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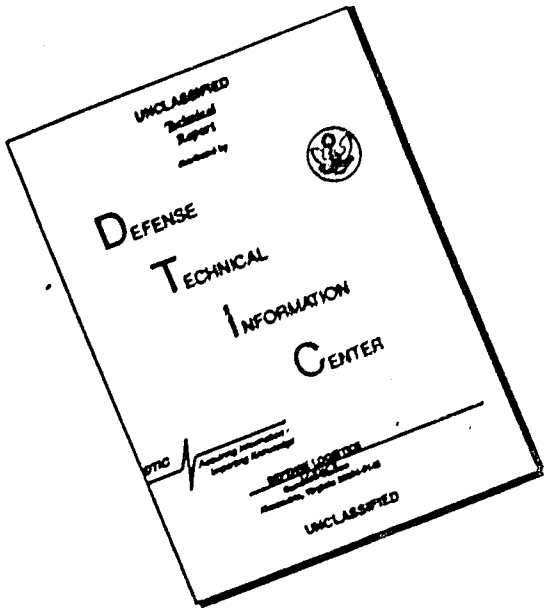

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DEPARTMENT OF THE ARMY
HEADQUARTERS, 54TH SIGNAL BATTALION (CORPS) [U].(8)
APO San Francisco, California 96240

AVF-SB (6) Lessons Learned, (11) 14 May 66

SUBJECT: Operational Report of Lessons Learned for January - April 1966 (RCS CSGPO-28 (R1))

(9) Operational rept. for period ending 1 Apr 66.

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

1. Section 1, Significant Activities. This section is divided into three portions under the headings: operations, logistics, and personnel and administration. (See Inclosure 1 for Chronology; all map coordinates are given in the AMS 1:50,000 series L701.)

(12) 98 p.

a. Operations.

(1) The battalion entered January 1966 heavily committed to operational support of Field Force Vietnam (later redesignated I Field Force Vietnam). What had originally been thought to be a temporary operation by the 1st Brigade, 101st Airborne Division and the Republic of Korea Marine Brigade in the vicinity of Tuy Hoa (CQ195432) on the coast north of Nha Trang (CP0454) became semi-permanent. The "temporary" detachment under 2d Lt Walter A. Prescher, Co B, that had been supporting these two organizations near Tuy Hoa was formally established as Detachment 6 with the appointment of Lt Prescher as commander. (See Incl 2 for list of numbered field detachments.) The original base camps of these two organizations (1/101st Abn at Phan Rang (BN752873), ROK Marine Brigade at Dong Ba Thin (CP041256) near Cam Ranh Bay) on 1 January were being supported respectively by Detachment 4, under 2d Lt John R. Morgan and Detachment 3 (with SSgt Roberto Garcia, Company B, as NCOIC since the departure of 1st Lt William P. Bushey). This base camp support had to continue. However, Lt Morgan, a rather junior and inexperienced officer, had been encountering difficulties in working effectively with the 1/101st Abn Div. Consequently, 1st Lt Edward C. McQuiston of the S2/3 section was assigned to command Detachment 4 and Lt Morgan was shifted to Detachment 3.

(2) Early in January, major elements of the 3d Brigade, 25th Infantry Division arrived at Pleiku (AR778484) to the west of An Khe (BR465467) near the juncture of National Routes 14 and 19. Personnel and equipment of the battalion were airlifted to Pleiku to provide the required signal support to the brigade. Initially this detachment was supervised by 1st Lt William

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W. Toney, commander of Detachment 1 at An Khe. Later in January, Detachment 1 became heavily involved in support of the 1st Cavalry Division participation in Operation Masher (Whitewing). (See Inclosure 3 for the list of operations.) When in February, the 3d Bde, 25th Inf Div, began field combat operations, it became necessary to put an officer with that brigade. 1st Lt James M. Harrison had arrived in January, and he was dispatched to the brigade on a temporary basis as officer in charge to get some field experience. A radio relay system was established between An Khe and Pleiku to support the brigade. Later the commitment of the battalion reached such a high level that it was necessary to discontinue this system and divert the equipment to other operational requirements. Circuitry to the brigade base camp was then provided entirely by allocation from the in-country area system.

(3) In January, the ROK Capitol Division began Operation Flying Tiger VI. In addition to the communications to the division's base camp near Qui Nhon (BR955255) provided by Detachment 2 and the normal air courier support, the battalion furnished combat record photographic support.

