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AGO D/A ltr, 29 Apr 1980

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AGAM-P (M) (9 Jan 69)

FOR OT UT 683314

13 January 1969

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SUBJECT: Operational Report - Lessons Learned, Headquarters, 14th
Transportation Battalion (AM&S)(GS), Period Ending 31 July
1968

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BY ORDER OF THE SECRETARY OF THE ARMY:

Kenneth G. Wickham

KENNETH G. WICKHAM
Major General, USA
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DEPARTMENT OF THE ARMY
HEADQUARTERS, 14TH TRANSPORTATION BATTALION (AM&S) (GS)
APO 96240

AVGFN

14 August 1968

SUBJECT: Operational Report of 14th Transportation Battalion (AM&S) (GS)
for Period Ending 31 July 1968, RCS CSFOR-65 (R1)

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

TO: Headquarters
AC of S For Force Development
Washington, D.C. 20310

1. Section 1, Operations: Significant Activities:

a. During the reporting period five of the six subordinate companies changed commanding officers and three of the major battalion staff positions were changed.

(1) 1 June 1968 - Major Harold N. McGlaun assumed the staff position of S-4.

(2) 8 June 1968 - Captain Norman S. Calhoun assumed command of Headquarters and Headquarters Company.

(3) 22 June 1968 - Major Leon Stone Jr. assumed command of the 608th Transportation Company (DS).

(4) 29 June 1968 - Major Eugene E. Weaver Jr. assumed command of the 540th Transportation Company (GS) and Major Joseph C. Tirre Jr. assumed command of the AVEL Co North (Prov).

(5) 12 July 1968 - Sergeant Major Joseph O. Morrell became the Battalion Sergeant Major.

(6) 22 July 1968 - Major James E. Soupene assumed command of the 79th Transportation Company (DS).

(7) 28 July 1968 - Captain George S. Nicholson Jr. assumed the S-1 staff position.

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INCL 1

AVGFN

14 August 1968

SUBJECT: Operational Report of 14th Transportation Battalion (AM&S) (GS)
for Period Ending 31 July 1968, RCS CSFOR-65, (R1)

b. The following awards and decorations were presented: One Legion of Merit, twelve Bronze Stars, thirty Army Commendation Medals, thirty Air Medals, forty-five USARV Certificates of Achievement and eighty 14th Bn Certificates of Achievement.

c. The Annual General Inspection of the Battalion and all subordinate units was performed on 25-29 June 1968 by the USARV IG team. The battalion received an overall rating of satisfactory.

d. To assist in alleviating the anticipated shortage of turbine engines, for UH-1 aircraft within the theater, a new turbine engine control program was initiated on 19 May 1968. The program as initiated in the 14th T. Bn was only a part of the overall program established within 34th GSG and USARV. The major objective of the program was to reduce the number of engines in the pipeline thus reducing the time required to return engines to serviceable condition. To accomplish this objective and to insure expedited service for those engines not repairable in country, the 540th T. Co dispatched an instruction team to each of the Battalion DS companies to provide the necessary information at the Direct Support level to segregate repairable and non-repairable engines prior to shipment to the General Support Company and to reduce the total requirement for shipping and time lost in shipment. Direct Support Companies were instructed to ship directly to retrograde sites and to the 540th T. Co. Daily Reports are submitted by all units identifying all engines received or shipped by serial number thus providing complete knowledge at battalion level on all engines. A battalion turbine engine manager was established who would monitor the overall program and determine and notify the Direct Support Companies of any modification to the normal shipping instruction. For example, in the event the 540th T. Co was operating at capacity, the battalion turbine engine manager would determine through the US Army Aviation Material Management Center if other sites were capable of additional workload. He would then direct the DSU to ship repairable engines to those sites until the workload was reduced at the 540th T. Co. As of the end of the period the following numbers of engines had been processed:

	<u>79th</u>	<u>540th</u>	<u>604th</u>	<u>608th</u>	<u>Total</u>
Returned to Service		31			31
Shipped AMMC (Saigon or Qui Nhon)	150		91	51	292
*Shipped to other locations	20		11		31
Total processed:	<u>354</u>				

