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AGO ltr 29 Apr 1980

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

IN REPLY REFER TO

AGDA (M) (30 Oct 70) FOR OT UT 702234

12 November 1970

SUBJECT: Operational Report - Lessons Learned, Headquarters, 765th
Transportation Battalion, Period Ending 30 April 1970

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.

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KENNETH G. WICKHAM
Major General, USA
The Adjutant General

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

AVGFV

10 May 1970

SUBJECT: Operational Report-Lessons Learned, 765th Trans Bn, Period Ending
30 April 1970, RGS: USFCR-65 (22)

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 Trans Bn (AM&S) (GS) is organized under MTOE 55-66F PO2, UIC WCKG, dtd 7 Aug 68 as directed by HQ, USARPAC GO 499, dated 20 Jun 69. The HHC 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 N.
- (2) 317th Maintenance Company (Light Equipment) (Avionics General Support), located at Vung Tau.
- (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.

b. Mission: The primary mission of the headquarters is to provide command, control, staff planning and administrative supervision of the aircraft general support company, the three aircraft direct support companies and an avionics general 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 avionics and aircraft armament systems for 1,083 aircraft of all types located in the southern half of the III Corps and the entire IV Corps Tactical Zones.

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(2) General Support Unit: To provide general support and backup direct support maintenance for all aircraft, aircraft components and armament systems supported by the direct support units, with the exception of avionics systems.

(3) Avionics General Support Unit: To provide general support and backup direct support avionics maintenance for more than 1,256 aircraft. In addition to support for the above aircraft that are organic to aviation units in the support area, the 317th Maint Co supports Army aircraft located in Thailand (JUSM&G), aircraft operated by Air America and PA&E C-7A aircraft.

(4) Additional battalion missions include:

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

(b) Operation of a primary Theater Aircraft Repairable Program (TARP) agency. The battalion control DSU (388th TC) is located at Vung Tau. It receives reparables from units throughout Vietnam, moves them 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 components to the supply system.

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

(1) On 28 February 1970 Major Dalton J. Romero assumed command of the 611th Transportation Company from Major John F. Gallup.

(2) On 21 April 1970, CPT John Williams assumed command of the 317th Maint Co. from Major John O. Warren.

d. Mission operations:

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

(2) Activity Deployment: The Army Aviation Refresher Training School (AARTS) operated by this battalion ceased operation on 17 April 1970. The school relocated in Phu Loi and will be under the operation control of the 520th Transportation Battalion.

(3) All units of the 765th Transportation Battalion received their annual general inspection during the period 9-13 March. The battalion was pronounced capable of satisfactorily performing its mission.

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(A) Aircraft General and Direct Support Maintenance: During this reporting period, the aircraft GS and DS units of this battalion provided maintenance on 698 aircraft located in the 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 is shown below:

DIRECT SUPPORT MAINTENANCE

	<u>FEB</u>	<u>MAR</u>	<u>APR</u>	<u>TOTAL</u>	<u>MONTHLY AVERAGE</u>	<u>NET CHANGE THIS QTR</u>
Aircraft Received:	178	196	180	554	185	+7
Aircraft In-Progress:	108	67	75	250	83	+36
Aircraft Completed:	169	210	190	569	190	+26

PERFORMANCE

<u>TIME TO REPAIR</u>	<u>FEB</u>	<u>MAR</u>	<u>APR</u>	<u>TOTAL</u>	<u>PERCENT</u>	<u>NET CHANGE THIS QTR</u>
0-10 Days	120	175	110	405	71.2	+2.2%
11-20 Days	26	10	40	76	13.4	-1.8%
21-30 Days	14	1	15	30	5.3	-.6%
31+Days	9	24	25	58	10.1	+5.0%

GENERAL SUPPORT MAINTENANCE

	<u>FEB</u>	<u>MAR</u>	<u>APR</u>	<u>TOTAL</u>	<u>MONTHLY AVERAGE</u>	<u>NET CHANGE THIS QTR</u>
Aircraft Received	8	16	19	43	14	-22
Aircraft In-Progress	15	13	14	42	14	-8
Aircraft Completed	14	16	16	46	15	-30