(4) Since September 1965, TORCH, the battalion local switchboard in the Nha Trang Cantonment Area (CP051505) near Long Van Airbase, had been providing area-type administrative telephone service to the numerous other units located there because the other two area boards in Nha Trang could not do so. The other two switchboards were the 200-line manual GOLDFINCH, operated by the 228th Signal Company, and the 200-line dial board, NHA TRANG, operated by the U.S. Air Force. An AN/MGC-9 had been operated by Company A as the battalion switchboard. However, by January 1966, about 75 locals and trunks were terminated on the board and service had become somewhat degraded, not only because the AN/MGC-9 is not intended to serve as a high-volume telephone switchboard, but also because it had increasingly been subject to cross-talk and maintenance problems. Therefore, beginning on 9 January, the AN/MGC-9 was replaced by an AN/MTC-1, with a consequent improvement in service. To reduce the vulnerability of the switchboard in case of hostile ground or mortar attack in the cantonment area, it and the adjacent carrier terminal operated by Company B were surrounded by two rows high of sand-filled barrels and screened over. In late January, additional metallic trunks were installed between TORCH and TYPHOON (the HQ I FFORCEV switchboard operated by Company A) and still later, trunks were terminated on TORCH from the NHA TRANG (formerly THUNDERBIRD) switchboard. The load on TORCH continued to increase until, by the end of April, 110 locals and 12 trunks were terminated. The average busy hour peg count reached 263 in March and dropped slightly to 210 in April. (See Inclosure 4)

(5) Starting in mid-January, the battalion supported a fast-moving series of combat operations. On the 13th of January, radio and radio relay teams began support of elements of the 1st Brigade, 101st Airborne Division, in Operation Tyler, south of Phan Rang. The same day this operation ended, on 17 January, Detachment 6 began providing HF RATT support to elements

of the same organization in Operation Van Buren north of Tuy Hoa. This operation continued until about 21 February, and became Operation Harrison which ran from about 26 February to late March.

(6) Support of what later became collectively known as Operation Masher (Whitewing) began with the establishment of a VHF radio relay test shot between Bong Son (BR848947) and Hill 562 (CR050203), near Qui Nhon (Detachment 2). The operation actually began several days later, with the commitment of HF voice/RATT/SSB radio equipment, in addition to operation of radio relay systems. This operation required the first significant surface movement of battalion equipment in direct support of tactical operations when trucks with shelter-mounted equipment were moved from Pleiku to the Bong Son area via Quin Nhon (CR105229) and National Route 1. What was initially a brigade-sized operation became an operation involving most of the 1st Cav Div and a major part of the ROK Capitol Division. Elements of both Detachment 2 (which normally supports the ROK Capitol Division) and Detachment 1 (which normally supports the 1st Cavalry Division) became involved in the Bong Son area. Eventually the CG, 1st Cavalry Division took overall command of the operation, and Lt Toney, the commander of Detachment 1, assumed overall responsibility for battalion operations in the Bong Son area. He then divided his time between An Khe and Bong Son.

(7) The wide geographical dispersion of operations in the II Corps area, the fast movement from one area to another, and the number of major simultaneous operations that began to occur, placed a severe strain upon the battalion. Maintenance suffered and further strained the battalion's capabilities, in part because of the heavy and continuous use, the rapid movements by air and surface, and in part because of personnel shortages and the personnel turnover rate. (See Inclosure 5) Much of the movement of equipment was of necessity by air, for which this equipment is poorly adapted because of size and weight. To ease this problem, the cable carrier repeater equipment mounted in one of the AN/MCC-3 shelters (mounted on 3/4-ton truck) was removed and the components of an AN/MRC-73 temporarily mounted. Later, this was also done to the second AN/MCC-3, providing an improved air mobile capability. Another AN/TRC-24 and carrier was mounted in a trailer. Meanwhile authority was requested (on Form 47) from USARV for numerous items of equipment not currently on the TOE. A number of these items, such as the AN/MRC-95 and 112, were intended to provide the light-weight airmobility that was urgently needed. (See Inclosure 6).

