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

AVGFV

13 February 1969

SUBJECT: Operational Report of the 765th Transportation Battalion (AM&S)(GS) for period ending 31 January 1969, RCS CSFO-65 (R1)

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

TO: Commanding General
United States Army Vietnam
APO 96375


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

(1) 56th Transportation Company (ADS), located at Long Thanh North.

(2) 303rd Transportation Company (GS), located at Long Thanh North.

(3) 330th Transportation Company (GS), located at Vung Tau.

(4) 388th Transportation Company (ADS), located at Vung Tau.

(5) 611th Transportation Company (ADS), located at Vinh Long.

Note: DS elements from the 611th are located at Soc Trang and Can Tho.

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

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G1283
Inclosure
SUBJECT: Operational Report of the 765th Transportation Battalion (AM-69) (GS) for period ending 31 January 1969, RCS CSFO-65 (RI)

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

(1) Direct Support Units: To provide direct support in the areas of airframe, engines, aircraft systems and aircraft armament systems for over 1,000 aircraft of all types located in extreme southern II Corps, southern half of the III Corps, and the entire IV Corps tactical zones.

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

(3) Aviation Electronic Support Company, (S) (Prov): To provide general support and back-up direct support avionics maintenance for over 1,000 aircraft and direct support maintenance for over 600 aircraft. In addition to support for the above aircraft that are organic to aviation units in the support area, the AESC(S) supports army aircraft located in Thailand (JUSHAG), aircraft operated by Air America in Saigon, and F-86 C-7A aircraft located at Vung Tau.

(4) Additional Battalion missions include the following:

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

b. To serve as primary TARP agency. The battalion control DSU (38th) is located at Vung Tau to receive reparables from units throughout Vietnam, move these reparables directly to the depot level shops of the Corpus Christi Bay (PAW) as well as the battalion GS level shops, receive the serviceable output of these shops and feed the serviceable components back into the supply system.

c. Mission Operations:

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

(2) Unit Movement: None.

(3) Aircraft General and Direct Support Maintenance: During this reporting period, the aircraft GS and DS units of this battalion provided support for over 1,000 aircraft located in the II, III and IV Corps tactical zones. This support included all installed and float armament systems,
repair of battle and crash damage, repair of direct exchange components and repair of TARF items. The following breakdown represents performance data in this mission area:

(a) Aircraft (end item) work orders completed amounted to 439.

(b) Aircraft Components:

<table>
<thead>
<tr>
<th>Received</th>
<th>Repaired</th>
<th>NRTS</th>
<th>NRTS Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>6062</td>
<td>4094</td>
<td>865</td>
<td>14%</td>
</tr>
</tbody>
</table>

(c) T-53 Turbine Engines:

<table>
<thead>
<tr>
<th>Received</th>
<th>Repaired</th>
<th>NRTS</th>
<th>NRTS Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>158</td>
<td>76</td>
<td>95</td>
<td>60%</td>
</tr>
</tbody>
</table>

(d) Aircraft Armament Sub-System Components:

<table>
<thead>
<tr>
<th>Received</th>
<th>Repaired</th>
<th>NRTS</th>
<th>NRTS Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>1394</td>
<td>1278</td>
<td>116</td>
<td>8%</td>
</tr>
</tbody>
</table>

* Note: Subsystem components listed under NRTS column were demilitarized and salvaged locally.

(e) The aircraft GS and DS units expended 341,529 productive man-hours in the mission support reflected above. Of these hours, 162,970 were military and 178,559 were contract civilian.

(4) Avionics General and Direct Support Maintenance: During this reporting period, AESC(S) provided support for over 1400 aircraft of all types. The following data reflect mission workload and performance.

(a) Aircraft Supported:

<table>
<thead>
<tr>
<th>OH6</th>
<th>OH13</th>
<th>OH23</th>
<th>AH1G</th>
<th>UH1</th>
<th>CH47</th>
<th>CH54</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>69</td>
<td>6</td>
<td>3</td>
<td>46</td>
<td>193</td>
<td>19</td>
<td>0</td>
<td>336</td>
</tr>
<tr>
<td>45</td>
<td>4</td>
<td>0</td>
<td>29</td>
<td>327</td>
<td>47</td>
<td>13</td>
<td>465</td>
</tr>
<tr>
<td>58</td>
<td>0</td>
<td>20</td>
<td>56</td>
<td>216</td>
<td>16</td>
<td>0</td>
<td>366</td>
</tr>
<tr>
<td>172</td>
<td>10</td>
<td>23</td>
<td>131</td>
<td>736</td>
<td>82</td>
<td>13</td>
<td>1167</td>
</tr>
</tbody>
</table>
AVG FV

