 contract civilian maintenance personnel are now assigned to the Battalion. They continue to be a valuable asset to the Battalion. A

FOR OTR problem exists however when new aircraft such as the AH-1G Cobra and OH-6A LOH
681242 are introduced into the inventory. Since they are new aircraft the contractor

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is not able to provide personnel qualified on these aircraft. Statutory provisions prevent the use of AAMTAP schools to qualify these people so they must acquire the training on an OJT basis. This is not wholly satisfactory. The contractor has instituted night classes for its personnel to attempt to alleviate this problem. Military instructors are paid by the contractor to instruct these classes in their off duty time. 4

6. OPERATIONS:

The continued drain upon the personnel resources of the Battalion by having to maintain a provisional company in support of the 3/17th Cavalry Squadron reduces our capability. No date has been established for the arrival of KD teams to support the 3/17th Cavalry Squadron.

7. AIRCRAFT MAINTENANCE:

a. Construction has begun on a 175'x190' aircraft maintenance hangar for the 20th Transportation Company. It's estimated completion date is 15 March 1968. The completion will enhance the maintenance capability of the 20th considerably.

b. The lack of hardstand and an adequate maintenance hangar continues to be a Major problem in the 539th. The dust during the dry season causes much lost time trying to keep parts clean. Operating efficiency of a turbine engine repair facility where close tolerances and precision fits are a routine requirement, is reduced by at least 50%.

c. Through an aggressive self help program the 605th Transportation Company has transformed a bare shell of a hangar into an extremely functional aircraft maintenance facility. All allied shops have been moved from mobile vans into bays of the hangar.

d. During the reporting period the consolidated Battalion Recovery Section recovered 175 downed aircraft from field positions and performed 165 maintenance extractions.

8. MISSION SUPPLY:

a. The NCR 500 vans are both sophisticated and expensive pieces of equipment. With a limited number of these vans available to the Army their maximum protection from hostile action is essential. The NCR 500 systems within this battalion have been reveted to a height of nine feet to preclude damage from small arms fire and mortars.

b. During the reporting period the volume of reparable aircraft parts shipped has increased considerable. The average shipment for a week during the month of December was 70,000 pounds.

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SECTION II

ITEM: Night Defensive Personnel

DISCUSSION: Due to increased hostile acts and a rising security threat at night to the Phu Loi Base Camp, the night shift has been enlarged and consists of nearly all available military maintenance personnel. These men constitute an immediate armed reaction force ready to reinforce any section of our defensive perimeter. The day shift consists almost entirely of our civilian personnel with only enough military personnel to maintain continuity.

OBSERVATION: Night maintenance personnel are a ready pool of alert, armed troops for use as a reaction force.

ITEM: Supplementary and Secondary Defensive Bunkers

DISCUSSION: It has been necessary to construct additional defensive bunker positions due to recent increases in enemy activity.

OBSERVATION: Adequate bunkers with overhead cover can be constructed rapidly using sand bags and M5A1 airfield matting to provide support for overhead cover.

ITEM: Aircraft Recovery Support

OBSERVATION: At the current time recovery support is the responsibility of each 34th Group Aircraft Maintenance Battalion. Each Battalion handles its recovery mission in a different way. The recovery support must be tailored to the tactical situation and density of supported aircraft. No TO&E provisions are made for recovery personnel and equipment. This imposes a considerable drain on Battalion resources to provide sufficient personnel and aircraft to provide responsive support.

OBSERVATION: Aircraft recovery companies could be organized similarly to the current Medical Ambulance Companies. Platoons could then be assigned on an area basis and be shifted easily as the tactical situation changes. Additional platoons could be called in from other areas to support major tactical efforts.

ITEM: Overflight of Combat Assault Aviation Missions

DISCUSSION: At the present time, units are requesting a recovery team to overfly their combat assault missions with no regard to the distance from the base of operations of the recovery activity or the number of aircraft involved.

OBSERVATION: Overflights should be flown dependent on availability of aircraft when the distance from recovery activity's base is greater than 30 minutes flight time and at least 20 troop carriers are involved.

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✓ ITEM: Proper timing to request aircraft recovery

DISCUSSION: At the present time, units are requesting aircraft recovery prior to the accident board's release and or prior to the area being secured. Recoveries are accomplished in order as they are received. When the team is delayed awaiting the security of an area or completion of the accident board investigation, valuable time is lost and at times has precluded the possibility of other recoveries.

