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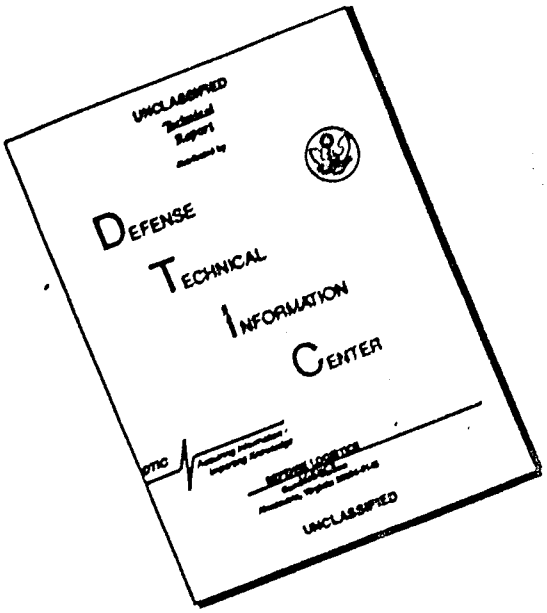

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DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310

IN REPLY REFER TO

AGDA (M) (12 Mar 70) FOR OT UT 694226 19 March 1970

SUBJECT. Operational Report - Lessons Learned, Headquarters, 765th Transportation Battalion, Period Ending 31 October 1969

SEE DISTRIBUTION

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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

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

AVGFV

10 November 1969

SUBJECT: Operational Report-Lessons Learned, 765th Transportation Battalion (AM&S) (GS), Period Ending 31 Oct 69, RCS CSFOR-65 (R2)

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

1. Operations: Significant Activities

a. Organization and Location: Headquarters and Headquarters Company, 765th Transportation Battalion (AM&S) (GS) is organized under MTOE 55-66F, USARPAC 2/67, dated 29 Dec 67, as directed by USARPAC GO 131 dated 23 Feb 68. 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, with a DS element located at Can Tho.

(6) Aviation Electronic Support Company, (South) (Provisional). The Headquarters and 1st Platoon are collocated with the GS and DS units at Vung Tau, the 2nd Platoon is collocated with the 56th (DS) and 303rd (GS) at Long Thanh North and the 3rd Platoon is collocated with the 611th (DS) at Vinh Long.

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

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provisional aviation electronic support company. The principal missions of the subordinate units are as follows:

(1) Direct Support Units: To provide direct support and backup direct support in the areas of airframe, engines, aircraft systems and aircraft armament systems for 1,005 aircraft of all types located in the 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 backup 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 backup direct support avionics maintenance for more than 1,400 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.

(4) Additional Battalion missions include:

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

(b) Operation of a primary Theater Aircraft Reparable Program (TARP) agency. The battalion control DSU (388th) is located at Vung Tau. It receives reparables from units throughout Vietnam, moves these reparables directly to the depot level shops of the USNS Corpus Christi Bay (FAMF) as well as the battalion GS level shops, receives the serviceable output of these shops and returns the serviceable components to the supply system.

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

(1) On 16 Sep 69 MAJ John H. Stanford assumed command of the 56th Trans Co (ADS) from MAJ James B. Thompson.

(2) On 29 Sep 69 MAJ Roy B. Dickinson assumed command of the 330th Trans Co (GS) from MAJ Robert W. Tallgren.

(3) On 13 Oct 69 MAJ Dalton J. Romero assumed command of the 303rd Trans Co (GS) from MAJ Davies R. Powers.

(4) On 15 Oct 69 MAJ Charles M. Graham assumed command of the 388th Trans Co (ADS) from MAJ Robert A. Mangum.

d. Mission Operations:

(1) All units of the battalion participated in Combat Support

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AVGFV 10 November 1969

SUBJECT: Operational Report-Lessons Learned, 765th Transportation Battalion (AM&S) (GS), Period Ending 31 Oct 69, RCS CSFOR-65 (R2)

Operations and conducted 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 1,005 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 Maintenance. A summary of aircraft maintenance activity by level of maintenance is shown below:

DIRECT SUPPORT MAINTENANCE

	AUG	SEP	OCT	TOTAL	MONTHLY AVERAGE	NET CHANGE THIS QTR
Aircraft Received	198	226	179	603	201	-1
Aircraft In-Progress	63	197	46	306	102	+40
Aircraft Completed	191	182	185	558	186	-10

PERFORMANCE

TIME TO REPAIR	AUG	SEP	OCT	TOTAL	PERCENT	NET CHANGE THIS QTR
0-10 Days	145	132	149	426	76.4	-6.6%
11-20 Days	17	22	22	61	10.9	+1.9%
21-30 Days	10	7	11	28	5.0	0.0%
31+ Days	19	21	3	43	7.7	+4.7%

GENERAL SUPPORT MAINTENANCE

	AUG	SEP	OCT	TOTAL	MONTHLY AVERAGE	NET CHANGE THIS QTR
Aircraft Received	44	62	34	140	47	-11
Aircraft In-Progress	31	128	30	189	63	+31
Aircraft Completed	42	57	33	132	44	+15

PERFORMANCE

TIME TO REPAIR	AUG	SEP	OCT	TOTAL	PERCENT	NET CHANGE THIS QTR
0-20 Days	33	46	22	101	76.5	-.5%
21-40 Days	4	6	7	17	12.9	-.1%
41-60 Days	1	2	2	5	3.8	-2.2%
60+ Days	4	3	2	9	6.8	+2.8%

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(b) Aircraft Components:

RECEIVED	REPAIRED	NRTS	NRTS RATE
1,268	1,221	185	14.6%

(c) Aircraft Turbine Engines:

RECEIVED	REPAIRED	NRTS	NRTS RATE
150	73	64	42.6%

(d) Aircraft Armament Sub-Systems Components:

RECEIVED	REPAIRED	NRTS	NRTS RATE
1,562	1,465	146	9.4%

Note: NRTS is an abbreviation for Not Reparable This Station

(4) Avionics Components Processed:

	Vung Tau	Long Thanh N.	Vinh Long	TOTAL
NO Received	13,197	7,861	6,042	27,100
NO Completed	12,182	6,952	3,751	22,885
NO Evac to SAAD & FAMF	1,046	--	--	1,046

(5) Aircraft Processing: This battalion has the mission of off-loading and processing aircraft delivered to Vung Tau by surface vessel. The off-loading operations for this reporting period involved three vessels from which 65 aircraft were discharged and prepared for issue. Arriving aircraft consisted of 51 AH-1G, 2 CH-47, 3 U-21 and 9 OV-1.

(6) Aircraft Issues:

TYPE	NUMBER
CH-47	2
AH-1G	51
OV-1	9
U-21	3

(7) Aircraft Processed for Retrograde:

TYPE	NUMBER	TYPE	NUMBER
OH-6A	8	UH-1H	6
UH-1B	3	AH-1G	6
UH-1C	2	CH-47A	1
UH-1D	1	OV-1	2

(8) Aircraft Recovery Operations: During this period the aircraft direct support companies of this battalion rigged 236 aircraft for aerial lift. Of these 236 aircraft, 98 were field

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extractions (the rigging operation taking place in an area temporarily secured by ground troops and/or armed helicopters), and 138 aircraft were rigged for maintenance evacuation, (airlift of the aircraft from one secure area to another). The 330th Trans Co (GS) successfully airlifted 39 aircraft in support of the DS companies. This marks the end of 40 continuous months of aerial lift support during which the 330th has a record of 1,251 recoveries, while experiencing no accidents or major incidents.

(9) Flight Operations: This battalion operates a consolidated flight operations section (under the supervision and control of S-3) from which all aviators and aircraft assets of the units stationed at Vung Tau are controlled. This results in optimum utilization of aircraft assets. The wide dispersion of battalion units, the large area of maintenance support responsibility and the tactical situation create a flight operations workload of unusual proportions for a battalion of this type. There are no flight operations personnel authorized.