SUBJECT: Operational Report of the 765th Transportation Battalion (Air & Sea) (GS) for period ending 31 January 1969, RCS CSFOR-65 (R1)

<table>
<thead>
<tr>
<th>01</th>
<th>U6</th>
<th>ULA</th>
<th>U8</th>
<th>U21</th>
<th>CV1</th>
<th>CV7</th>
<th>MISC</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st Platoon</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vung Tau</td>
<td>0</td>
<td>4</td>
<td>27</td>
<td>0</td>
<td>0</td>
<td>42</td>
<td>7</td>
<td>0</td>
</tr>
<tr>
<td>2nd Platoon</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Long Thanh North</td>
<td>10</td>
<td>22</td>
<td>13</td>
<td>15</td>
<td>34</td>
<td>6</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>3rd Platoon</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vinh Long</td>
<td>58</td>
<td>22</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>19</td>
<td>0</td>
<td>3</td>
</tr>
<tr>
<td>TOTAL</td>
<td>68</td>
<td>48</td>
<td>40</td>
<td>16</td>
<td>34</td>
<td>67</td>
<td>7</td>
<td>3</td>
</tr>
</tbody>
</table>

TOTAL ALL A/C 1450

(b) Components Processed:

1 Nov - 31 Jan 69

<table>
<thead>
<tr>
<th>Component</th>
<th>Vung Tau</th>
<th>Long Thanh North</th>
<th>Vinh Long</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>WO Received</td>
<td>6448</td>
<td>4846</td>
<td>4364</td>
<td>15,658</td>
</tr>
<tr>
<td>WO Completed</td>
<td>5538</td>
<td>4184</td>
<td>3355</td>
<td>13,077</td>
</tr>
<tr>
<td>WO Evac to SAAD</td>
<td>759</td>
<td></td>
<td></td>
<td>759</td>
</tr>
<tr>
<td>WO Evac to FAMF</td>
<td>1799</td>
<td></td>
<td></td>
<td>1,799</td>
</tr>
</tbody>
</table>

Note: All NRT3 components were evacuated thru the Vung Tau facility.

(c) AESC(S) recorded an expenditure of 37,741 military and 42,246 civilian contract productive man-hours, total 79,987, in mission performance.

(5) Aircraft Processing: During this period, the 386th Transportation Company (ADS) off-loaded three carriers at the Vung Tau Fort, assembling and processing 98 fixed and rotary wing aircraft for issue.

(6) Aircraft Issues: During the reporting period 102 serviceable aircraft were issued:

<table>
<thead>
<tr>
<th>TYPE</th>
<th>NUMBER</th>
<th>TYPE</th>
<th>NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>UH-1D</td>
<td>1</td>
<td>AH-1G</td>
<td>29</td>
</tr>
<tr>
<td>UH-1H</td>
<td>1</td>
<td>CH-6A</td>
<td>1</td>
</tr>
<tr>
<td>OV-1</td>
<td>4</td>
<td>CH-47</td>
<td>1</td>
</tr>
<tr>
<td>U-1A</td>
<td>2</td>
<td>RU-2LD</td>
<td>2</td>
</tr>
<tr>
<td>U-6A</td>
<td>1</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

4


(7) Retrograde aircraft processed: A total of 26 retrograde aircraft were processed and moved to Saigon for shipment.

<table>
<thead>
<tr>
<th>TYPE</th>
<th>NUMBER</th>
<th>TYPE</th>
<th>NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>AH-1G</td>
<td>1</td>
<td>O-1D</td>
<td>1</td>
</tr>
<tr>
<td>UH-1</td>
<td>19</td>
<td>U-1A</td>
<td>2</td>
</tr>
<tr>
<td>OH-6A</td>
<td>2</td>
<td>OV-1</td>
<td>1</td>
</tr>
</tbody>
</table>

(8) Aircraft Recovery Operations: During this period the aircraft direct support companies of this battalion rigged 251 aircraft for aerial lift. Of these aircraft, 120 were field extractions, i.e., aerial recovery from an area temporarily secured by ground troops and/or armed helicopters. The remaining 131 aircraft were rigged for maintenance evacuation, i.e., airlift of the aircraft from one secure area to another. The 330th Transportation Company (GS) successfully airlifted 90 aircraft in support of the US companies. This marks the end of 28 months of continuous aerial lift support, during which the 330th has a record of 1103 evacuations, while experiencing no accidents or major incidents.