OBSERVATION: A request for aircraft recovery should not be initiated until it is known that the area will be secured by at least a light fire team plus ground troops and the accident investigation board has released the aircraft.

ITEM: Ideal sling length for field evacuation

DISCUSSION: A number of different sling lengths have been experimented with in recovery operations in an attempt to limit the recovery sections required inventory to as few different types and lengths as possible.

OBSERVATION: It was determined that a 20 foot, 18,000 pound sling was most effective in that it allows for maximum sling load airspeed with a minimum of vibration and oscillation. For various terrain situations it was also learned that 40 foot and 60 foot, 18,000 pound slings were the next most useful length.

ITEM: Evacuations in dusty locations

DISCUSSION: Evacuations involving dusty locations, either at the "pick up" or "drop off" points, attempted with 20 foot slings have resulted in dangerous situations of nearly zero visibility.

OBSERVATION: In dusty locations a 40 or 60 foot sling is preferable to minimize the dust clouds developed from rotor wash.

ITEM: Evacuations of UH-1 aircraft with the rotor blades locked in a cocked position from the longitudinal axis

DISCUSSION: Evacuations of UH-1 aircraft with the transmission siezed and the rotor blades locked in a 20 to 90 degree position from the longitudinal axis of the aircraft have a tendency to rotate and oscillate severly, placing extreme strain on the sling and endangering the recovery ship.

OBSERVATION: Downed aircraft with the rotor blades locked in an off center position above 20 degrees should, if the tactical situation permits, have both main rotor blades removed prior to evacuation.

✓ ITEM: Unstable power to Aviations Repair Facilities

DISCUSSION: Power supplied to avionics equipment repair facilities generally is not stable enough for safe and efficient operations of the many complex pieces of test equipment used in the repair of avionics equipment. Various power problems have been encountered:

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- a. Low input power (caused by line drop, etc.)
- b. High input power (caused by power surge)
- c. Frequency of input power varying.
- d. Fluctuating power (constantly increasing and decreasing during short intervals)

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These power problems have caused increased test equipment failures. As generator problems become more prevalent, so does test equipment failure. The present high failure rate of test equipment is seriously limiting the capabilities of this GS facility.

OBSERVATION: Power will continue to be a problem area in RVN. Reliable generators as a source of power will alleviate part of the problem. However, the only real solution here would be installation of automatic voltage regulators between the supply source and the repair facility.

ITEM: Contact teams

DISCUSSION: During the reporting period, supported units experienced an increased number of aircraft damaged in combat action. Airframe repair contact teams have been used extensively to work with organic maintenance personnel. The organizational maintenance personnel have continued to correct deficiencies at their echelon while the field maintenance personnel did their work. This has resulted in a more rapid return of aircraft to an operational ready status.

OBSERVATION: The use of contact maintenance teams from airframe and bullet damage repair in conjunction with organizational maintenance activities expedites the return of battle damaged aircraft to service.

ITEM: Return of reparable

DISCUSSION: An intensive program has been initiated to generate customer interest in the return of reparable parts and components to the supply system. Visits by technical assistance personnel to assist supported units in proper packing, preservation and documentation has increased the flow of turn-ins.

OBSERVATION: Only by an aggressive technical assistance program can sufficient quantities of reparable be generated from supported units.

ITEM: Cracked transmission mounts of UH-1 helicopters

DISCUSSION: The beginning of repair on crash damaged UH-1 aircraft prior to determining if the transmission mounts were cracked has resulted in wasted manhours on aircraft that would have to be evacuated to COMUS for repair.

OBSERVATION: Prior to starting repair on crash damaged aircraft, the transmission should be removed and the transmission mounts dye checked for cracks.

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ITEM: Rotor blade tracking at night

DISCUSSION: It is sometimes desirable to accomplish main rotor blade tracking at night; however, this is difficult and often hazardous.

OBSERVATION: UH-1 main rotor blades can be successfully and safely tracked at night by adjusting the searchlight to fall on the yellow tip path plane of the blades.

ITEM: Aircraft defueling for maintenance

DISCUSSION: Lost manhours have been experienced in attempting to defuel an aircraft already located in the maintenance hangar and partially dismantled for repair.