(8) Late in January, in anticipation of future operations in that area, a VHF radio relay system test shot was attempted from Phan Thiet (AN801068) to Detachment 4 at Phan Rang. The AN/MRC-73 team was flown to Phan Thiet for this test. Unfortunately, the test was unsuccessful, and the team was subsequently returned. Early in February, the shortage of radio relay equipment became acute, and in an effort to remove the VHF relay between Detachment 4, Phan Rang, and Detachment 3, Bong Ba Thin (see Inclosure 7), a

direct test shot was attempted without success. Many of the radio relay systems are operated successfully in RVN on an obstacle gain or diffraction basis. The shot tried in this case did not have line of sight, and in this case did not operate on a diffraction basis either.

(9) The Wire and Cable Platoon of Company B became increasingly active in the Nha Trang area in January, starting with the installation of four MD-1/TT lines between TORCH and TYPHOON. Two of the circuits were terminated as metallic trunks for emergency use in case of failure of the carrier system. In the first half of February, the platoon installed a 50-pair polyethylene-covered buried cable between BACK PORCH (the Nha Trang main troposcatter facility) and TYPHOON to increase the trunking circuitry available to I FFORCEV. This type of installation is not a normal capability of the battalion, but by necessity it had to be done by the battalion. Later in the reporting period, a great deal of cable installation was completed by the wire and cable platoon of Company B.

(10) In January, and later in February, a number of mortar rounds landed a matter of yards from Detachment 6 at Tuy Hoa. No damage or casualties resulted. On the 4th of February, Hill 562 (CR050203) relay near Qui Nhon received small arms fire without damage or casualties. On the 7th of February, SP4 Hufford of the Pictorial Section, while on a combat photographic mission with a patrol of the 1st Brigade, 101st Airborne Division, was forced to help the patrol fight out of an ambush. SP4 Hufford fortunately escaped injury and was later awarded the battalion's first Bronze Star with "V" device for his actions.

(11) Previous to 13 February, the battalion had been operating subordinate stations in the In-Country RATT and SSB-voice nets. On this date, a radio detachment of the 69th Signal Battalion assumed this function. The detachment was satellited on Company B of the 54th Signal Battalion for rations and quarters. Initially their radio equipment was collocated with that of the 54th Signal Battalion at HQ I FFORCEV in its temporary location in the 5th Special Forces Group (SFG) compound. Because of inadequate space and radio frequency interference, the 69th Signal Battalion equipment was relocated to the 54th Signal Battalion motor park, and the circuits were remoted by land-line to a 69th Signal Battalion AN/MSC-29 in the 54th Signal Battalion radio park.

(12) On the 20th of February, the signal site on top of Hon Cong Mountain (BR453468) near An Khe underwent a mortar and small arms attack, and was invaded by a VC/PAVN platoon-sized force. The 5-man radio relay team of Detachment 1, under Sgt (E5) Charles E. Cooper, participated in the defense of the site, helped to eject the invaders, and by exceptionally good fortune, escaped injury, although other US personnel at the site were killed and wounded. Members of Sergeant Cooper's team lost most of their personal possessions and two 10-KW generators were destroyed by fire. Due to loss of power, radio relay systems V-70 and V-71 were inoperative for about 5 hours until additional

generators could be brought up by helicopter. For most of this period, all communications to An Khe were lost except for the I FFORCEV RATT net operated by the battalion.

(13) On the 22d of February another VHF radio relay test shot was attempted by Detachment 3 between Hill 184 (CP079177) at Cam Ranh Bay, and Long Bien Mountain (BP222312) near Dalat, in anticipation of future operations in that area to the south and west of Nha Trang. The attempted shot did not have line of sight and was unsuccessful when sufficient obstacle gain could not be obtained. It became evident that operations in that area would be difficult to support with VHF radio relay unless, and until, additional relay sites are located and secured.

(14) Starting on the 22d of February and extending thru most of March, the battalion provided support to Operation Garfield, the first major tactical activity of the newly arrived 3d Brigade, 25th Infantry Division. During most of this period, 1st Lt James H. Harrison was the officer representing the battalion with the brigade. Early in March, 2nd Lt Daniel W. Judge, of Company B, was assigned as commander of the detachment, designated number 7, and Lt Harrison subsequently returned to Nha Trang, where he took direct charge of battalion preparations for the move of HQ I FFORCEV to its new location in the Grand Hotel.

(15) On the 7th of March, SP6 William J. Davis of the 209th Signal Detachment attached to the battalion, received a minor head wound due to enemy action near Plei Me (ZA154062). SP6 Davis was on a combat photography mission supporting the 3d Brigade, 25th Inf Div, in Operation Garfield. He was the first member of the battalion wounded due to enemy action in the Republic of Vietnam (RVN).

