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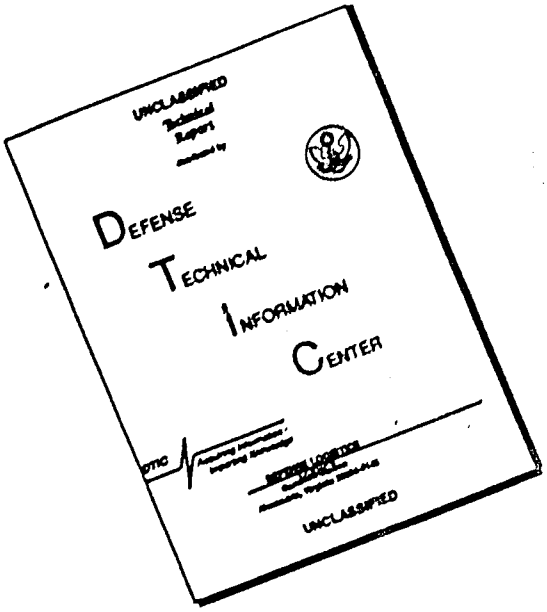

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DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310

IN REPLY REFER TO

AGAM-P (M) (29 Apr 69) FOR OT UT 691283 2 May 1969

SUBJECT: Operational Report - Lessons Learned, Headquarters, 765th Transportation Battalion (AM&S) (GS), Period Ending 31 January 1969

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 UT, 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, 765TH TRANSPORTATION BATTALION (AM&S)(GS)
"MUI 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 CSFOR-65 (RI)

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

TO: Commanding General
United States Army Vietnam
APO 96375

1. Section 1, Operations: Significant Activities.

a. Organization and Location: Headquarters and Headquarters Company, 765th Transportation Battalion (AM&S)(GS) is organized under MTOE 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.

FOR OTUT
691283
Inclosure

(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 (JUSMAG), aircraft operated by Air America in Saigon, and PA&E 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 (388th) 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 (FAMF) 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 TARP items. The following breakdown represents performance data in this mission area:

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

(b) Aircraft Components:

Received	Repaired	NRTS	NRTS Rate
6062	4094	865	14%

(c) T-53 Turbine Engines:

Received	Repaired	NRTS	NRTS Rate
158	76	95	60%

(d) Aircraft Armament Sub-System Components:

Received	Repaired	NRTS*	NRTS Rate
1394	1278	116	8%

* 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:

	OH6	OH13	OH23	AH1G	UH1	CH47	CH54	TOTAL
1st Platoon Vung Tau	69	6	3	46	193	19	0	336
2nd Platoon Long Thanh North	45	4	0	29	327	47	13	465
3rd Platoon Vinh Long	58	0	20	56	216	16	0	366
TOTAL	172	10	23	131	736	82	13	1167

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	O1	U6	U1A	U8	U21	OV1	CV7	MISC	TOTAL
1st Platoon Vung Tau	0	4	27	0	0	42	7	0	80
2nd Platoon Long Thanh North	10	22	13	15	34	6	0	0	100
3rd Platoon Vinh Long	58	22	0	1	0	19	0	3	103
TOTAL	68	48	40	16	34	67	7	3	283
TOTAL ALL A/C									1450

(b) Components Processed:

1 Nov - 31 Jan 69

	Vung Tau	Long Thanh North	Vinh Long	TOTAL
WO Received	6448	4846	4364	15,658
WO Completed	5538	4184	3355	13,077
WO Evac to SAAD	759			759
WO Evac to FAMF	1799			1,799

Note: All NRTS 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 388th Transportation Company (ADS) off-loaded three carriers at the Vung Tau Port, assemblying and processing 98 fixed and rotary wing aircraft for issue.