SUMMARY OF FLIGHT OPERATIONS

PAX CARRIED	S/TONS AIRLIFTED	HOURS FLOWN
5,004	324	1,958

(10) Technical Supply Operations: The following statistics represent the operations of the Direct Support Supply Activities of the Direct Support Companies:

	56th	388th	611th
ASL Lines:	15,884	13,418	12,425
Lines at Zero Balance:	3,495	3,193	2,838
Total Requests Received:	31,247	36,608	40,849
Demand Accommodation:	78.0%	78.7%	85.9%
Demand Satisfaction:	70.1%	76.8%	74.1%

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

Total Tons Received:	800.7
Shipped to CONUS NRTS:	272.2
Shipped to FAMF:	47.2
Shipped to 330th (GS):	101.4

(12) Army Aviation Refresher Training School (AARTS): the AART School, operated by this battalion, provides refresher and new equipment training for personnel throughout RVN. This school, sponsored by the 34th General Support Group, is staffed by one

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officer, eight enlisted men and 24 civilian personnel. During this reporting period 1,025 students were graduated from the following courses:

COURSE	GRADUATES	COURSE	GRADUATES
OH-6A Airframe	90	T-53-L11 Engine	30
UH-1D/H Airframe	91	T-53-L13 Engine	95
AH-1G Airframe	107	T-55-L7 Engine	29
CH-47 Airframe	53	T-55-L11 Engine	22
CH-47 Maint Supervisor	53	T-63 Engine	63
Tech Supply	118	Armament	150
Tech Inspection	122		

e. New Activities:

(1) During this reporting period major modifications were accomplished in the maintenance facilities of the 330th Trans Co (GS). Installation of an improved lighting system in the north hanger enables the unit to perform maintenance during the hours of darkness. Installation of additional lighting in the Allied Shops increases available light to an acceptable standard. Installation of air conditioning in the engine shop reduces possible contamination to aircraft turbine engines in the shop, especially during the dry season.

(2) During this reporting period the 611th Trans Co's technical supply open storage area was raised approximately 10 inches using crushed rock, allowing repair parts to be stored above the monsoon water level.

(3) AN/ARC 149 Radio Repeater System. Three U-21's were retrofitted to accept the AN/ARC 149 Radio Repeater System. U-21's equipped with AN/ARC 149's are utilized as airborne radio relay stations. The AN/ARC 149 system significantly increases the range of communication for ground commanders.

(4) The Spectrometric Oil Analysis Laboratory, located with the 56th Trans Co at Long Thanh, received a second Perken-Elmer Model 303 Atomic Absorption Spectrometer on 23 Aug 69. This second spectrometer significantly increases the capability of the laboratory.

(5) The Standardization Maintenance Test Flight Course for UH-1 aircraft pilots initiated during fourth quarter FY69 continues with great success. During this period, 16 pilots successfully completed the course. In September, this battalion assisted the 1st Air Cavalry Division in establishing a UH-1 maintenance test pilot familiarization course to operate within the Division. Programs of

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instruction were prepared and presentation of material was standardized among instructor pilots. In October action was initiated to incorporate Vietnamese Air Force (VNAF) pilots into the test pilot training program. VNAF will be allocated quotas, and their pilots will be trained in the Test Pilot Course operated by this battalion. The maintenance test pilot familiarization course is currently operated utilizing aircraft and personnel borrowed from operational sections. A request for official sanction for this program is being forwarded, asking that instructors, aircraft, and mechanics be assigned to conduct this training program within the AART School.

(6) During this period the 303rd Trans Co (GS) actively entered into the Theater Aircraft Reparables Program (TARP). Under this program designated items are repaired at specific aviation GS companies rather than being retrograded to CONUS. The 303rd Trans Co is programmed to repair servo cylinders for UH-1's (FSN's 1650-014-2038 and 1650-912-4122), starters for U-6's (FSN 2925-735-4480), generators for UH-1's (FSN 6115-901-1818), and UH-1 landing lights (FSN 6220-283-29767).

(7) Project "Nighthawk". "Nighthawk" is a helicopter mounted armament system designed for operation during the hours of darkness. The best qualities of "Firefly", "Flashlight" and "Lightning Bug" night firing gun systems have been integrated into the "Nighthawk" system. The armament shop of the 330th Trans Co designed and manufactured the mount for the system and during the months of September and October produced 23 such mounts.

f. Civic Actions:

(1) In August of this quarter, the battalion undertook support of the Sao Mai Grade School in Vung Tau. Specifically, a large area of the school grounds was leveled to provide space for a playground and nursery; food, wood and soap were donated to the school; a battalion instructor conducts a weekly English class for the benefit of the nuns at the school.