PERFORMANCE

<u>TIME TO REPAIR</u>	<u>FEB</u>	<u>MAR</u>	<u>APR</u>	<u>TOTAL</u>	<u>PERCENT</u>	<u>NET CHANGE THIS QTR</u>
0-20 Days	7	9	11	27	58.7	-7.2%
21-40 Days	3	0	2	5	10.9	-6.9%
41-50 Days	0	2	1	3	6.5	+6%
51+Days	4	5	2	11	23.9	+13.9%

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(b) Aircraft Components:

<u>RECEIVED</u>	<u>REPAIRED</u>	<u>NRTS</u>	<u>NRTS RATE</u>
1382	1376	488	35.3%

(c) Aircraft Turbine Engines:

<u>RECEIVED</u>	<u>REPAIRED</u>	<u>NRTS</u>	<u>NRTS RATE</u>
133	90	43	32.3%

(d) Aircraft Armament Sub-Systems Components:

<u>RECEIVED</u>	<u>REPAIRED</u>	<u>MAINT MAN-HOURS</u>
752	672	3,574

NOTE: NRTS is an abbreviation for not repairable this station

(5) Avionics Components Processed:

	<u>56th</u>	<u>317th</u>	<u>611th</u>
WO's Received	5,745	10,777	4,769
WO's Completed	5,660	9,749	3,867
WO's Evac to SAAD & FAMF:		1,719	

(6) Aircraft Processing: This battalion has the mission of off loading and processing aircraft delivered to Vung Tau by vessel. The off loading operation for this quarter involved three vessels from which 23 aircraft were discharged and prepared for issue.

(7) New Aircraft Issues*:

<u>TYPE</u>	<u>NUMBER</u>
AH-1G	24
OV-10	6
U-1A	4
U-6A	1

* Difference between para (6) and (7) is result of carry over from last reporting period.

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(8) Aircraft Processed for Retrograde:

<u>TYPE</u>	<u>NUMBER</u>	<u>TYPE</u>	<u>NUMBER</u>
CH-6A	11	UH-1H	14
UH-1B	5	AH-1G	12
UH-1D	16	OV-1	3
UH-1C	2	U-6	1
		CH-47	1

(9) Aircraft Recovery Operations: During this period the aircraft direct support companies of this battalion rigged 183 aircraft for serial lift. Of those, 60 were field extractions (the rigging operation taking place in an area temporarily secured by ground troops and/or armed helicopters) and 123 aircraft were rigged for maintenance evacuation (airlift of the aircraft from one secure area to another). The 330th Transportation Company (GS) successfully airlifted 48 aircraft in support of the DS companies. This marks the end of 46 continuous months of serial lift support during which the 330th has a record of 1329 recoveries, while experiencing no accidents or major incidents.

(10) 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

<u>PAX CARRIED</u>	<u>S/TONS AIRLIFTED</u>	<u>HOURS FLOWN</u>
5858	358	1711

(11) Technical Supply Operations: The following statistics represent the operations of the Direct Support Supply Activities of the DS companies:

	<u>56th</u>	<u>388th</u>	<u>611th</u>
ASL Lines:	14,681	12,056	10,639
Lines at Zero Balance:	3,230	1,896	1,526
Total Requests Received:	11,457	12,803	12,710
Demand Accommodation:	75%	77.8%	84.3%
Demand Satisfaction:	72%	72.9%	88.5%

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

Total Tons Received:	935
Shipped to CONUS NRTS:	379.9
Shipped to FAFM:	52
Shipped to 330th (GS):	212.1
Shipped to Saigon	291

(13) Army Aviation Refresher Training School (AARTS): The AARTS 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 officer, five enlisted men and 19 civilian personnel. During this reporting period 947 students were graduated from the following courses:

<u>COURSE</u>	<u>GRADUATES</u>	<u>COURSE</u>	<u>GRADUATES</u>
OH-6A Helicopter Repair	113	T53-L11 Engine	15
UH-1D/H Helicopter Repair	98	T53-L13 Engine	107
AH-1G/UH-1C Helicopter Repair	90		
CH-47 Helicopter Repair	67	T-63 Engine	65
CH-47 Maintenance Supervisor	25	Armament (E.M)	89
Aviation (Tech) Supply	102	Armament (Off)	31
Tech Inspection	84	XM35 Armament Maint	61
AH-1G SCAS Syst. Modified	56	AN/ASN-56 Radar Navig	9

a. New Activities:

(1) On 8 February, the 765th Transportation Battalion assumed responsibility for the Transportation Motor Pool from Vung Tau Sub Area Command (VTSAC).