(9) Flight Operations: This battalion operates a consolidated flight operations under the supervision and control of S-3. All aviators and aircraft assets of the units stationed at Vung Tau are controlled by the operations section. This results in optimum utilization of aircraft assets. The wide dispersion of battalion units, the large area of maintenance support responsibility, and the tactical situation create a flight operations workload of unusual proportions for a battalion of this type. During this period, the battalion experienced no airlift accidents or incidents with the exception of one engine failure; This engine failure resulted in a successful autorotation with no damage to the aircraft.

Summary of Flight Operations (1 Nov 68 - 31 Jan 69)

<table>
<thead>
<tr>
<th>PAX Carried</th>
<th>S/Tons Airlifted</th>
<th>Hours Flown</th>
<th>Est Pax NM</th>
</tr>
</thead>
<tbody>
<tr>
<td>5,104</td>
<td>506</td>
<td>3,066</td>
<td>255,200</td>
</tr>
</tbody>
</table>

(10) Technical Supply Operations: The following statistics represent the combined supply activities during this reporting period:

<table>
<thead>
<tr>
<th>ASL Lines</th>
<th>NOV</th>
<th>DEC</th>
<th>JAN</th>
</tr>
</thead>
<tbody>
<tr>
<td>43,869</td>
<td>44,190</td>
<td>44,547</td>
<td></td>
</tr>
<tr>
<td>Lines at zero balance</td>
<td>12,766</td>
<td>12,153</td>
<td>11,894</td>
</tr>
<tr>
<td>Requests Received</td>
<td>18,950</td>
<td>31,045</td>
<td>28,394</td>
</tr>
<tr>
<td>Demand Accomodation</td>
<td>86%</td>
<td>70%</td>
<td>79%</td>
</tr>
<tr>
<td>Demand Satisfaction</td>
<td>56%</td>
<td>67%</td>
<td>62%</td>
</tr>
</tbody>
</table>
SUBJECT: Operational Report of the 765th Transportation Battalion (AWtS) (GS) for period ending 31 January 1969

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

<table>
<thead>
<tr>
<th></th>
<th>NOV</th>
<th>DEC</th>
<th>JAN</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Tons Received</td>
<td>164</td>
<td>186</td>
<td>329</td>
</tr>
<tr>
<td>Shipped to CONUS FTS*</td>
<td>225</td>
<td>162</td>
<td>190</td>
</tr>
<tr>
<td>Shipped to FAMF**</td>
<td>15</td>
<td>12</td>
<td>22</td>
</tr>
<tr>
<td>Shipped to 330th (GS)</td>
<td>24</td>
<td>45</td>
<td>58</td>
</tr>
</tbody>
</table>

* Not reparable this station  
** Floating aircraft maintenance facility

(12) Training:

(a) Army Aircraft Refresher Training School (AARTS): The AART School, operated by this battalion, provides refresher and new equipment training for personnel throughout RVN. The school, sponsored by the 34th General Support Group, is staffed by 2 officers, 8 enlisted and 21 civilian personnel. During this reporting period, 1233 students were graduated from the following courses:

<table>
<thead>
<tr>
<th>SUBJECT</th>
<th>TOTAL GRADUATES</th>
</tr>
</thead>
<tbody>
<tr>
<td>CH-3A Pilot</td>
<td>78</td>
</tr>
<tr>
<td>CH-47 Airframe</td>
<td>63</td>
</tr>
<tr>
<td>CH-54 Airframe</td>
<td>116</td>
</tr>
<tr>
<td>UH-1B, C Airframe</td>
<td>39</td>
</tr>
<tr>
<td>UH-1D, H Airframe</td>
<td>121</td>
</tr>
<tr>
<td>CH-47 Airframe</td>
<td>75</td>
</tr>
<tr>
<td>T53-L11</td>
<td>84</td>
</tr>
<tr>
<td>T53-L13</td>
<td>122</td>
</tr>
<tr>
<td>T55</td>
<td>67</td>
</tr>
<tr>
<td>T63</td>
<td>92</td>
</tr>
<tr>
<td>Tech Supply</td>
<td>100</td>
</tr>
<tr>
<td>Armament</td>
<td>122</td>
</tr>
<tr>
<td>SCAS</td>
<td>55</td>
</tr>
</tbody>
</table>