*EIR engines

AVGFN

14 August 1968

SUBJECT: Operational Report of 14th Transportation Battalion (A&S)(GS)
for Period Ending 31 July 1968, RCS CSFOR-65 (R1)

e. Two hundred ninety-four new or rebuilt aircraft were processed into country and seventy were retrograded out of country by battalion units during the period of the report. Aircraft by type, model, and series were as follows:

<u>In Processed</u>		<u>Retrograded*</u>	
OH-6A	142	O-1	2
UH-1B	2	OH-6A	9
UH-1D	1	U-6A	1
UH-1H	138	UH-1B	1
<u>CH-5A</u>	<u>11</u>	UH-1D	27
Total	294	UH-1H	26
		AH-1G	1
		<u>CH-47A</u>	<u>3</u>
		Total	70

f. The CH47A 12th Periodic Inspection program was continued throughout the reporting period. At the beginning of the period three CH47 aircraft were in process, two at the 540th T. Co and one at the 604th T. Co. Four additional aircraft were accepted into the program and four of the seven total then in process were completed. At the completion of the period two aircraft remained in the 540th T. Co and one in the 79th T. Co. On 30 June 1968 the Boeing-Vertol 12th PE contract terminated which caused a major loss of experience and capability in this area within the battalion. Because of this loss in capability, plans were made to reduce the input to the 12th PE program. The contract has since been extended for a period of sixty days. Personnel were expected to return on or about 1 August 1968.

g. Enemy activity during the period was generally reduced which caused a considerable reduction in the numbers of field extractions of damaged aircraft and resultant evacuations to the 540th T. Co. Fifty-four recoveries and/or evacuations were performed during the period.

h. Normal training requirements were accomplished throughout the units of the battalion during the reporting period. Several special training classes were conducted. Twenty-six May - 1 June 1968, Mr. Bud Spencer, WECOM,

*Included in the retrograde aircraft were nineteen UH-1H aircraft which were relocated from Red Beach Da Nang to Qui Nhon due to overloading of facilities at Red Beach.

AVGFN

14 August 1968

SUBJECT: Operational Report of 14th Transportation Battalion (AM&S)(GS)
for Period Ending 31 July 1968, RCS CSFOR-65 (R1)

instructed elements of the 540th Trans Co on the application of MWO's 9-1010-207-30/1 and 55-1520-211-30/32. These MWO's modify the M-5 sub-system for lead angle compensator and to accommodate a rotary ammunition can. Mr. O.J. Winton and Mr. Neil Moresca from the Lycoming Division of AVCO presented a four hour class on the theory and operation of the T53 engine. The class was presented a total of eight times during 3 through 7 June 1968 for units located in the II CTZ. The class was presented in each of the D.S. Company locations primarily for the flying and maintenance crews of the operating Assault Helicopter Companies. Approximately two hundred sixty personnel received the instruction.

During the week of 8 - 14 June 1968 a special AH-1G training class designed to familiarize a nucleus of the maintenance personnel in each DS and GS company with this airframe was conducted at the 540th T.Co. The class was presented by Mr. Shockney of the AH-1G Cobra New Equipment Training Team utilizing an airframe which was being prepared for evacuation to CONUS by the 540th T. Co. Thirty-one personnel attended the class.

One man from AVEL Company, North, received training from the NETT team on the the AM/APX-72 Transponder during the period 1-12 July.

The following number of personnel have received AMTAP schooling during the report period:

(1) Airframe courses	Personnel
UH-1B, C	8
.. UH-1D	6
CH-47	6
DH-64	7
(2) Engine courses	
T-53	7
T-53/L13	7
T-55	11
T-63	7
(3) Aircraft Supply	9

AVGFW

14 August 1968

SUBJECT: Operational Report of 14th Transportation Battalion (AMES) (GS)
for Period Ending 31 July 1968, RCS CSFOR-65 (R1)

i. In the area of tech supply a major project has been underway within the battalion to purify DSU stocks by identifying and eliminating excesses. With the aid of assistance teams comprised of battalion headquarters personnel, a total of 8838 lines were returned to depot stocks during this reporting period as a result of this program. The estimated dollar value of these serviceable returns was in excess of \$3,360,000.