(2) During the initial phase out of VTSAC, on 28 February, the 765th further assumed responsibility for the operation of all clubs and messes of the Vung Tau complex to include operation of the Control Accounting Office.

(3) On 1 March, the Commanding Officer, 765th Transportation Battalion assumed the responsibilities of Installation Coordinator. With the deactivation of VTSAC, the South and Northeast Cantonment areas were turned over to RVN units on 27 February. The relocation of activities were transferred from the deactivated South Cantonment to the airfield complex. The Installation Coordinator accepted transfer of functions, missions and activities.

(4) The aircraft repair parts supply support for two units in the 164th CAG went under the streamliner concept. The units involved no longer receive supply support from a Direct Support Supply Activity (DSSA) but deal directly with AMC.

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(5) Each DSU and GSU formed corrosion control teams for the purpose of detecting and arresting corrosion in Army aircraft.

(6) The routing of TARP Turbine engines was changed from being shipped to the 388th TARP Yard to direct shipment to AMMC. The new routing system will reduce the time the engines are in transit. The 330th Transportation Company and Floating Aircraft Maintenance Facility (FAMF) are fed their input of engines from AMMC.

f. Civic Actions: Battalion civic actions, by unit location, were as follows:

(1) Vung Tau: Vung Tau units continue to support AN Phong Orphanage. Liaison has been initiated to undertake support of the Dominican Parochial School in Rach Dua. The school has a good potential and can be aided in the areas of animal husbandry, sanitation and landscaping.

(2) Vinh Long: The 611th Transportation Company continues its comprehensive support of the Good Shepherd Convent with donations of piastres, material and volunteer help.

(3) Long Thanh: The 56th Transportation Company supports the Long Thanh Orphanage. Materials and volunteer labor were provided in support of a drainage project. Heavy concentrations of enemy fire have recently reduced the scope of the civic action program.

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

a. Personnel: None

b. Intelligence: None

c. Operations:

(1) DSU Facilities.

(a) Observation: Many of the DSU's or unit technical supply storage areas fail to meet the desired military standards.

(b) Evaluation: DSU's that support upward to 400 plus aircraft with an inventory in excess of a million dollars are not being provided adequate facilities. Dust during the dry season and mud during the monsoon season produces thousands of dollars in damage to vital aircraft components. The requirements for a DSU with an ASL of 9,000 to 11,000 line items, normally is 10,000 sq yds of improved open storage. The cost for improvement has been estimated at slightly over \$4,000.00; however, priority assignments and approval of engineer work orders has been extremely low.

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(c) Recommendations: That DSU's be given a higher priority for approval of hard surface open storage, warehouse storage areas and proper drainage.

(2) UH-1B Hose Connection:

(a) Observation: A UH-1B was received for minor airframe repair. During the three day rump a continuous flow of fuel was observed from the combustion drain line.

(b) Evaluation: The quick disconnects for the combustion drain hose/fuel control seal drain hose and the fuel control vent hose had been reversed.

(c) Recommendation: Match color codes of engine deck ends of quick disconnects.

(3) Calibration of torque wrenches.

(a) Observations: During inspections and assistance visits it has been observed that torque wrenches are stored after usage with high torque settings.

(b) Evaluation: Storage with high torque settings places undue strain on the spring used to calibrate and adjust wrenches. At DSU levels, the true torque settings, as found in numerous wrenches, fail to meet criteria for calibration. This results in over or under torque of vital components on aircraft.

(c) Recommendation: DSU's that conduct calibration of torque wrenches advise all supported units the effect of storage of torque wrenches with high settings and further, advise proper storage at the lowest setting thereby releasing tension on the inner spring.

(4) Aircraft Maintenance Operations:

(a) Observation: During this reporting period an aircraft being evacuated was damaged as a result of the cargo hook coming loose on the sling during flight.