(b) During the past quarter, the Avionics Electronics Support Company, South has conducted an on the job training program in the AN/ARC-54 and AN/ARC-51 aircraft radios and other specially requested items of Avionics equipment. Three Air Force and four Navy personnel have been trained in the Avionics Communications Shop. Training was also given to one member of the Avionics Electronics Support Company, Far North in the use of the MC-2 Compass Calibrator. The Ground Control Approach (GCA) Section of the unit conducted classes on AN/TPN-18 and AN/TPX-44 which are part of the AN/TSQ-71/72 Ground Radar Shelters. Twenty-one personnel from units throughout Vietnam have completed the 22 day course.

2. Section 2, Lessons Learned: Commanders Observations, Evaluations and Recommendations.
SUBJECT: Operational Report of the 765th Transportation Battalion (AM&ES) 
(US) for period ending 31 January 1969, HCS CSPQ-65 (11)

a. Personnel:

(1) Lack of Mission Essential Personnel

(a) OBSERVATION: The Avionics Electronic Support Company (South) 
(Flov) continues to be hampered by the lack of a TOE authorizing personnel 
to operate the administrative, supply, and other internal functions as well 
as technical personnel required for mission performance.

(b) EVALUATION: The Company is presently operating with personnel 
drawn from six 3L teams plus attached personnel from the DS/GS aircraft 
maintenance units of this battalion. A planning copy of MTOE 29-134F has 
been received by the unit, but has not been implemented.

(c) RECOMMENDATION: That the MTOE be implemented at the earliest 
practical date.

(2) Replacement of DAC Instructor Personnel at the Army Aviation 
Refresher Training School (AARTS).

(a) OBSERVATION: In many instances, replacement instructors do not 
arrive prior to rotation of the incumbent.

(b) EVALUATION: The lack of transition hinders proper continuity 
and quality of instruction. Late arrival of replacements results in using 
instructors during the interim who may not be qualified in the affected 
course.

(c) RECOMMENDATION: That the Technical Assistance Division of AVSCOM 
program the arrival of replacement instructors two weeks prior to depar-
ture of the rotating personnel.

b. Operations:

(1) OV-1 Aircraft Corrosion

(a) OBSERVATION: Two OV-1 aircraft received after CONUS rebuild 
were found to have extensive corrosion in the aft nacelle area of each 
engine compartment.

(b) EVALUATION: During in-processing inspection of two OV-1 air-
craft off loaded from an aircraft carrier, extensive corrosion was found 
in the aft nacelle area of the engine compartments. The aircraft arrived 
in Vietnam from CONUS with the spraylat covering completely applied and 
undisturbed.

(c) RECOMMENDATION: That a more thorough inspection be made in 
CONUS rebuild facilities for corrosion.
(2) OH-6A Skids

(a) OBSERVATION: OH-6A skids wear and become unserviceable rapidly from repeated touchdown autorotations.

(b) EVALUATION: It was noted that the skids on the aircraft used by the OH-6A NETT Team were wearing excessively as a result of touchdown autorotation training. It was discovered that the OH-23 skid shoes, which do not wear as rapidly, could be adapted to the OH-6A skid.

(c) RECOMMENDATION: That OH-23 skid shoes be attached to OH-6A training aircraft until a modified skid is designed for the OH-6A.

(3) Test Stand for the T-63 Turbine Engine.

(a) OBSERVATION: The engine test stand presently available, the incoming LTCT 744, is not equipped to test run the T-63 engine in accordance with TM5-1520-214-35.

(b) EVALUATION: To satisfy the requirement for testing T-63 engines repaired in the GS shops, an abbreviated run sheet was compiled which is compatible to the incoming test stand. This run sheet meets all requirements for performing acceptance and serviceability runs on the T-63 engine and has been approved by an Allison Technical Representative and DOM, 34th Gen Sp Op.

(c) RECOMMENDATION: That units having a need for this test run sheet contact this headquarters for copies.

(4) Aircraft Recovery Operations:

(a) OBSERVATION: Integrated training and close coordination is required between the rigging and recovery crews to insure efficient operations.