Concurrent with stock purification a rewarehousing program to obtain better utilization of existing covered storage facilities is also in process within the battalion. At the 79th T. Co where rewarehousing was completed on or about 15 June 1968, new metal shelving was constructed throughout which provides for maximum utilization of warehouse space. Within the 604th T. Co construction of new dexion shelving in the warehouse and relocation of stocks is still in process. When completed this project will make available twenty (20) percent more storage space. The 608th T. Co, which has no warehouse, has temporarily converted their Brooks and Perkins hangar for use as covered storage for bulk items.

In all direct support units retrograde of repairables continued to represent a substantial portion of the workload. Tonnage by month for the period was as follows:

	<u>In Country</u>	<u>Out of Country</u>
May	84 S/T	108 S/T
June	104 S/T	137 S/T
July	<u>66 S/T</u>	<u>233 S/T</u>
TOTAL	254 S/T	478 S/T

j. The number of days during the reporting period that units engaged in training and operations are listed below:

	<u>*Training</u>	<u>Movements</u>	<u>*Operations</u>
HHC			91
79th T. Co (DS)			91
540th T. Co (GS)			91

AVGFB

14 August 1968

SUBJECT: Operations Report of 14th Transportation Battalion (M&S) (GS)
for Period Ending 31 July 1968, RCS CSFOR-65 (R1)

	<u>*Training</u>	<u>Movements</u>	<u>*Operations</u>
604th T. Co (DS)			91
608th T. Co (DS)			91
AVEL Co (North) (Prov)			91

*Operations is interpreted to mean performing normal aircraft maintenance operations. Normal unit training is also in process during many of these days, however, maintenance operations are not halted.

2. Section 2, Lessons Learned: Commanders' Observations, Evaluations, and Recommendations.

a. Personnel

(1) Inadequate CH-47 and CH-54 Maintenance Skills.

(a) OBSERVATION. Number of CH-47 and CH-54 qualified maintenance personnel are inadequate within DS and GS companies to provide a back-up support capability for CH-47 and CH-54 aircraft.

(b) EVALUATION. It has been noted that as the airframe time increases on the CH-47 aircraft within the II CTZ a continual increase in back-up Direct Support and General Support maintenance has occurred. Continual heavy flying schedules have overloaded the Direct Support Detachments supporting the Assault Support Helicopter Companies. This overload has been felt primarily in the increase in the number of 12th Periodic Inspections work ordered to the DS and GS companies. Direct Support and GS companies presently have a very limited capability by MOS to perform this workload. A Boeing-Vertol 12th PE team has been stationed in-country to provide a temporary capability. This team's contract has been extended and is expected to be renewed, however this capability can not be expected to continue indefinitely. Although CH-54 aircraft are relatively new within the RVN aircraft inventory, as time is accumulated on the airframe and engines it is to be expected that some of this workload will revert to direct and/or general support companies. At the present time there is relatively little or no personnel capability available in the DS/GS companies to perform this maintenance which is now required for CH-47 and soon to be required by CH-54 aircraft. Maintenance units are geared to the major aircraft in the RVN fleet which is UH-1.

(c) RECOMMENDATION. That more consideration be given to the growing maintenance requirement for CH-47 and CH-54 airframes in developing TOE's

AVGFM

14 August 1968

SUBJECT: Operational Report of 14th Transportation Battalion (AM&S)(GS)
for Period Ending 31 July 1968, RCS CSFOR-65 (R1)

and staffing of current TOE's/MTOE's in the field.

b. Operation.

(1) Inadequacy of NCR 500 Systems.

(a) OBSERVATION. The existing DSU mechanized stock accounting system (NCR 500) is inadequate to fulfill needs of DSU operations.

(b) EVALUATION. The NCR 500 system has a definite limit as regards number of ASL lines and number of transactions it can accommodate. As that limit is approached, which is currently the case in this battalion, machine time becomes critical with a resultant decrease of efficiency caused by a loss of flexibility. In addition the NCR system does not have a high speed print out capability nor does it have an approved program to change card data directly to print out data. Units must have this capability in order to perform reconciliations and provide higher headquarters with required listings, ASL's, etc.

(c) RECOMMENDATION. A need exists to supplement existing computers. This supplement should be either in the form of adding a high speed print out capability or an additional electronic computer or both. In addition, all reports requiring computer time should be carefully screened to insure the report is in fact necessary and can feasibly be accomplished at unit level.