OBSERVATION: Prior to entrance into the hangar, aircraft should be thoroughly inspected for damage that will require removal of fuel cells, so that aircraft can be defueled before they are dismantled for repair.

ITEM: Replacing grip seals in UH-1B and D model main rotor hubs

DISCUSSION: Excessive down time has been experienced in replacing grip seals in the UH-1B and D model main rotor hubs because of the waiting period necessary for newly installed grip seals to "set up" on the grip plates.

OBSERVATION: Extra grip plates, FSM 1615-446-6378, can be obtained and the seals inserted and allowed to set up, which takes approximately four hours. Then when a main rotor hub is received for repair, the grip plates are ready to be installed immediately with no time delay for the seals to set up.

ITEM: A pinpoint distribution system for "combat zone" located organizations

DISCUSSION: The DA Pinpoint Distribution System provides an excellent source for obtaining and maintaining a current and efficient Publications Library. It is essential for aircraft maintenance units to maintain up-to-date manuals and regulations in order to insure proper maintenance procedures.

OBSERVATIONS: Units who have not established Pinpoint Distribution with Publications Centers should take action to obtain appropriate DA Form 12 series for establishment of account. Units presently receiving Pinpoint Distribution should periodically review their requirements and submit revised DA Form 12 series to the appropriate Publications Center. This action, in addition to maintaining a current system, will save the government dollars by causing a decrease in printing, handling and shipping costs.

AVGEP-CO

9 Feb 66

SUBJ: Operational Report for Quarterly Period Ending 31 January 1967, CRS
CSFOR-65

ITEM: Replacement TO&E equipment for aircraft maintenance units

DISCUSSION: Replacement TO&E equipment for aircraft maintenance units is requisitioned through normal supply channels. Some of this equipment is readily available in-country. Items that are not readily available in-country must be requisitioned through a depot from a non-TOPUS source, causing in certain cases an unacceptable delay in the receipt of critical items of equipment.

OBSERVATIONS: Depots/Organizations supporting aircraft maintenance units should maintain float equipment for direct exchange of selected critical items, ie., forklifts, hydraulic test stands, etc.

ITEM: Expandable type shop vans

DISCUSSION: The use of expandable type shop vans creates a ventilation and insect problem in the Republic of Vietnam. The canvas side covering creates very hot and uncomfortable working conditions and provides insignificant protection from insect bites.

OBSERVATION: This problem can be overcome by replacing the canvas with a portable fine mesh screen.

ITEM: Mobile power, air and light platform (PAL)

DISCUSSION: A problem existed due to the lack of a mobile source of illumination and air for aircraft maintenance. By mounting a gas engine generator, compressor, and a telescopic floodlight on a trailer, a mobile (PAL) has been developed.

OBSERVATION: By the use of this device, many hours are saved by cutting down the "set up" time on these items of equipment. This device can be moved from one job to another with a minimum of effort instead of having to move the aircraft.

ITEM: Reparable turn-in section (TECH SUPPLY)

DISCUSSION: Manhours may be saved by functionalizing each major section in the reparable turn-in section. The section is divided into three main functions: Receiving, Reparable Control and Shipping Section.

OBSERVATION: Functionalization in this area significantly reduced the time required to determine the status of reparable and for proper documentation and preservation of reparables prior to shipment. In addition, duplicate of effort was also decreased considerably.

ITEM: Aviation units are arriving in RVN without float equipment and direct support avionics repair facilities.

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9 Feb 68

SUBJ: Operational Report for Quarterly Period Ending 31 January 1967, CRS
CSMOR-65

DISCUSSION: As units arrive in RVN with no means of avionics support, they are satellited on a 34th Group General Support Company. The company is not manned to accept this added direct support and must use it's own float equipment to accomodate them. This added burden affects all customers of the general support company by the decrease in reaction time. 10

OBSERVATION: Aviation units should not deploy to RVN without adequate avionics support and float equipment.

ITEM: TO&E equipment for transportation of potable water

DISCUSSION: Equipment authorized by TO&E for the transport of potable water is insufficient for most units located at base camps. The TO&E requirements are based on a unit's need under field conditions.

OBSERVATION: Units operating at a fixed installation should be authorized to draw excess TO&E equipment in order to meet mission requirement for transport of potable water.