(2) The 56th Trans Co continues to provide frequent vehicular transport in support of the 14th Civil Affairs Platoon in Long Thanh. In addition, the company donated a pallet of cement for construction of a new village office in Long Kanh and contributed to improving the living conditions of local nationals working on post.

(3) In August of this period, the 303rd Trans Co began support of the Long Thanh Orphanage. The company has made large contributions of clothing, baby toys and building materials. In October the unit donated a 2½ ton truck load of excess chairs and tables to the orphanage.

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(4) Support of "Operation Angel" has been a mission of the 611th Trans Co since August of this quarter. The program is a post wide operation in support of Vinh Long province.

2. Lessons Learned: Commander's Observations, Evaluations and Recommendations.

a. Personnel.

(1) Assignment of Inexperienced Aviator Maintenance Officers (MOS 64823).

(a) OBSERVATION: Aviator Maintenance Officers (MOS 64823) with little flying experience and only maintenance school background are being assigned to aviation direct and general support companies upon arrival in-country. The depth of the problems which arise at these levels of maintenance requires more experienced personnel for proper resolution.

(b) EVALUATION: The ability to trouble shoot and provide sound advice and judgement to customers of an aviation maintenance unit requires that the test pilots have some experience in the field of aviation or adequate time to acquire confidence in the aircraft in which the individual is rated. The volume of flying which is required at the direct or general support level is not adequate to train or provide the experience factor which direct support recovery and test pilots should have. Aircraft safety and the demand for a quality product for the direct support customer requires a more proficient aviator.

(c) RECOMMENDATION: That Aviator Maintenance Officers not be assigned to aviation direct and general support companies until they have worked elsewhere in MOS 64823 for a period of six months or unless they have previously served with Army aviation for a year as an aviator; that aviators returning from their initial tours in Vietnam be considered for attendance at the Aircraft Maintenance Officers Course; that Aviator Maintenance Officers receive test pilot training before being assigned to USARV.

(2) Nonavailability of Officers with MOS 4420 (Aviation Supply Officer).

(a) OBSERVATION: Transportation Corps Officers in MOS 4420 are in short supply.

(b) EVALUATION: Of five positions in this battalion requiring personnel in MOS 4420, only two are currently filled with MOS qualified officers. Officers in other MOS's are assigned in these

positions and require extensive on the job training (OJT); OJT involves instruction in Army Field Supply Procedures, Field Storage Procedures and NCR-500 operations. Transportation Corps officers acquire MOS 4420 by attending the Supply Management Officer Course offered at Ft. Lee, Virginia. This same course awards MOS 4201 (Supply Management Officer) to Quartermaster Corps and Ordnance Corps officers upon graduation. These personnel in MOS 4201 are qualified to perform duties in MOS 4420.

(c) RECOMMENDATION: That personnel with MOS 4201 be procured and assigned in MOS 4420 if personnel in MOS 4420 are not available. Branch qualification should not be a prerequisite. It is also recommended that the input of Transportation Corps Officers into the Supply Management Officer Course be increased to meet worldwide requirements.

(3) Assignment of Unqualified Personnel.

(a) OBSERVATION: During this period five 11B's (light weapons infantryman) re-enlisted for career field 67 and extended in-country for units of this battalion.

(b) EVALUATION: Experience shows these individuals have no knowledge of aircraft maintenance. They have not received any aircraft maintenance training prior to arriving at this unit. The mission of an aircraft maintenance company requires school trained or highly experienced personnel.

(c) RECOMMENDATION: That individuals not be assigned directly to aircraft maintenance units until successful completion of an MOS producing school or previous experience at a lower echelon of aircraft maintenance.

(4) OH-13 Mechanics.

(a) OBSERVATION: The lack of mechanics at the basic skill level has caused slower performance in completing required maintenance on the OH-13 aircraft.

(b) EVALUATION: The 56th Trans Co supports seven OH-13's and has no OH-13 mechanics to perform required maintenance support. Since many of the components and their functions are miniatures of those on the UH-1, the UH-1 mechanics can be cross trained to repair the OH-13; however, maintenance performance and response to the customers is low as a result of the shortage and contributes to reduced OH-13 availability.