(b) EVALUATION: Recovery of downed aircraft in a hostile environment requires efficient teamwork by the heavy lift aircraft and rigging crews. Such teamwork is most easily developed when the heavy lift aircraft is assigned to the unit performing the rigging operation. Experience has established that the rigging crews were frequently exposed for lengthy periods in the pick-up zone because of difficulty in coordination when the lift aircraft was obtained from units outside the battalion.

(c) RECOMMENDATION: That DOE provide lift helicopter support within the Transportation Battalion (APS) to insure an integrated recovery and rigging operation.
(5) Engine Vibration Check (AH-1G)

(a) OBSERVATION: The cable from the engine to the vibration meter is normally routed externally.

(b) EVALUATION: External routing of the cable constitutes a potential safety hazard if the cable became disconnected during runup or flight. By disconnecting the gunners air duct at the firewall forward of the transmission, the cable may be routed through the firewall to the vibration meter in the gunners seat.

(c) RECOMMENDATION: That maintenance units adopt the above method of connecting the vibration meter.

(6) Scored tail rotor blade retaining bolts on new AH-1G aircraft.

(a) OBSERVATION: Tail rotor blades are being removed prior to surface shipment.

(b) EVALUATION: The blade retaining bolts are usually scored during removal and these bolts are reinstalled in the hub and shipped with the aircraft. The DS unit must then submit EDP supply action for replacement bolts when aircraft arrives in country.

(c) RECOMMENDATION: That the tail rotor blades be secured and left on the aircraft during shipment when hercalite covers are not being utilized. When blades are removed, ship new bolts with the aircraft.

(7) Development of a standard aircraft rigging kit.

(a) OBSERVATION: Rigging equipment needed to rig the various types of aircraft is not available in kit form.

(b) EVALUATION: The equipment for rigging varies in accordance with type aircraft and extent of damage sustained. At DS level, equipment has been locally fabricated based on experience and projected usage. This practice can result in the use of inadequate and unsafe equipment.

(c) RECOMMENDATION: That a rigging kit be developed from standardised federal stock numbered components and issued on the basis of two per DS Company and one per DS Detachment.

(8) AS-2285 FM Blade Antenna

(a) OBSERVATION: The AS-2285 FM Blade Antenna has been recently introduced into RVN as standard equipment for the AH-1G aircraft. This antenna is a replacement for the AS-1703 whip antenna currently used on all other aircraft. It was installed by Bell Helicopter on all production AH-1G's.
(b) EVALUATION: The antennas now in RVN are starting to fail, and serious difficulties have been encountered in their repair. No maintenance support plan has been received, no technical manual has been published, and repair parts are cataloged by Collins Radio part numbers rather than FSN.

(c) RECOMMENDATION: It is recommended that technical manuals and publications be issued through USAECOM and that federal stock and part numbers be made available to interested units.

(9) Avionics Systems Wiring Diagrams.

(a) OBSERVATION: The 55 series technical manuals pertaining to Army aircraft do not contain current avionics wiring diagrams. This makes trouble shooting avionics systems extremely difficult.

(b) EVALUATION: No two models of any type aircraft have standard wiring. Within models there may not be standard wiring due to differences of equipment or changes in design. USAECOM provides input concerning communication electronics equipment configurations to USAAVCOK for update of 55 series manuals. In most cases, these wiring diagrams are not published simultaneously with the change being made on production aircraft. This results in aircraft arriving in the field prior to the manuals necessary to properly maintain them.

(c) RECOMMENDATION: That publication of updated wiring diagrams and other essential avionics information be programmed to coincide with or precede the change being made on production aircraft.

(10) Parts Manuals for Newly Introduced Equipment.

(a) OBSERVATION: Users at DSSA level are unable to properly edit requisitions due to a lack of manuals on newly introduced equipment.

(b) EVALUATION: New equipment, especially Avionics and radar sensing type equipment continues to be issued to units before adequate manuals are provided. This causes the DSSA to be unable to edit requisitions or validly approve ASI/PLL. Pinpoint distribution fails to satisfy the DSSA needs in this area.

(c) RECOMMENDATION: That distribution of manuals be made prior to or concurrent with the introduction of new equipment.

c. Training: None
d. Intelligence: None
e. Logistics
SUBJECT: Operational Report of the 765th Transportation Battalion (AM&S) (GS) for the period ending 31 January 1969, TCS GSFOR-65 (RI)

Improper Packaging and Handling of Supplies.