(2) Fixed Wing Organic Transportation.

(a) OBSERVATION. A definite need exists for an organic fixed wing transportation capability within the 14th Transportation Battalion (AM&S)(GS).

(b) EVALUATION. The 14th Transportation Battalion is physically located in Nha Trang with subordinate companies located in Dong Ba Thin (15 miles), Qui Nhon (95 miles) and Pleiku (166 miles). The Battalion Commander and members of the staff are required to travel to these sites weekly. In addition to the Battalion Command and Staff personnel requirements, the Aviation Electronics Provisional Company (co-located with Battalion Headquarters) requires constant space for the movement of sensitive, high dollar items. The dollar value of these movements exceeds \$100,000 weekly. It is estimated that some weekly dollar loss due to damaged or lost shipments of avionics equipment through normal Air Force and Army channels have exceeded \$15,000. An organic fixed wing transport capability would reduce much of the current requirement to utilize critical high cost UH-1 blade time and the inherent T-53 engine time.

AVGFW

14 August 1968

SUBJECT: Operational Report of 14th Transportation Battalion (AM&S)(GS)
for Period Ending 31 July 1968, RGS CSFOR-65 (R1)

(c) RECOMMENDATION. Recommend that a U-6 airplane be provided to the 14th Transportation Battalion (AM&S)(GS) by maintenance float or as organic assigned as soon as it is practical.

(3) Local Repair of Avionics Test Equipment.

(a) OBSERVATION. A need exists to provide repair facilities locally to repair and calibrate DS and GS Aviation Electronics test equipment.

(b) EVALUATION. At the present time there are only two facilities world wide which are capable of repairing and calibrating all the aviation electronics test equipment of this battalion and the supported avionics detachments. One facility is located at Sacramento Army Depot, Sacramento, California and the other is a contract facility operated by Kemptron and located at Vung Tau with the Aviation Electronics Company (South). Evacuation of test equipment for repair and/or calibration through 1st Logistical Command channels to Sacramento Army Depot and return requires an average of seven months. The facility at Vung Tau is insufficient to be responsive to the entire repair and calibration requirement for all DS and GS aviation electronics test equipment. A joint survey conducted by AVEL North, AVEL South, USARV (AVHAW-LOG) and USARV-C-E elements reveals that an interim significant gain in the test equipment repair or calibration turn around time to the user can be effected by the introduction of an additional repair and calibration facility in AVEL North.

(c) RECOMMENDATION. Recommend that a contract facility capable of repair and both Class A and C calibration be established at AVEL North to provide adequate in-country support for both DS and GS aviation electronic test equipment.

c. Training

(1) Shortage of NCR-500 Supervisors.

(a) OBSERVATION. Aircraft Technical Supply senior enlisted supervisors (MOS 76P40) and Aircraft Supply Officers (MOS) (4474) do not have the necessary training and experience to properly supervise the DSU Mechanized Stock Accounting System (NCR-500).

(b) EVALUATION. Present senior enlisted personnel and Aircraft Supply Officers being assigned to DSU operations in units of this battalion have neither the training nor the necessary experience to adequately supervise the DSU Mechanized Stock Accounting System (NCR-500). This is due primarily to the recent introduction of this system to the field and its application being limited to Vietnam and Korea. Senior Supervisors in the Aircraft Technical Supply facilities are placed in an extremely awkward position as they are required to function efficiently immediately upon assignment. Without experience or training in these systems, they

J.VGFN

14 August 1968

SUBJECT: Operational Report of 14th Transportation Battalion (AM&S)(GS)
for Period Ending 31 July 1968, RCS CSFOR-65 (R1)

are unable to effectively plan the utilization of the system and must depend upon their lower enlisted personnel for the planning. When the lower enlisted personnel are conscientious in their work, there is very little difficulty, however the supervisor is unable to fully appreciate whether or not the operation is being properly accomplished due to his lack of experience and training. By the time he develops adequate experience, the supply operation may require months of hard work to return it to a satisfactory operation. If the procedures are not meticulously followed daily, it becomes an almost insurmountable task to straighten out all aspects of the operation.