(16) On the 7th of March, the battalion commander was finally relieved of the temporary additional duty as Commanding Officer, Camp John F. McDermott, with the arrival of Major W. W. Harwell, Inf, of the U.S. Army Support Command, Nha Trang.

(17) During March, the Wire and Cable Platoon under 1st Lt Stewart G. Krosser, was heavily committed in cable projects in the Nha Trang area.

(a) During the period 9-28 March, the platoon installed a 101-pair double tape armored telephone cable and a 10-pair armored cable between the Nha Trang STRATCOM facility (METMASH) and the new communications building at the Grand Hotel. The 101-pair cable was to provide trunk interconnections into the area communication system; the 10-pair cable was for the QUICKTALK enciphered voice communication system. These cables were routed thru a portion of the city of Nha Trang, and required right-of-way acquisition. A large crew of local national laborers (initially about 100, later 50) was supplied by the U.S. Army Support Command, Nha Trang, to do

most of the digging by hand.

(b) In mid-March, a "Spiral-4" carrier cable system was installed between GOLDFINCH and TYPHOON to release a radio relay system for urgent requirements elsewhere.

(c) On the 22d and 23d of March, two 5-pair cables were installed between the 69th Signal Battalion radio terminal in the 54th Signal Battalion motor park and the 69th Signal Battalion AN/MSC-29 in the radio center at HQ I FFORCEV. This was necessary to eliminate outages occurring on the pairs previously used out of a buried 50-pair cable running from the 5th SFG compound to the vicinity of Camp McDermott.

(d) During the period 25 to 27 March, 10 pairs of WD-1/TT were buried between the TORCH switchboard and the rear of the RVN Naval Training Center adjacent to Camp McDermott to provide circuits needed to support local security plans. Five of these lines were extended overhead to the US-RVN Joint Sector Defense Command Post located in the Naval Training Center.

(e) Late in March, the basic internal telephone cable system for HQ I FFORCEV at the Grand Hotel site was begun with the installation of terminal cans in the hotel proper and at the adjacent VHF radio relay site, and several runs of 100, 200, and 300-pair telephone cable. Local distribution cable was installed inside the hotel, and installation of the main frame was begun in the communications building. This was fixed plant work of a type a corps signal battalion is not normally expected to do. However, it was done largely due to the abilities and previous cable splicing experience of SP5 Joseph H. Reintzell, Company B, and others of the battalion. Most of the cable and hardware was obtained from other than normal supply sources, or was locally fabricated or procured.

(18) Late in March, beginning on the 23d, the ROK Capitol Division conducted Operations LINEBACKER HO V and SU BOK. In addition to the normal support to the division's base camp by Detachment 2, two combat photographers were committed. At almost the same time, Detachment 1 was providing support to the 1st Cav Div, and Detachment 7 was supporting the 3d Bde, 25th Inf Div, both participating in Operation Lincoln near Ban Me Thuot (AQ866078). Simultaneously, Detachment 6 was supporting the 1st Bde, 101st Abn Div, in Operation Fillmore near Tuy Hoa. At the end of March, HQ I FFORCEV established an advance CP for the first time, near Pleiku, supported by Detachment 7. These near-simultaneous operations strained the battalion to the utmost.

(19) On the 7th of April, the battalion lost a second OH-13S helicopter when it crashed near Phan Rang. The pilot WO Robert L. Cook, and passenger-courier Sgt Jimmy A. Minter, Co B, miraculously escaped serious injury. The crash apparently occurred when a lock nut on the rotor pitch control mechanism came off while the aircraft was at 1700 feet. The aircraft wreckage was recovered that evening.

(20) During the period 11-17 April, Detachments 1 and 7 supported the 1st Cavalry Division in Operation Mosby I near Kontum (AR793903). Considerable difficulty was encountered in establishing the system. An excessive outage time was attributed to a series of equipment failures and lack of aggressive action by some personnel.

(21) Starting a day later (12 April), personnel and equipment from Detachments 4 and 6 were moved to the vicinity of Phan Thiet (AN801068) near the southern border of the II Corps Tactical Zone to support the 1st Brigade, 101st Airborne Division, in Operation Austin II. Assembly of the equipment and personnel involved sealift of an AN/GRC-26 from Tuy Hoa and air movement of the personnel and an AN/GRC-46 from Nha Trang.