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

TYPE	NUMBER	TYPE	NUMBER
UH-1D	1	AH-1G	89
UH-1H	1	OH-6A	1
OV-1	4	CH-47	1
U-1A	2	RU-21D	2
U-6A	1		

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

TYPE	NUMBER	TYPE	NUMBER
AH-1G	1	O-1D	1
UH-1	19	U-1A	2
OH-6A	2	OV-1	1

(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 DS 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)

PAX Carried	S/Tons Airlifted	Hours Flown	Est Pax NM
5,104	506	3,066	255,200

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

	NOV	DEC	JAN
ASL Lines	43,869	44,190	44,547
Lines at zero balance	12,766	12,153	11,894
Requests Received	18,950	31,045	24,394
Demand Accomodation	86%	70%	79%
Demand Satisfaction	56%	67%	62%

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

(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:

	NOV	DEC	JAN
Total tons received	164	186	329
Shipped to CONUS NRTS*	225	162	190
Shipped to FAMF**	15	12	22
Shipped to 330th (GS)	24	45	58

* 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:

SUBJECT	TOTAL GRADUATES
OH-6A Pilot	78
AH-1G Airframe	62
OH-6A Airframe	216
UH-1B, C Airframe	39
UH-1D, H Airframe	121
CH-47 Airframe	75
T53-L11	84
T53-L13	122
T55	67
T63	92
Tech Supply	100
Armament	122
SCAS	55

(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 Electronic 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.

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

a. Personnel:

(1) Lack of Mission Essential Personnel

(a) OBSERVATION: The Avionics Electronic Support Company (South) (Prov) 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 RL 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 departure 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 aircraft 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 Lycoming LTCT 744, is not equipped to test run the T-63 engine in accordance with TM55-1520-214-35.

(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 Lycoming 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 Spt Gp.

(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 team work 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 lengthly 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 TOE provide lift helicopter support within the Transportation Battalion (AM&S) 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 standardized 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 USAAVCOM 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 programed to coincide with or precede the change being made on production aircraft.

(10) Parts Manuals for Newly Introduced Equipment.

(a) OBSERVATION: Editors 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 ASL/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

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 TOE/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.

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

(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.

Wm Gene Phillips
WM GENE PHILLIPS
LTC, TC
Commanding

~~1 Incl~~
~~Organizational Chart~~
Incl wd Hq DA

AVGF-B (13 Feb 69) 1st Ind
SUBJECT: Operational Report of the 765th Transportation Battalion (AM&S) (GS) for the period ending 31 Janaury 1969, RCS CSFOR-65 (RI)

DA, HQS, 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 MWO for general use.

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

6. Reference Para 2, b (4). Concur.

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

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

9. Reference Para 2, b (7). Concur. Recommend AVSCOM action.

10. Reference Para 2, b (8). An inquiry to ECOM regarding manuals for the AS-2265 Blade 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 Blade Antenna has been developed. AVEL 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 AVEL Co's and Cobra 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 Gp Newsletter.

AVGF-B
SUBJECT: Operational Report of the 765th Transportation Battalion (AMES) (GS) for the Period Ending 31 January 1969, RCS CSFOR-65 (RI)

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

FOR THE COMMANDER:

JOHN W. JACKSON
CPT, AGC
Adjutant

AVHGC-DST (13 Feb 69) 2d Ind
SUBJECT: Operational Report of the 765th Transportation Battalion (AM&S) (GS) for period ending 31 January 1969, RCS CSFOR-65 (R1)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375 3 APR 1969

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 (AM&S) (GS).

2. Comments follow:

a. Reference item concerning OV-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 recognized a requirement for a recovery capability in the 34th Maintenance Group. Consequently, the 5th Closed Loop Support Conference (CLSC) authorized 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 organization 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-1G 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 CG, US Army Aviation Command by the Deputy Commander of Logistical Support USAAVSCOM on 6 February 1969.

AVHGC-DST (13 Feb 69) 2d Ind 3 APR 1969

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

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. USAECOM provides input of the electrical communication wiring diagram used at the organizational 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 Employment, 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:

W. C. ARNTZ
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 TM-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:

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