ITEM: M-37 field range (generators, manifold lines)

DISCUSSION: Due to a shortage of M-37 Field Range Generators and manifold lines it was necessary to seek ways to repair worn out inoperable parts.

OBSERVATION: The life of old generators can be extended by 100 hours or more by sawing off the ends, removing old insulation, re-packing tight with steel wool and rewelding ends. Manifold lines can be repaired by sawing off the worn flange and re-flanging. This process has been proven to be effective in approximately 80% of the times attempted.

ITEM: Truck, Cargo 2 1/2 ton, M35A2

DISCUSSION: Brake linings on the M35A2 deteriorate rapidly in a tropical climate. Numerous inspections revealed the deterioration was caused primarily by mud and grime in the brake drums.

OBSERVATION: This situation can be greatly alleviated by performing a 1,000 mile/monthly inspection and cleaning the brake lining and drum instead of the semi-annual service.

ITEM: Preservation of Water Cooled Engine

DISCUSSION: During the dry season, water cooled engines have a tendency to overheat. This is largely due to the radiator becoming clogged with dust thus reducing the flow of air through the radiator.

OBSERVATION: This problem can be solved by adding air-cleaning of the radiator to the daily mortar tables checklist.

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SECTION 2, PART II

RECOMMENDATIONS

NONE

DONALD H. JERSEY
LTC, TC
Commanding

2 Incl
1-Maintenance Operations
2-Aircraft Supply Operations Summary

TRUE CERTIFIED COPY

Danny M. Bogart
DANNY M. BOGART
1LT AGC
Adjutant

B

AVGF-B (9 Feb 68) 1st Ind
SUBJECT: Operational Report for Quarterly Period Ending 31 January
1968, CRS CSFOR-65

HQ, 34th General Support Group (AM&S), APO 96309, 11 March 1968

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

Concur with basic report as written with the following addition:

Add UIC: WDFH TOA in the heading of the report.

FOR THE COMMANDER:


JOHN O. NORTHRIDGE
CPT, TC
Adjutant

10.

AVHGC-DST (9 Feb 68) 2d Ind

CPT Arnold/ms/LBN 4485

SUBJECT: Operational Report for Quarterly Period Ending 31 January 1967,
CRS CSFOR-65

HEADQUARTERS, US ARMY VIETNAM, APO San Francisco 96375

4 APR 1968

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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 1968 from Headquarters, 520th Transportation Battalion (AM&S)(GS) as indorsed.

2. Pertinent comments follow:

a. Reference item concerning aircraft recovery support, page 3. Plans are now in effect to provide CH-47 Aircraft to each general support company for recovery purposes.

b. Reference item concerning overflight of combat assault aviation missions, page 3: Concur. Due to the shortage of recovery aircraft, considerations should be given to commit these aircraft only when the need arises rather than in anticipation of the need. This necessity is closely related to item: Proper timing to request aircraft recovery, page 4. The utilization of recovery aircraft must be so planned to realize profitable flying time as much as possible.

c. Reference item concerning unstable power to aviation repair facilities, page 4. The problem seems to be organizational in nature. Intensive organizational maintenance to insure proper operation of generators is indicated. If the source is centrally operated, this problem should be resolved with agency responsible for power supply.

d. Reference item concerning aviation units arriving in RVN without float equipment and direct support avionics repair facilities, page 7. If this item refers to air cavalry units, action is now being taken to provide RL team support down to the troop level. Units to provide this support are programmed into the country on or about July 1968.

e. Reference item concerning TO&E equipment for transportation of potable water, page 8. If the needs of the unit require more equipment to haul water, a request for MTOE action should be submitted through channels with full justification.

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AVHGC-DST (9 Feb 68) 2d Ind
SUBJECT: Operational Report for Quarterly Period Ending 31 January 1967,
CRS CSFOR-65

3. A copy of this indorsement will be furnished to the reporting unit through channels.

FOR THE COMMANDER:



CHARLES A. BYRD
Major, AGC
Assistant Adjutant General

Copies furnished:
HQ 520th Trans Bn
HQ 34th GS Group (AM&S)

GPOP-DT (9 Feb 68) 3d Ind

SUBJECT: Operational Report for HQ, 520th Trans Bn (AM&S)(GS) for
Period Ending 31 January 1968, RCS CSFOR-65 (R1)

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HQ, US Army, Pacific, APO San Francisco 96558 2 MAY 1968

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

This headquarters has evaluated subject report and forwarding indorse-
ments and concurs in the report as indorsed.