(22) Three days later (15 April), Detachment 7 began support of the 3d Brigade, 25th Infantry Division, in Operation Longfellow from National Route 14 to the Cambodian border. This involved an extended radio relay system and the normal RATT/SSB-voice radio support. Once again the battalion was supporting three major ground tactical operations in widely scattered areas of II Corps Tactical Zone, while at the same time maintaining communications to the various field base camps.

(23) On the 15th of April, Sgt Cooper, Detachment 1 (Company B) was killed on Hon Cong Mountain due to an accidental hand grenade explosion while he was relieving a guard. The next day, one of the battalion's U-6As (Beavers) broke off its tail wheel during an attempted landing at Tuy Hoa on an air courier run. The aircraft was piloted by Captain Houts of the battalion aviation section; the landing was attempted in an 18-20 knot crosswind. The plane returned to Nha Trang, and after circling to reduce fuel load, successfully landed.

(24) Beginning in mid-April, a major effort was undertaken in Nha Trang to install the communications facilities needed for HQ I FFORCEV to function from the Grand Hotel. A 20-line dial-intercom system procured in Japan was installed by Company A in the Grand Hotel for the commanding general, chief of staff, artillery officer, secretary of the general staff, heads of general staff sections, and major special staffs. During the period 22-30 April, a second 101-pair telephone cable was buried between METMASH and the communications building at the Grand Hotel. During the period 24-30 April, portions of two AN/TTC-1 switchboards were installed in the communications building. They were connected in multiple to provide a six-position, 400-line TYPHOON switchboard to serve HQ I FFORCEV. During the period 25-26 April, additional spiral-4 cables were installed between the old TYPHOON site and the carrier/radio relay site at the Grand Hotel, to extend the TORCH trunks when TYPHOON actually moves. On the 26th of April, installation was begun of the components of a SB-675 patch panel in the communications building to provide circuit trouble-shooting and patching facilities at TYPHOON. Just at the end of the month, installation was begun on a 74' AB-216 antenna tower in the radio relay/carrier park to provide a semi-permanent mounting for the VHF antennas to operate at the Grand Hotel.

(25) The effective supply and resupply of the field detachments of the battalion throughout the reporting period was, to a major extent, dependent upon the battalion aviation section. During the reporting period, pilots averaged 63 hours per month of flight time. Aircraft availability and hours flown during the reporting period were:

AIRCRAFT	NUMBER AUTH	% AVAILABLE	TOTAL HOURS FLOWN
OH-13S	2	43%	304
UH-1D	2	54%	352
U-6A	2	62%	366
		TOTAL	1022 hours

(26) In addition to providing the daily air courier services in support of 1 FFORCEV (See Inclosure 8), the battalion aviation section provided:

(a) Daily delivery of personal and official mail to detachments.

(b) Movement of components and spare parts to and from detachments for maintenance.

(c) Movement of replacement personnel to and from detachments.

(d) Movement of battalion Class A agent to pay detachment personnel.

(e) Movement of battalion maintenance teams to and between detachments, especially in an operational emergency.

(f) Occasionally, movement of operational equipment and team personnel to sites not otherwise accessible.

(g) Periodic inspections of detachments by battalion commander and staff.

(h) Reconnaissance of possible future operational sites.

(i) Movement of support equipment, clothing supplies, and occassionally, rations to detachments.

(27) During the previous quarter, a request for modification to the battalion TOE (MTOE) was forwarded to USARV to expand the battalion aviation section. Word was received later that the MTOE request had been forwarded to USARPAC about 29 January 1966. Meanwhile, a second request for modification to the TOE was being prepared during the reporting period. The

original goal for submission to HQ I FFORCEV by 30 April was not met due to the magnitude of the change considered necessary, and the press of other commitments on the battalion staff. At the end of April, the overall organization, personnel, mission equipment, and justification had been finalized. The battalion S4 was in the process of preparing the detailed documentation required for the equipment. The requested MTOE is expected to include the following in its final form:

(a) Five companies (an increase of two) as follows:

	O	WO	EM	TOTAL
HQ & HQ CO	46	14	455	515
Co A (HF Radio & Wire)	11	1	446	458
Co B (VHF Radio)	6		308	314
Co C (Microwave)	5		183	188
Co D (Commcen)	6	3	320	329
TOTALS	74	18	1712	1804

(b) An aviation section of seven aircraft (4 U-6A, 3 HU-1D) in Headquarters Company.