(b) Evaluation: When a CH-47 hovers over UH-1s for sling loading, the main rotor blades flex causing the cargo hook to be detached from the "D" ring on the skids.

(c) Recommendation: Install safety clips on all cargo straps and slings that utilize the clamp hooks to prevent them from coming loose in flight or on hook up.

(5) DSSA Operations:

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SUBJECT: Operational Report-Lessons Learned, 765th Trans Bn, Period Ending
30 April 1970, RCS: CSFOR-65 (R2)

(a) Observation: In the Army Mechanized Stock Control and Supply Accounting System NCR-500, one of the more important programs, 144 Magnetic Ledger Maintenance, has undergone a change. The program run instructions manual for this system requires that a blank magnetic ledger be inserted and substituted for every 201 ledger. A definition of a 201 ledger is one that due to environmental mishandling has lost some of the information from the tapes, or that it's in such poor condition that the usefulness of the magnetic tapes on the reverse side of the ledger is of no value.

(b) Evaluation: This use of new blank ledgers for every 201 ledger is a constant drain on a unit's ledger stock and an unusually heavy burden on a unit's dead ledger files. These files, with both unit and DSU document numbers must be maintained for one year after the last document number. It is not unusual for a ledger to fall in this 201 status with less than half of the available posting lines employed.

(c) Recommendation: The four magnetic tapes on the ledger can be erased with a small hand magnet of all previous information, then you are inserting a "Blank magnetic ledger", for reconstruction of information. By running the magnet along the magnetic tapes on the reverse side of the ledger all information imprinted is removed. Then, inserting the "new" ledger into the computer console, spacing appropriately, the operator can add all information concerning the new Federal Stock Number. Utilizing this procedure a considerable recoverability rate on the 201 ledgers can be attained.

(6) Aircraft Organizational Maintenance:

(a) Observations: Many aircraft received by this unit exceed the 30 day turn-around time allowed for direct and general support maintenance. The owning unit then draws a serviceable replacement. Once the aircraft is received by a unit it must be completely inspected and repaired to meet reissue standards.

(b) Evaluations: While processing these aircraft into the shop for repairs it receives a complete 100% inspection, a records check and serial number check of installed components. Most aircraft processed into the unit have over 300 deficiencies. Inspecting of the aircraft and its forms and records indicate lack of organizational maintenance. To prepare this aircraft to test flight safety requirements many man hours are performed in correcting organizational deficiencies.

(c) Recommendations: That the Army Aircraft Preventive Maintenance Inspection System and Directives pertaining to organizational level maintenance of Army Aircraft become a matter of command interest.

(7) Maintenance - U-21A airplane, engine PT6A, fuel control:

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SUBJECT: Operational Report-Lessons Learned, 765th Trans Bn, Period Ending 30 April 1970, RCS: CSFOR-65 (R2)

(a) Observation: In recent months while performing maintenance on the PT6A engine that is installed on the U-21A airplane it has been noted that the fuel control has not been performing to the expectations of maintenance personnel. The fuel control unit has been changed as many as four times on one (1) engine to solve a particular run-up problem. Even though these fuel controls are either new or rebuilt, the solving of the problem by a direct support activity leaves no recourse except to change the fuel control.

(b) Evaluation: It is felt that the malfunction of the fuel control is primarily caused by climatic conditions of excessively high operating temperatures and gumming caused by fuel remaining within the fuel control in excess of 72 hours while aircraft are awaiting maintenance or parts.

(c) Recommendation: If the U-21A airplane is brought to a maintenance activity for a period of 72 hours or more and the engines are useable, recommend run-up of the PT6A engine once every working day period by authorized run-up personnel or if the aircraft engine is not in a runnable condition, remove the fuel control and preserve with proper preservative. It is further recommended that manufacturers of fuel controls be made aware of these observations, evaluations and recommendations and perform like tests on fuel controls that have not been standing up to the TBO requirements to see where the actual malfunction inside the fuel control is occurring. A better fuel control for field use would eliminate excess dollar costs for replacement of fuel controls and eliminate excessive maintenance man-hours expended for maintenance of the U-21A during scheduled or unscheduled maintenance. An EIR has been prepared by the 56th Transportation Company concerning the performance experience of the PT6A engine fuel control.