(a) OBSERVATION: The improper packaging and handling of supplies is resulting in loss of thousands of dollars in critical repair parts.

(b) EVALUATION: Inadequate packaging, crating, preservation, and handling of aircraft repair parts results in extensive monetary losses and complicates attempts to maintain responsive stockage levels. Examples are:

- No FSN identification on containers.
- Necessary forms and records are not attached to containers of service-life limited items.
- FSN and P/N not being changed after completion of MWO's.
- Placing of heavy items on top of fragile items.
- Damage to containers and parts by MHE.
- Construction of wooden boxes or containers in such a manner as to create a natural water trap.

(c) RECOMMENDATION: That the importance of proper preservation, packaging, and handling of repair parts be emphasized at all levels of supply.

f. Organization

Considerations for Unit Employment.

(a) OBSERVATION: TOE/MTOE stated maintenance man-hour capabilities are overstated. As an example, TOE 55-457E indicates a capability of 21,600 man-hours per month direct support maintenance. This figure should be restated as "duty hours" or some other term indicating that the man is available to do aircraft maintenance in his basic MOS or other necessary duties such as guard, tactical alert training, actual alerts, self-help construction to include construction and maintenance of security fortifications, billets, etc.

(b) EVALUATION: The productive man-hours of 21,600 per month for direct support maintenance as stated by TCE/MTOE 55-457E is not attainable without civilian contract augmentation. Combat conditions impose additional functions and tasks not normally accomplished by peace-time CONUS units. A mission-oriented productive man-hour capability planning factor is needed.
AVGFTV
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(c) RECOMMENDATION: Pending publication of official planning figures, the mission capability of aviation maintenance companies should be reduced for planning purposes.

g. Other: None

3. Recommendation: The above Lessons Learned be given wide dissemination.

[Signature]

GENE PHILLIPS
LTC, TC
Commanding
AVGF-B (13 Feb 69) 1st Ind

SUBJECT: Operational Report of the 765th Transportation Battalion (AM&S) (GS) for the period ending 31 January 1969, RCS CSPDR-65 (RI)

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

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

1. Reference Para 2, a (1). Concur. Proposed MTO &E 29-134F is presently under study at USARV.

2. Reference Para 2, a (2). Concur.

3. Reference Para 2, b (1). Concur.

4. Reference Para 2, b (2). A skid shoe is definitely required for the OH-6A skids. At least two different designs are being evaluated. Suggest the better of these 2 designed by the FAMF be adapted for local use pending MID for general use.

5. Reference Para 2, b (3). Concur.


7. Reference Para 2, b (5). Concur. This method will be promulgated in the 34th Gen Spt Op Newsletter.

8. Reference Para 2, b (6). Concur. Technical inspection of bolts at FOD and replacement of scored bolts is recommended.


10. Reference Para 2, b (8). An inquiry to AWSCOM regarding manuals for the AS-2256 Elide Antenna has been initiated by Mr. Ellis of this office. Most of the Collins part numbers can be converted to FSN thru the MCRL. No specific maintenance support plan on the FM Elide Antenna has been developed. AVM South has the only Test Set for this item in-country. However, 36 more are on requisition at AMMC. They will be distributed to all AVG M's and Ghoza Units.

11. Reference Para 2, b (9). Concur.

12. Reference Para 2, b (10). Concur.

13. Reference Para 2 e. Concur. Emphasis on this matter will be included in the 34th Gen Spt Op Newsletter.
SUBJECT: Operational Report of the 765th Transportation Battalion (A\*\&A) (G3) for the Period Ending 31 January 1969, RCS GSFOR-65 (RI)

14. Reference Para 2 f. Concur. Recommend a study be conducted to determine the average available man hours.

FOR THE COMMANDER:

[Signature]

John W. Jackson
CPT, AGC
Adjutant
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 1969 from Headquarters, 765th Transportation (AM6S) (GS).