(c) RECOMMENDATION: That the criterion for OH-13 availability established by AR 710-12 be recomputed because of the shortage of OH-13 mechanics and the low density of OH-13's in the theater which

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has caused the additional problem of logistical support; that the Royal Thai Air Force be issued UH-1 aircraft to replace OH-13's.

b. Intelligence. None.

c. Operations.

(1) Dedicated Logistical Aviation Support for Aviation DSU's.

(a) OBSERVATION: Using normal procedures, it often takes 7-10 days for the 611th Trans Co to receive an aircraft EDP part from AMMC in Saigon.

(b) EVALUATION: Normal procedure for handling customer aircraft TOP requisitions not in stock at this DSU is to fly the requisitions to Saigon by courier. AMMC places the parts in this DSU's pick up point and offers the cargo to TMA for shipment to Vinh Long. The time delay resulting from the TMA processing and awaiting transportation usually amounts to 3-5 days. The total time between customer requisition and customer receipt is often as long as 10-12 days. Since EDP parts are often the only components grounding an aircraft, this delay in receiving the needed part has a direct adverse effect on Army aircraft availability in the IV Corps Tactical Zone. Coordination with 164th CAG, who controls nearly all Army Aviation assets in the IV Corps area, has resulted in their providing the 611th Trans Co's Tech Supply with an on-call CH-47. This Chinook picks up aircraft EDP's and other issues from AMMC and flys them directly to the 611th's Tech Supply. The same CH-47 takes serviceables and unserviceable turn-ins to AMMC on the trip to Saigon. This arrangement has reduced the time delay on EDP's to 4-5 days, and has resulted in a lower NORS rate.

(c) RECOMMENDATION: That dedicated logistical aviation be allocated to AMMC to expedite the issue of aircraft parts.

(2) Establishing Job Standards.

(a) OBSERVATION: No job standards have been established within aircraft repair platoons.

(b) EVALUATION: Accurate job standards are needed on basic jobs performed on aircraft prepared for reissue. They are needed to accurately compute hour estimates on an aircraft, to enable maintenance supervisory personnel to have confidence in their hour estimates on the aircraft and to compare work team effectiveness.

(c) RECOMMENDATION: That all DA Forms 2407 and 2407-1 be reviewed and the hours to complete a basic job tabulated. When sufficient jobs of the same type have been compiled an average may be

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taken, establishing a standard in hours for the basic aircraft repair functions.

(3) Flight Control Hydraulic System, UH-1.

(a) OBSERVATION: Supported units have experienced control feedback and unusual vibrations and noises in UH-1B/C helicopters. After several component changes and man hour expenditures by these units, the problem persisted.

(b) EVALUATION: After the supported units had exhausted all possibilities available to them without correcting the problem, the aircraft were work ordered to the 56th Trans Co. A detailed inspection revealed contamination of the flight control hydraulic system. Filter elements were deteriorated and corrosion was present inside two filter cannisters. Hydraulic fluid samples should be sent to the Army Spectrometric Oil Analysis Laboratory during every periodic inspection for UH-1B/D/H and every intermediate inspection for UH-1C and AH-1G aircraft. Unfavorable sample results will be reported to the sampled unit and will provide adequate warning before problems in the hydraulic system occur. At present only thirty percent of these required samples are being submitted.

(c) RECOMMENDATION: That more stringent demands should be placed upon the operational units to submit the required hydraulic samples.

(4) Detecting Set, Infrared, AN/ASS-14A.

(a) OBSERVATION: A large number of preamplifiers are being evacuated to SAAD for installation of new detecting cells.

(b) EVALUATION: When the detecting cells fail, there are no replacements in-country.

(c) RECOMMENDATION: Replacement cells should be made available.

(5) Avoiding Double Handling of Warehouse Receipts at Direct Support Supply Activities (DSSA's).

(a) OBSERVATION: The 100 series programs for the NCR-500 eliminated the referrel deck in the warehouse. This requires that all receipts first be located and stocked in the warehouse and subsequently pulled from stock for issue.