FOR THE COMMANDER IN CHIEF:



K. F. OSBOURN
MAJ, AGC
Asst AG

MAINTENANCE OPERATIONS

TABLE 1

Number of Aircraft Recoveries from 1 November 67 to 31 January 68: 175

AVERAGE DAILY SHOP LOAD

<u>UNIT</u>	<u>NOVEMBER</u>	<u>DECEMBER</u>	<u>JANUARY</u>	<u>AVERAGE</u>
20th TC	14	11	15	13
605th TC	21	23	30	25
539th TC	20	21	18	20

NUMBER OF A/C COMPLETED AND RETURNED TO CUSTOMER

<u>UNIT</u>	<u>NOVEMBER</u>	<u>DECEMBER</u>	<u>JANUARY</u>	<u>AVERAGE</u>
20th TC	56	59	64	60
605th TC	99	92	109	97
539th TC	34	31	52	39

LOWEST MANHOUR JOB COMPLETED

<u>UNIT</u>	<u>NOVEMBER</u>	<u>DECEMBER</u>	<u>JANUARY</u>	<u>AVERAGE</u>
20th TC	1	2	1	1
605th TC	1	1	2	1
539th TC	10	10	30	17

HIGHEST MANHOUR JOB COMPLETED

<u>UNIT</u>	<u>NOVEMBER</u>	<u>DECEMBER</u>	<u>JANUARY</u>	<u>AVERAGE</u>
20th TC	850	960	860	890
605th TC	740	693	835	756
539th TC	2402	2050	2615	2356

AVERAGE MANHOUR JOB COMPLETED

<u>UNIT</u>	<u>NOVEMBER</u>	<u>DECEMBER</u>	<u>JANUARY</u>	<u>AVERAGE</u>
20th TC	335	200	232	256
605th TC	201	159	135	165
539th TC	669	675	645	730
Incl 1				

AIRCRAFT, AIRCRAFT AND AVIATIONICS SUPPLY OPERATION SUMMARY (CONSOLIDATED)

TABLE 2

Line on ASL

<u>UNIT</u>	<u>NOVEMBER</u>	<u>DECEMBER</u>	<u>JANUARY</u>	<u>AVERAGE</u>
20th TC	11,718	11,942	12,124	11,928
605th TC	11,480	10,887	9,140	10,502

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Percent of ASL at Zero Balance

<u>UNIT</u>	<u>NOVEMBER</u>	<u>DECEMBER</u>	<u>JANUARY</u>	<u>AVERAGE</u>
20th TC	14.5	15	17	15.5
605th TC	20.5	19.	19.2	19.8

Request Received by DSU

<u>UNIT</u>	<u>NOVEMBER</u>	<u>DECEMBER</u>	<u>JANUARY</u>	<u>AVERAGE</u>
20th TC	4,850	5,113	5,040	5,001
605th TC	10,913	10,287	9,928	10,376

Demand Accommodation

<u>UNIT</u>	<u>NOVEMBER</u>	<u>DECEMBER</u>	<u>JANUARY</u>	<u>AVERAGE</u>
20th TC	74	77.5	78	76.3
605th TC	78.5	84	81	81.6

Demand Satisfaction

<u>UNIT</u>	<u>NOVEMBER</u>	<u>DECEMBER</u>	<u>JANUARY</u>	<u>AVERAGE</u>
20th TC	54.7	56.7	52.5	54.6
605th TC	74.5	52	50	58.8

Replenishment Request Submitted

<u>UNIT</u>	<u>NOVEMBER</u>	<u>DECEMBER</u>	<u>JANUARY</u>	<u>AVERAGE</u>
20th TC	1,047	1,662	1,948	1,552
605th TC	1,831	1,562	1,527	1,628

EDP's Submitted

<u>UNIT</u>	<u>NOVEMBER</u>	<u>DECEMBER</u>	<u>JANUARY</u>	<u>AVERAGE</u>
20th TC	1,350	1,192	1,114	1,218
605th TC	1,900	1,780	1,756	1,805

Incl 2

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CO, 520th TC Battalion (AM&S)(GS)

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