(c) RECOMMENDATION. Recommend that senior NCO's in MOS 76P40 and Aircraft Supply officers (MOS 4474) be provided a minimum of two weeks training in the operational details of the NCR-500 system of mechanized stock accounting prior to assignment to operating units in the Republic of Vietnam. Personnel could either receive this training prior to arrival or the first two weeks they are in country. As all personnel in enlisted MOS 76P40 and officers in MOS 4474 will obviously not be assigned to units with NCR-500 accounting systems, it would seem more feasible to provide the training centrally in country. Individuals should then receive some type of MOS identification to insure they are assigned either to units with NCR-500 systems or to battalion staff positions requiring a detailed understanding of the operation of this system.

d. Intelligence. None

e. Logistics

(1) Lack of Warehouse Facility.

(a) OBSERVATION. The 608th Transportation Company (DS) located at Dong Ba Thin airfield lacks adequate warehouse facilities to properly store and account for the aircraft supply stocks.

(b) EVALUATION. A warehouse facility is urgently required at Dong Ba Thin to provide adequate storage for high dollar value aircraft repair parts. Many items which are not packaged for outside storage must be stored outside and subjected to weathering conditions. Weathering at this time of year is not extreme in the Dong Ba Thin area, however the weather pattern will change completely in the next 2 - 3 months. At that time, weather conditions will prevent the construction of warehouse facilities, therefore it is imperative that the facilities be initiated as soon as possible. The facility has already been programmed, funded, and a construction directive established.

AVGFN

14 August 1968

SUBJECT: Operational Report of 14th Transportation Battalion (AM&S)(GS)
for Period Ending 31 July 1968, RCS CSFOR-65 (R1)

(c) RECOMMENDATION. That command emphasis be placed to initiate the construction of this badly needed facility without delay to prevent the deterioration and resultant dollar loss to critically needed aircraft repair parts.

(2) Inadequate Transceiver Service.

(a) OBSERVATION. Transceiver service for punched card requisitions to Saigon is inadequate to meet the needs of the direct support supply activities of the battalion in support of the aviation repair parts requirements.

(b) EVALUATION. Direct support aircraft supply activities in this battalion are operated at Pleiku, Dong Ba Thin, and Qui Nhon. The speed and reliability of the transceiver network as currently established has not been responsive to the needs of these activities in support of the aircraft being operated in the II Corps Tactical Zone. In many instances requisitions submitted through the transceiver system to USAMMC in Saigon have either been completely lost or delayed to the extent that the service provided was completely unsatisfactory. When dealing with requisitions which are deadlining aircraft, a system must be available which will guarantee 100 percent reliability in delivery of requisitions to the source of supply. This must be accomplished with a minimum of delay. To insure this system reliability, a U-1A aircraft has been dispatched daily with individual couriers to hand carry the requisitions to AMMC for units located at Qui Nhon and Dong Ba Thin. The unit at Pleiku sends an individual courier by Air Force aircraft to Saigon daily to deliver their requisitions. With the extensive sophisticated electronic transmission capabilities available to the armed services this is a definite waste of man power which is urgently required to operate the normal warehousing etc. systems in the aircraft technical supply activities.

(c) RECOMMENDATION. That sufficient emphasis in command channels be placed to improve the transceiver system and thus eliminate the need to send daily couriers to accomplish the delivery of requisitions. If possible, a sole user transceiver system should be established between USAMMC and its supported DSU operations.

(3) MACV Command Movements Program (RCS: MACTMI-02)

(a) OBSERVATION. A problem exists in the format and distribution of the movements program, which affects the proper documentation to insure movement as "Programmed Cargo".

(b) EVALUATION. 1. Due to late or nonarrival of the monthly program at the using unit level, users are unable to fill out necessary forms to properly ship cargo. When the program is late in arriving or does not

AVGFW

14 August 1968

SUBJECT: Operational Report of 14th Transportation Battalion (AM&S) (GS)
for Period Ending 31 July 1968, RCS CSFOR-65 (R1)

arrive, the line number can not be placed in the remarks block of DD Form 1384, as required by MACV Directive 55-4, 3 October 1967, which causes otherwise "Programmed Cargo" to be shipped as "Non-programmed".