2. Comments follow:

   a. Reference item concerning OH-1 Aircraft Corrosion, page 7, paragraph 2b(1); concur. US Army Aviation Support Command has been advised of this incident, and has taken action to correct the situation.

   b. Reference item concerning OH-6A Skids, page 8, paragraph 2b(2) and 1st Indorsement, paragraph 4; concur. OH-6A skid shoe requirement has been initially identified with training aircraft. US Army Aviation Support Command representative has been queried as to planning or proposals in existence for production of an OH-6A skid shoe. An authorization for the local production of ten sets of skid shoes for the OH-6A New Equipment Training Team (NETT) was issued on 10 December 1968.

   c. Reference item concerning Aircraft Recovery Operations, page 8, paragraph 2b(4); concur. DA has recognised a requirement for a recovery capability in the 34th Maintenance Group. Consequently, the 5th Closed Loop Support Conference (CLSC) authorised four CH-47 helicopters be assigned the 34th Group. These aircraft are presently in the General Support companies to provide area coverage for recovery. However, a decision is required on which organisation should have recovery capability. MTOE action will be considered, as soon as spaces can be financed.

   d. Reference item concerning Scored tail rotor blade retaining bolts, on new AH-1H aircraft, page 9, paragraph 2b(6), and 1st Indorsement, paragraph 8; concur. Similar condition concerning tail rotor blade retaining bolts for UH-1 type aircraft was rectified. US Army Aviation Support Command representatives have been advised of this comment reference AH-1G aircraft.

   e. Reference item concerning development of a standard aircraft rigging kit, page 9, paragraph 2b(7) and 1st Indorsement, paragraph 9; concur. This recommendation was included in a trip report to C1, US Army Aviation Command by the Deputy Commander of Logistical Support USAAVSOM on 6 February 1969.
f. Reference item concerning AS-2285 FM Blade Antenna, page 9, paragraph 2b(8); concur. Action has been taken to have US Army Electronics Command (USAECOM) National Inventory Control Point provide federal stock numbers, cross referenced to manufacturers' numbers, for all components and repair parts for these antennas (by model). Further, action has been taken to request technical manuals and maintenance support plan data from USAECOM National Maintenance Point.

g. Reference item concerning Avionics Systems Wiring Diagrams, page 10, paragraph 2b(9); nonconcur. Publication of the TM-55 series manual is the responsibility of USAAVSCOM. USAAVSCOM provides input of the electrical communication wiring diagram used at the organisational level. The currency of ECOM's input is controlled by the time frame dictated by AVSCOM for periodic changes. The appropriate technical data for use at DS and GS levels is the TM-11 series for the applicable aircraft.

h. Reference item concerning Parts Manuals for Newly Introduced Equipment, page 10, paragraph 2b(10); nonconcur. Present policy of life cycle management wherein the support requirements are processed after the R&D cycles and production contracts are obligated and completed precludes the possibility of technical data reaching the field prior to or even concurrent with the new equipment.

i. Reference item concerning Organization: Consideration for Unit Deployment, page 11, paragraph 2b(11) and 1st Indorsement, paragraph 14; nonconcur in reduction of mission capabilities prior to publication of official planning figures. Recommend that a study of average available maintenance manhours be conducted by DA - ACSFOR.

FOR THE COMMANDER:

[Signature]

W. C. ARMIZ
CPT, AGC
Assistant Adjutant General

Cy furn:
765th Trans Bn
34th GSG
GPOP-DT (13 Feb 69) 3d Ind

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

HQ, US Army, Pacific, APO San Francisco 96558 18 APR 1969

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 indicated below.

2. Reference 2d Indorsement, paragraph 2g. Unless there is an overriding reason, US Army Electronics Command and US Army Aviation Systems Command should study the proposal of including the direct support and general support avionics wiring diagram in the TH-55 series. The inclusion of the avionics wiring diagram in the TM-55 series manual would greatly assist units in providing a sole source reference for the mechanic and reduce the number of manuals required in the technical library of the units.

3. Reference 2d Indorsement, paragraph 2h. The assignment of temporary federal stock numbers is possible and should be provided until a final published manual is available. There is a history of low operational readiness rates of new equipment in Republic of Vietnam, especially in the field of avionics which can be directly attributed to inability to provide the repair parts to properly maintain the new equipment. It appears the present policy of life cycle management does not support the requirements of the user, therefore, recommend US Army Electronics Command and US Army Materiel Command perform a study to determine if temporary federal stock numbers can be provided with issue of new equipment to units and any changes to the federal stock numbers be forwarded following research and development cycles.

FOR THE COMMANDER IN CHIEF:

[Signature]

C. L. Shortt
CPT, AGC
Asst C"
EXPERIENCES OF UNIT ENGAGED IN COUNTERINSURGENCY OPERATIONS, 1 NOV 68 TO 31 JAN 69.

CO, 765th Transportation Battalion (AM&I) (GS)