(b) EVALUATION: The elimination of the referral deck re-establishes control of all issues with the Stock Control Section. However, by requiring all stocks to be located and stocked prior to issue, high priority passing action requests are held up in stock up to 48 hours before being issued. A study of receipts revealed

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that 30% of all receipts are high priority passing action requests which go directly to the customer. In conjunction with 34th General Support Group, a method was devised to avoid double handling of receipts and to issue parts to customers immediately upon receipt. A temporary holding area was set up in the receiving section. All receipts with a supplementary address are placed in this holding area while the due-out file is checked to see if there is a due-out on this item. If a valid due-out exists, the part is immediately issued to the customer and is posted as a "post-post" transaction.

(c) RECOMMENDATION: That DSSA's evaluate their system of processing receipts under the new 100 series programs and conduct a study concerning the feasibility of handling receipts as described above.

d. Organization. None

e. Training. None.

f. Logistics. Difficulty in Shipping Recoverable Aircraft Components.

(1) OBSERVATION: The evacuation of aircraft engines and transmissions to repair or overhaul facilities is often delayed due to a lack of shipping containers.

(2) EVALUATION: Normally, when an aircraft engine or transmission is changed, the unserviceable component is placed in the new component's shipping container and shipped to the repair or overhaul site. A problem arises when an unserviceable component must be shipped and a new or replacement engine is not required, as there is no new shipping container available for evacuating the old component. This situation arises in the case of crash or combat damaged aircraft when the airframe is not reparable, but the engine, transmission and other components are reparable and must be evacuated for overhaul. Although there are extra shipping containers in the system, shipment of engines and transmissions is often delayed because a container is not available. Locally fabricated wooden containers are authorized, but time, personnel or material to construct them are not always available.

(3) RECOMMENDATION: A survey should be made to determine if there are sufficient containers in the system. If there are, a control system should be established to insure that a container can be located when needed. If there are insufficient containers in the system, more should be procured.

ARTHUR J. JUNOT
LTC, IC
Commanding

1 Incl
Organizational Chart

CF:
3-CO, 34th GSG, APO 96309
2-CG, USARPAC (GPOP-DT), APO 96558
3-CG, USAMV (AVHGC-DST), APO 96375

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AVGF-B (10 Nov 69) 1st Ind LTC Shore/rap/MACV 3331
SUBJECT: Operational Report-Lessons Learned, 765th Transportation Battalion (AMAS) (GS), Period 31 Oct 69, RCS CSFOR-65 (R2)

DA, HEADQUARTERS, 34TH GENERAL SUPPORT GROUP (AMAS), APO 96309

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

1. This Headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 October 1969 from Headquarters, 765th Transportation Battalion (AMAS) (GS).

2. Comments follow:

a. Reference Section II, Lessons Learned, page 9, paragraph a(4) concerning OH-13 Mechanics; nonconcur. Criteria should not be changed, however sufficient numbers of OH-13 qualified personnel should be assigned to this company to support these OH-13's. The OH-13's assigned to the RTAF are for use in the role of observation. To replace these aircraft with UH-1's would be gross misuse of the UH-1 aircraft and would impose an additional workload on the maintenance personnel. If consideration is given to replacing the OH-13, recommend replacement with OH-58's.

b. This Headquarters concurs with the remaining observations, evaluations and recommendations and has no additional comments.

FOR THE COMMANDER:

for W. L. Dampier Capt
THOMAS A. GRAY
MAJ, AGC
Adjutant

AVHGO-DST (10 Nov 69) 2d Ind
SUBJECT: Operational Report-Lessons Learned, 765th Transportation Battalion ([illegible])(GS), Period Ending 31 October 1969, RCS CSFOR-65 (R2)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375 30 JAN 1970

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 October 1969 from Headquarters, 765th Transportation Battalion ([illegible])(GS) and comments of indorsing headquarters.

2. Comments follow:

a. Reference item concerning "Assignment of Inexperienced Aviator Maintenance Officers (MOS 64B23)", page 8, paragraph 2a(1); and "Nonavailability of Officers with MOS 4420 (Aviation Supply Officer)", page 8, paragraph 2a(2): USARV AG closely monitors the assignment of all aviators within RVN. Every attempt is made to assign the most qualified individual available against the most critical requirements. In the case of the 765th Trans Bn, the individuals are assigned to the 34th Gen Spt Gp which is responsible for the assignment of personnel to subordinate units. The 34th Gen Spt Gp has a much higher ratio of qualified and experienced maintenance and supply officers, including 2d tour personnel, than any other unit in RVN. Graduates of the Aviation Maintenance Officers Course and the Supply Officer Management Course will be assigned to the 34th Gen Spt Gp whenever possible, consistent with the RVN wide requirement.