2. With USA RV being listed for all approved cargo lines on the movements program as the "shipper", shipping units can not determine positively which lines relate to their programmed shipments. When more than one unit forecasts shipments from the same origin or a multi-destination is used, who determines when either unit has used his portion of the "Programmed Cargo"? This also causes otherwise "Programmed Cargo" to go "Non-programmed", at a time delay.

(c) RECOMMENDATION.

1. Insure that distribution of the MACV command movements program is made to all the units that actually forecast shipments and ship cargo, and that it is delivered in sufficient time to be utilized as of the 1st of each month.

2. Publish the movements program showing each line separately by each shipper instead of consolidated for USA RV. This would eliminate the confusion now existing concerning which line numbers should be quoted for programmed cargo. This method was utilized for the program prior to 1 June 1968.

c. Logistics.

(4) Flexibility of Avionics General Support Capability.

(a) OBSERVATION. Aviation electronics general support capability in RVN does not contain the necessary flexibility to support major increases or shifts in aircraft density.

(b) EVALUATION. A requirement exists to be able to shift general support aviation electronics support instantaneously to meet large shifts in density of aircraft due to increases in aircraft in theater or movement of major units. Reserves to support changes of this nature are presently maintained to some extent in each general support facility, however they are not adequate to meet any major shifts in density supported. A central reserve is required to provide the necessary flexibility to meet these changes without stripping capability from each area to meet this requirement. Reaction time is slow and at least initially is not responsive to requirements immediately generated.

(c) RECOMMENDATION. It is recommended that planning be initiated

AVGFN

14 August 1968

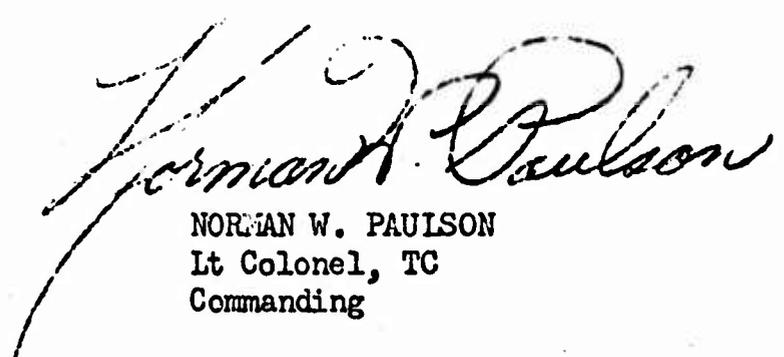
SUBJECT: Operational Report of 14th Transportation Battalion (AMS)(GS)
for Period Ending 31 July 1968, RCS CSFOR-65 (R1)

to establish a central reserve for all of RVN of equipment required to meet major increases or shifts in aircraft density which can be immediately responsive to the demands established.

f. Organization: None

g. Other: None

1 Incl
List of Organizations



NORMAN W. PAULSON
Lt Colonel, TC
Commanding

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AVGF-B (14 Aug 68) 1st Ind

SUBJECT: Operational Report of 14th Transportation Battalion (AM&S) (GS)
for Period Ending 31 July 1968, RCS CSFOR-65 (R1)

DA, HQ, 34th General Support Group (AM&S), APO 96309

4 158

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

1. Reference Para 2a(1). Concur with recommendation. This will be incorporated in future MTOE changes submitted by this headquarters.

2. Reference Para 2b(1). a. The materiel Readiness of Army Aviation in RVN is directly dependent upon mechanized stock accounting as performed at the Avn DSN level through the NCR 500 system. This system has its limits. A number of factors determine what this limit is, i.e., system discipline, operator efficiency, facilities, combat actions, down time, number of ASL lines and number of transactions. Because of the numerous variables, Automatic Data Field System Command has not set and/or published standards as to what the ASL lines transaction limits of the system are under average field combat conditions. Management and command effort can only optimize and improve a portion of the limited determinates. The uncontrollable (at unit level) items that determine the limit of the system (assuming the other factors are optimized) are the number of ASL lines and number of transactions. When the system limits are exceeded Aviation Materiel Readiness, not to mention costs, are seriously affected.