(8) Maintenance - Radio Set Control Unit (Model: C-3835/ARC-54):

(a) Observations: On the bottom cover plate, MF106, of the C-3835, there are ten screws. These screws serve the purpose of holding the bottom plate securely to the main unit. One of these ten screws is located directly under the frequency selector disc. It has been noticed in the past that these screws, size 40 X $\frac{1}{2}$ inch, when tightened too tight or replaced with any other size screws make contact with the frequency selector disc and obstruct the selection of different frequencies.

(b) Evaluation: By solving this problem the pilot will be able to select various FM frequencies for operation of his radio without obstruction.

(c) Recommendations: To reduce the problem a note of caution should be placed on the bottom cover plate to warn all repairmen to use 40 X $\frac{1}{2}$ inch screws only to mount the cover. It should also state that all screws should be fingertip tight.

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30 April 1970, RCS: CSFOR-65 (R2)

d. Organization: None

e. Training: None

f. Logistics: None.

g. Communications:

(1) Communication Distribution Panel C1611D.

(a) Observation: C1611D placed in UH-1 aircraft requires that other C1611 panels also be replaced.

(b) Evaluation: Recent replacement of C1611 with C1611D distribution panel failed to affect the necessary repair. After considerable trouble shooting, it was found that only through replacement of all C1611 with C1611D panels could the problem be eliminated.

(c) Recommendation: All aviation units be advised of the requirement for change of all C1611 when C1611D is used as a replacement.

h. Materiel:

(1) Receiver-Transmitter RT-742/ARC-51B/X.

(a) Observation: Numerous receiver transmitters have been received with excessive sealing wax placed on the variable adjustments.

(b) Evaluation: Variable capacitors and inductors have become damaged from excessive application of sealing wax.

(c) Recommendations: A flyer be sent to all DS units reemphasizing that only one drop of wax is necessary to seal the variables and that all wax be completely removed before readjusting and resealing these variables.

(2) Detecting Set, Infra-Red AN/MAS-14A, Parts Manuals TM 11-5850-218-35P January 1970.

(a) Observation: In TM 11-5850-218-35P dated January 1970 has the same stock number listed for two different resistors 1A2R1R211 and 1A2R1R210. Even though both resistors are of the same value and are wirewound, one is a fixed resistor, and the other a variable.

(b) Evaluation: There is an incorrect Federal Stock Number listed on the variable resistor.

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30 April 1970, RCS: CSFQR-65 (R2)

(c) Recommendations: Appropriate agencies be contacted to assign a federal stock number to this resistor. A DA Form 2022 is being submitted.

(3) TM 11-6625-834-45P April 1967.

(a) Observation: Reference designators are being used for one value capacitor i.e., A1A2A1G8, A1A2A1C12, A1A2A1C16, when in fact, there are different value capacitors used under those designators.

(b) Evaluation: Reference designators are incorrect for the value of capacitor.

(c) Recommendations: Appropriate agencies be contacted to effect changes to this TM with the correct references listed as to the appropriate value capacitor. A 2028 change request has been submitted requesting appropriate value changes be made.

(4) Radar surveillance set AN/ARS-94C.

(a) Observation: A high failure rate, 75%, has been discovered for replacement resistors to replace resistors 9A4R16 and 9A4R25.

(b) Evaluation: A total of thirty resistors had to be tested to retrieve seven good ones. Also a total of eight resistors had to be tested to retrieve one.

(c) Recommendation: The manufacturers of this resistor be contacted to determine the failure of this resistor. An EIR has been submitted by the 317th Maintenance Company concerning the high failure rate.