b. Reference item concerning "Assignment of Unqualified Personnel", page 9, paragraph 2a(3); nonconcur. USARV is currently at 42% of authorized strength in MOS 67A (Aircraft Maintenance Apprentice). Considering an authorized strength of 3702 versus 1554 assigned, this command can utilize anyone meeting minimum requirements for award of this MOS or on-the-job training which will lead to the award of MOS 67A. USARV Supplement 1 to AR 601-280 covers the USARV In-country Army Career Group Option. The option promised initial assignment to a major subordinate command in RVN for OJT in the chosen AOG provided a position exists and OJT training capabilities exist.

c. Reference item concerning "OH-13 Mechanics", page 9, paragraph 2a(4) and 1st Indorsement, paragraph 2a; nonconcur. The 56th Transportation Company is a DS unit in the 765th Trans Bn. It is organized under MTOE 55-457G. By TOE, the DS units in the 34th Gen Spt Gp are not authorized the basic MOS 67M (OH-13/OH-23 Helicopter Repairman). There are no assigned OH-13's in the USARV structure. However, OH-23's are still in-country in the IFFV, 23d Arty, 108th Arty, and both Engineer Brigades. Currently USARV is authorized 42 personnel in MOS 67M with 202 assigned. These personnel have been dispersed to units with UH-1 for cross training into MOS 67N. Currently, the 34th Gen Spt Gp has 30 67M assigned. Accordingly, sufficient personnel are assigned to the 34th Gen Spt Gp to support any unauthorized need for mechanic personnel on the OH-13 aircraft.

30 JAN 1970

AVHGC-DST (10 Nov 69) 2d Ind
SUBJECT: Operational Report-Lessons Learned, 765th Transportation Battalion (MAS)(GS), Period Ending 31 October 1969, RCS CSFOR-65 (R2)

d. Reference item concerning "Dedicated Logistical Aviation Support to Aviation DSU's", page 10, paragraph 2c(1); concur. The 34th Gen Spt Gp has identified a requirement for two C-7 aircraft to provide dedicated support for aviation maintenance and supply activities throughout RVN. The 34th Gen Spt Gp has been advised to submit a request for this support IAW MACV Dir 95-3, Helicopter, Light Fixed Wing Aircraft and C-7 Aircraft Support, 18 Jul 69.

e. Reference item concerning "Establishing Job Standards", page 10, paragraph 2c(2); concur. The recommendation is already under study as a part of the USAAVSCOM Reliability and Maintainability Mathematically Integrated Totals (RAMMIT) project.

f. Reference item concerning "Flight Control Hydraulic System, UH-1", page 11, paragraph 2c(3); concur. The 34th Gen Spt Gp will publish information emphasizing the oil analysis program.

g. Reference item concerning "Detecting Set, Infrared, AN/ASS-14A", page 11, paragraph 2c(4); nonconcur. The high cost of the detector cells ($6,000 each) and the fact that special skills and test equipment are required to make repairs has dictated that the sole repair facility be established at Sacramento Army Depot.

h. Reference item concerning "Avoiding Double Handling of Warehouse Receipts at Direct Support Supply Activities (DSSA's)", page 11, paragraph 2c(5); concur. The recommended action should result in establishment of effective means for avoiding double handling of supplies. A referral deck can be created by duplicating all IPD 01-08 dues out. This headquarters has taken action to reestablish the referral deck as a normal output of the NCR 500.

i. Reference item concerning "Difficulty in Shipping Recoverable Aircraft", page 12, paragraph 2f; concur. This is a recurring problem that USAAVSCOM was made aware of during their visit to USARV in Nov 69.