b. AFDSC should on an expedited basis develop a standard or range of standards for the NCR system limits based on average efficiency under field combat conditions as well as other standards for other units and conditions. Thus commanders and managers can insure they are getting the most out of the system, and plan for action to be taken when the system approaches its limits and is forecasted to exceed same.

c. Limits can be exceeded in many ways by changes in the factors listed as causing the limits. Some actions that cause the limit to be exceeded, and the need for timely effective action (be it a modular addition to the NCR 500 system, i.e., software, or hardware, or skinware, and additional system, a back up system, or a combination) are listed below:

- (1) Combat damage.
- (2) Loss of trained operators & Mechanics due to:
 - (a) Sickness
 - (b) MIA, KIA

AVGF-B (14 Aug 68) 1st Ind

SUBJECT: Operational Report of 14th Transportation Battalion (AM&S) (GS)
for Period Ending 31 July 1968, RCS CSFOR-65 (R1)

(c) R & R, training, alerts, etc.

(d) DEROS

(e) Skill level (learning curve time for new people)

3. Reference Para 2, b(2). Concur. Unit will be advised to submit letter of request justifying this equipment in excess of TOE allowances.

4. Reference Para 2, b(3). There are 11 teams (PAC) that perform "A" level calibration. The team at Vung Tau is the only "C" level calibration and repair available to the 34th General Support Group units in RVN. Most of the repair is accomplished through the R&R program being conducted by SAAD. The new organization prepared for USARV AVEL units will provide a "C" level calibration and capability at each of the four AVEL companies in the Group.

5. Reference Para 2, c(1). Concur. Supervisors should receive NCR 500 training prior to assignment in RVN. This would require a system of personnel requisition identification to recognize those selected for NCR 500 supervisory positions. NCR 500 qualification in country should be considered only as a last resort. Refresher training is currently conducted.

6. Reference Para 2, e (1). Concur with this recommendations. Priorities of construction are determined by the base development board at each location. Past experience has been that most boards are controlled by the aviation operational units and therefore operational units are receiving a higher priority for construction. This problem has previously been presented to USARV Engineers; however, they state that the base development board establishes the priority and will not intervene.

7. Reference Para 2, e(2). Concur.

8. Reference Para 2, e(3). The movements program is received on an irregular basis. Movement Program for September arrived 27 August, and distribution was made the same day. The shipper must know how many tons he forecasted, in order to know if cargo he is shipping is programmed tonnage or nonprogrammed. Based on reports from 14th Bn for June and July more cargo was shipped than programmed:

AVGF-B (14 Aug 68) 1st Ind
SUBJECT: Operational Report of 14th Transportation Battalion (AM&S) (GS)
for Period Ending 31 July 1968, RCS CSFOR-65 (R1)

<u>MONTH</u>	<u>FORECASTED</u>	<u>SHIPPED</u>	<u>NON-PROGRAMMED</u>
June	44 S/T	122 S/T	78 S/T
July	103 S/T	169 S/T	66 S/T

9. Reference Para 2, e(4). Current organizational change study concerning a reassignment of personnel and equipment should correct the problem cited. Command redistribution of Avionics personnel appears to be the answer.

FOR THE COMMANDER:


JOHN O. NORTHEDGE
MAJ, TC
Adjutant

AVHGC-DST (14 Aug 68) 2d Ind MAJ Klingman/ds/LBN 4433
SUBJECT: Operational Report of 14th Transportation Battalion (AM&S) (GS)
for Period Ending 31 July 1968, RCS CSFOR-65 (R1)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375 18 OCT 1968

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 1968 from Headquarters, 14th Transportation Battalion (AM&S) (GS).

2. Comments follow:

a. Reference item concerning inadequacy of NCR 500 system, page 7, paragraph 2b(1); and 1st Indorsement, paragraph 2: Nonconcur with basic paragraph. The NCR 500 was designed to perform stock accounting functions at DSU/GSU level. It has the capability, under ideal conditions, to handle 36,000 line items and 30,000 requests per month which is more than double the workload of any unit presently using the equipment. The capability of individual systems when operating under field conditions cannot be accurately determined due to the great number of variables, i.e. operator efficiency, down time, daily workload, and total lines on the ASL. Failure to meet work requirements does not per se mean that additional equipment is required, particularly when equipment is being operated at nowhere near capacity.