(c) A security platoon of 105 men in Headquarters Company.

(d) An increased S2/3 and systems control staff organization.

(e) An increased S4 staff, along with a major increase in maintenance and supply personnel.

(f) A detachment command section in Headquarters Company to provide for up to 14 detachment headquarters. (Operating personnel and equipment would be attached from the operating companies as needed.)

(g) A major increase in commcen and HF radio capabilities.

(h) A number of wide-band VHF tropospheric scatter teams to establish a "back-bone" system capability from which tactical extensions could be made with VHF radio relay equipment.

b. Logistics.

(1) Materiel Readiness.

(a) For the first time in over a year the battalion reported a materiel readiness profile of 88 01 11 and a REDCON of C2 on 4 Jan 1966. A study to determine the cause of the battalion's decline in materiel readiness was completed on 7 February (see Inclosure 9). This study showed that as of 31 January 1966, 350 PLL lines or 19% of total lines were at zero balance. The battalion had deployed in September with 63 lines or 4% of its organizational PLL at zero balance. Fill on PLL since arrival in-country had been less than 10%. Although the RED BALL system of requests for deadline repair parts began in December, the study showed that of 108 requests made, 41 items had been received for a 38% demand satisfaction. Among other things, the importance of utilizing sources other than the normal supply channels is shown by the fact that 25% of the parts used were obtained from these "other" sources. The 45-day period covered by the report showed that equipment deadlines numbered 56 each 10-kw power generators, over 20 vehicles and well over 100 signal components.

(b) As part of the program to improve materiel readiness the battalion instituted weekly command inspections on 29 January. The inspections stressed the importance of preventive maintenance on generators and vehicles. Technical inspections were conducted each week on the various equipment to insure that operator maintenance was being properly performed. Increased emphasis was placed on the proper maintenance of PLL and prompt requisitioning procedures.

(c) On 21 February, in response to the staff study, Headquarters, I Field Force Vietnam conducted a courtesy inspection of the engineer equipment to include:

1. Equipment log books.

2. State of maintenance of the equipment.

3. Inspection and verification of proper requisitioning procedures.

4. Job order requests (DA Form 2407).

The following recommendations/conclusions were made by the inspection team:

1. Greater emphasis should be placed on operator training.

2. 1st echelon maintenance can be improved.

3. The battalion was carrying out its organizational maintenance mission.

(d) During the period, 1011 signal job orders and 285 engineer job orders were processed through the electronic maintenance shop.

(e) The first battalion maintenance newsletter was published in January. This letter, distributed to drivers/operators of engineer or ordnance equipment, detailed common equipment failures and recommended appropriate preventive measures. The second newsletter published in March provided additional tips for the proper maintenance of battalion equipment.

(2) Supply.

(a) During the quarter, the battalion resorted to the use of imprest fund and purchase request and commitment (PR & C) method of procuring supplies to supplement normal supply requisitions. Purchases using the imprest fund were made for CV boots, fan belts, and spark plugs for vehicles and generators, as well as self-help engineer items.

(b) On 1 February, work was completed on USARV Form 47's (Request for Equipment in Excess of Authorized Allowances) which were hand carried to Headquarters, USARV. A number of the items were placed on a PR & C. As a result, 2 each Gestetner electrical scanning machines, model #ES701 and 1 each Gestetner duplicator, model #360 with supplies (PR & C #116DS-0697-66) were purchased in Bangkok. The contract was completed on 22 February, and the equipment shipped to Nha Trang. The equipment has been used to facilitate rapid reproduction of information for dissemination to the widely scattered detachments of this battalion. PR & C #116-0695-66 was for the purchase of 16 each 15" typewriters. This equipment was used to supplement the battalion's TOE and to aid detachments in preparing their reports quickly and accurately. PR & C #116-EN-0569-66 was established for 85 each 2-ton and 14 each 1-ton air conditioners which were requested to aid in reducing the effects of temperature, dust and humidity on signal equipment. In addition, 30 each portable-type vacuum cleaners was being purchased on two PR & C's to aid in properly cleaning the teletypewriters.