FOR THE COMMANDER:

C. E. MICHELS
MAJ, AGC
Assistant Adjutant General

Cy Furn:
765th Trans Bn
34th GS Gp

GPOP-DT (10 Nov 69) 3d Ind
SUBJECT: Operational Report of HQ, 765th Transportation Battalion (AM&S) (GS) for Period Ending 31 October 1969, RCS CSFOR-65 (R2)

HQ, US Army, Pacific, APO San Francisco 96558 5 FEB 70

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

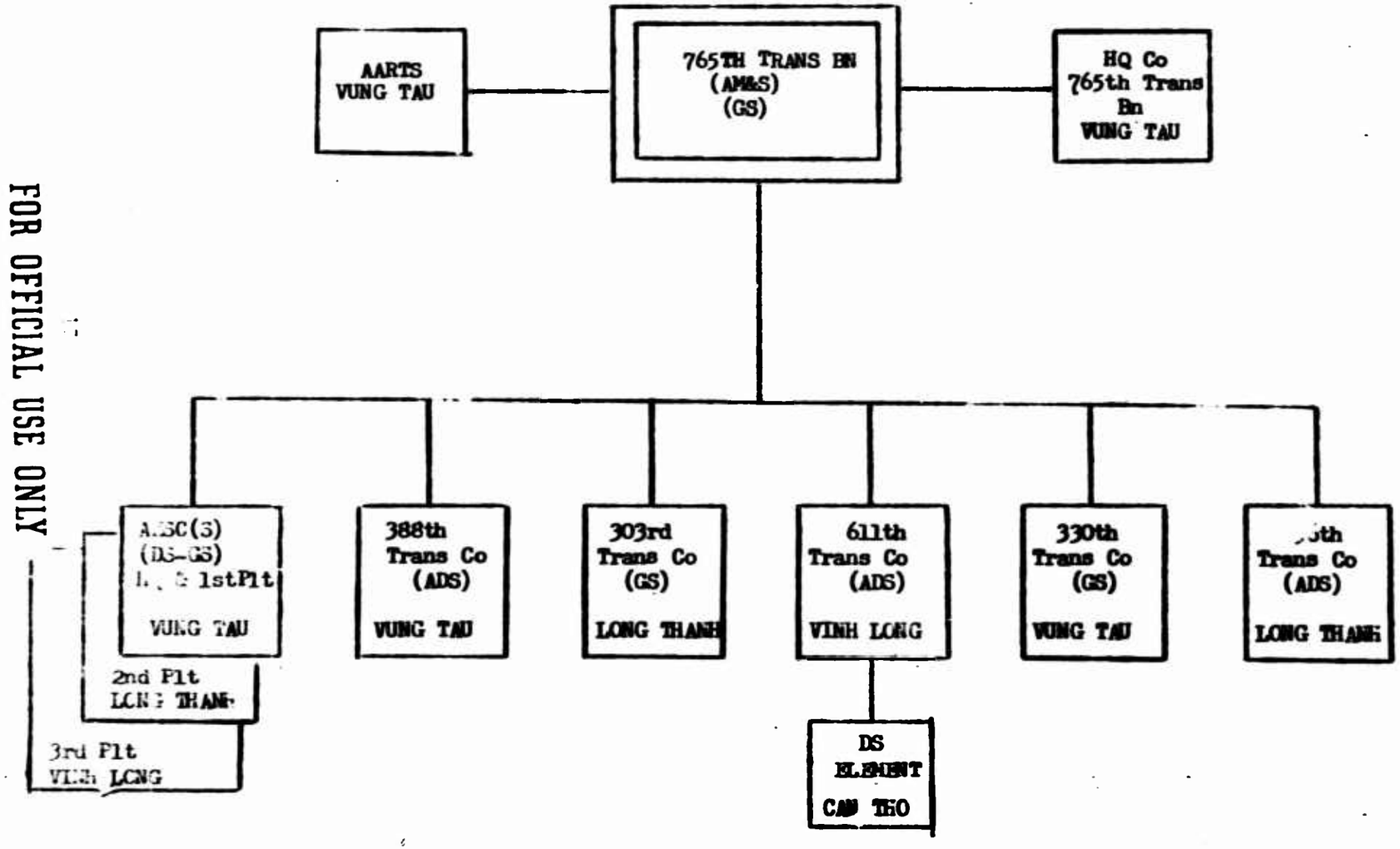
This headquarters concurs in subject report as indorsed.

FOR THE COMMANDER IN CHIEF:

C. L. SHORTT
CPT, AGC
Asst AG

Incl 1

ORGANIZATIONAL CHART



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