b. Reference item concerning fixed wing organic transportation, page 7, paragraph 2b(2); and 1st Indorsement, paragraph 3: Nonconcur. The current shortage of U-6A aircraft in-country will not permit the issue of fixed wing aircraft in excess of those authorized by TOE.

c. Reference item concerning shortages of NCR 500 supervisors, page 8, paragraph 2c(1); and 1st Indorsement, paragraph 5: Concur. The following actions are being taken to alleviate the problem of inexperienced supervisors working with the NCR 500:

(1) A CONUS course is being established for all EM with a prefix 76F MOS to attend a 3½ week operators course followed by a 14 hour supervisors course.

(2) A supervisors course for all supply officers in QM, Ord, and TC branches is being developed in CONUS and should be established soon.

(3) A two day supervisor's course is presently being conducted within Vietnam.

18 OCT 1968

AVHGC-DST (14 Aug 68) 2d Ind

SUBJECT: Operational Report of 14th Transportation Battalion (AM&S) (GS)
for Period Ending 31 July 1968, RCS CSFOR-65 (R1)

d. Reference item concerning flexibility of avionics GS capability, page 11, paragraph 2e(4): Nonconcur. The USAATMC maintains a limited posture to support changes in the aircraft population. However, because of the limited assets of this command in regards to float allowances, it is necessary to provide the majority of the float assets to using units for immediate operational requirements.

FOR THE COMMANDER:



A.R. GUENTHER
CPT. AGC
ASST. ADJUTANT GENERAL

Cy furn:
HQ 34th CS Gp
HQ 14th Trans Bn

GPOP-DT (14 Aug 68) 3d Ind
SUBJECT: Operational Report of HQ, 14th Transportation Battalion
(AM&S) (GS), for Period Ending 31 July 1968, RCS CSFOR-65 (R1)

HQ, US Army, Pacific, APO San Francisco 96558

10 DEC 1968

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

1. This headquarters has evaluated subject report and forwarding indorsements and concurs in the report as indorsed, except as delineated in paragraph 2 below.

2. Reference paragraph 2a, 2d Indorsement:

a. This headquarters agrees with HQ USARV nonconcurrence. The equipment is not required at DSU level. However, the figures (36,000 line items and 30,000 requests per month) quoted in the 2d Indorsement are 100% higher than current experience reflects. The Headquarters and Main Support Company of the 185th Maintenance Battalion located at Long Binh (DPI N699) has been issued two complete sets of NCR 200 equipment. This issue of equipment was made by USARV because this organization was unable to keep up with its work load using a single set of equipment. The total number of line items handled by this organization is approximately 30,000.

b. Based on weekly reports submitted by all units equipped with the NCR 500 system, the 34th General Support Group has established an enviable record in USARPAC with respect to effective utilization of the NCR 500 equipment. In sharp contrast to most other units in the theater, the DSU's of the 34th General Support Group show a generally ascending long-term trend in meeting supply demand, and accommodation, while there is a general long-term declining trend insofar as zero balances are concerned.

FOR THE COMMANDER IN CHIEF:



C. L. SHORTT
CPT, AGC
Asst AG

Cy furn:
CG USARV

LIST OF ORGANIZATIONS

1. Headquarters and Headquarters Company, 14th T. Bn, APO 96240
2. 79th Transportation Company, Direct Support, APO 96238
3. 540th Transportation Company, General Support, APO 96238
4. 604th Transportation Company, Direct Support, APO 96318
5. 608th Transportation Company, Direct Support, APO 96377
6. Avionics Electronics Company, (AVEL) North (Prov), APO 96240
 - a. 2d Sig Det
 - b. 19th Sig Det
 - c. 128th Sig Det
 - d. 203rd Sig Det
 - e. 241st Sig Det
 - f. 250th Sig Det
 - g. 260th Sig Det
 - h. 344th Sig Det

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ITEM 1

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***PAGE # _____

ITEM 2

SUBJECT TITLE _____
FOR OT RD # _____
PAGE # _____

ITEM 3

SUBJECT TITLE _____
FOR OT RD # _____
PAGE # _____

ITEM 4

SUBJECT TITLE _____
FOR OT RD # _____
PAGE # _____

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PAGE # _____

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