GERALD E. ROYALS
LTC, TC
Commanding

AVGF-B (10 May 70) 1st Ind CPT Kirila/rph/923-4325
SUBJECT: Operational Report-Lessons Learned, 765th Transportation Battalion
Period Ending 30 April 70, RCS CSFOR-65 (R2)

DA, HEADQUARTERS, 34TH GENERAL SUPPORT GROUP (AM&S), APO 96309 16 JUN 1970

TO: Department of the Army, ATTN: ACSFOR, Washington, D.C. 20310

1. This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 30 April 1970 from Headquarters 765th Transportation Battalion (AM&S) (GS).
2. Comment follows: Reference Section 2, Lessons Learned, Operations, paragraph 5, concerning 144 Magnetic Ledger Maintenance, in the Army Mechanized stock control and Supply Accounting System NCR-500. Concur, except to comment that it is not necessary to erase the tape using a hand magnet. Changes are automatically superimposed over the old data as the changes are effected.
3. This headquarters concurs with the remaining observations, evaluations and recommendations and has no additional comments.

FOR THE COMMANDER:


W. L. DAMPIER
CPT, AGC
Adjutant

AVHGC-DST (10 May 70) 2d Ind
SUBJECT: Operational Report-Lessons Learned, 765th Trans Bn, Period Ending
30 April 1970, RCS: CSFOR-65 (R2)

Headquarters, United States Army Vietnam, APO San Francisco 96375 17 JUL 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 30 April 1970 from Headquarters, 765th Transportation Battalion and comments of indorsing headquarters.

2. Comments follow:

a. Reference item concerning "DSU Facilities," page 7, paragraph 2c(1): concur. The construction cited in the recommendation is being performed. Priorities for construction work are constantly reviewed and are periodically revised according to budget restraints and operational demands. No action by USARPAC or DA is recommended.

b. Reference item concerning "Calibration of Torque Wrenches," page 8, paragraph 2c(3): concur. Torque wrenches should be stored with the lowest torque setting applied. This information was published in the June 1970 newsletter of the 34th General Support Group. No action by USARPAC or DA is recommended.

c. Reference item concerning "Aircraft Maintenance Operations," page 8, paragraph 2c(4). The 34th General Support Group is presently investigating this ORLL entry. Recommendations for equipment improvement will be submitted if appropriate. No action by USARPAC or DA is recommended.

d. Reference item concerning "DSSA Operations," page 8, paragraph 2c(5) and 1st Indorsement, paragraph 2: nonconcur. The program run instructions require a blank magnetic ledger be used only for a 201 ledger when its tapes are damaged beyond use, not when some of the information is lost. When information is lost or incorrect on a magnetic ledger, the same ledger is used to reconstruct. The evaluation is incorrect in that it is improper procedure to have a ledger in a 201 status with less than half of the available posting lines employed unless that ledger is damaged. No action by USARPAC or DA is recommended.

e. Reference item concerning "Aircraft Organizational Maintenance," page 9, paragraph 2c(6). Aviation maintenance is a matter of command interest. Both direct support and general support maintenance units have the

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AVHGC-DST (10 May 70) 2d Ind

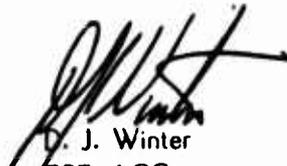
SUBJECT: Operational Report-Lessons Learned, 765th Transportation Bn,
Period Ending 30 April 1970, RRS: CSFOR-65 (R2)

17 JUL 1970

option of not accepting an aircraft if it is apparent that the owning unit has neglected to perform proper organizational maintenance. A message to this effect was sent to all aviation units on 29 May 1970. Action by USARPAC or DA is recommended.

FOR THE COMMANDER:

Cy furn:
24th General Support Gp
765th Trans Bn



D. J. Winter
CPT, AGC
Assistant Adjutant General

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GPOP-DT (10 May 70) 3d Ind
SUBJECT: Operational Report of HQ, 765th Transportation Battalion for
Period Ending 30 April 1970, RCS CSFOR-65 (R2)

HQ, US Army, Pacific, APO San Francisco 96558 31 AUG 70

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

1. This headquarters concurs in subject report as indorsed with the following comment.
2. Reference paragraph 2a, 2d Indorsement: The last sentence should be amended to read, "no action by USARPAC or DA is recommended." Since this is a command problem it should be resolved at that level and no action by higher headquarters is required.

FOR THE COMMANDER IN CHIEF:



D.D. CLINE
2LT, AGO
Asst AG

Cy furn:
CG USARV

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5. AUTHOR(S) (First name, middle initial, last name)

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13. ABSTRACT

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