(c) On 18 April arrangements were completed on PR & C #116DS-069-66 for KWM-2A Collins sideband equipment for $46,692.34. The contact provides for 18 each KWM-2As, accessories, and a year's supply of repair parts. These radios are urgently needed to provide a light-weight capability for voice and voice phone-patch to support the numerous field operations in which the battalion is involved. These radios are also urgently needed to improve the battalion's engineering/command-control system so that the difficulties encountered by field detachments can be immediately ascertained and corrected.

(d) Problems have been encountered with support by R & U in battalion self-help projects. Sand bags could not be obtained in any quantity until approximately 6 months (March) after the battalion's arrival in-country. Concertina wire was not available, as was electrical wiring for the establishment of perimter lighting.

(e) Difficulties have also been encountered with direct exchange and repair of fatigues, tentage, and boots. The quality of repair work in this area has left much to be desired, and replacement fatigues and boots were not available in significant quantities. In addition, the short service life of air mattresses and excessive wear of inserts found in the jungle boots have caused an acute shortage of these items in supply channels.

(3) Movement of mission equipment. The battalion, during the period 1 January to 30 April, moved approximately 50 major items of signal, ordnance, and engineer equipment. Shipments ranged from the movement of a trailer-mounted AN/TRC-24 for a test shot at Bong Son, to the movement of AN/MRC-54's and 73's, and AN/MCC-6's to areas like Pleiku, Ban Me Thuot, Kontum, Phan Rang, and Phan Thiet in support of the operational forces of I FFORCEV.

c. Personnel and Administration.

(1) Health - Welfare - Troop Morale:

(a) Mail. The battalion has experienced difficulties in certain areas of its mail handling during the first four months of this year. A major problem area has been the mail delivery to approximately 170 men located in widely scattered and frequently isolated communication sites. These men frequently move with the equipment from location to location as operational requirements dictate. The problem has been partially solved by requiring detachment commanders to report as soon as possible changes in troop disposition. Another area of concern has been the mail room itself. Much improvement has been made to provide adequate facilities for mail handling. The battalion is still handling mail for other units located nearby, including the 41st Civil Affairs Company; AES Platoon, 1st Bde, 101st Airborne Div; the 934th Medical Detachment; and the 526th Replacement Company. This added burden causes some mail delays due to handling times. However, an Army Postal Unit, in March, replaced the Air Force Unit that had served the Nha Trang area. As soon as a new building is constructed for this unit, and it has operating space, the battalion should lose the commitment to support these units.

(b) R & R Program. The battalion had 89 individuals take advantage of the out-of-country R & R program during the period January thru April. At that rate only 38% of the battalion's personnel would be able to take advantage of the program during their tour in RVN.

In the months of March and April, however, the allocations for the battalion doubled, from a low figure of 13 in February to a high figure of 30 in April. An additional 30 persons took advantage of in-country R & R facilities for the reporting period, twenty during the month of March. Most were officers using the HQ I FFORCEV villa at Dalat. This program was halted in April by local demonstrations. Only the facility at Vung Tau remained available for in-country R & R, and transportation to get there and return proved to be a continuing problem.

(c) Venereal Disease. The battalion's venereal disease rate has been cause for concern. The rate of venereal disease is related to a row of bars, known as the "Strip", operated by Vietnamese and located in close proximity to Camp McDermott. The low disease rate period in April (16 cases) as opposed to the high rate of occurrence in March (36 cases) is attributed to the "Strip" area being placed off limits during the first 13 days of April due to Condition Gray.

(d) Military Police Reports. There were 45 incident reports for the period. The great majority of them were curfew violations. Next were drunk and disorderly complaints. Four of the complaints originated at Qui Nhon and concerned Detachment 2 personnel. Both the breaches of discipline noted here, and the venereal disease rate shown above, are receiving greater emphasis in the initial in-country command briefing given new arrivals. The subjects are also regularly covered in scheduled Command Information Classes.

(e) Congressional Inquiries. The battalion had four congressional inquiries for the reporting period. Two of them concerned the security measures taken during a Viet Cong raid of Camp McDermott in late December. Both men were ill-informed and did not seek advice before writing their letters. Neither took notice of the security neasures being enforced at the time. The third complaint concerned one of the platoon sergeants in the battalion. The sergeant later went on emergency leave. The fourth inquiry concerned a man seeking promotion to the grade of sergeant. He was offered equal opportunity to compete for promotion by appearing before a board and failed in his attempt to obtain a standing on the appointment list.

(2) Courts and Boards.

(a) During the reporting period, the battalion commander continued as special court-martial convening authority for the 54th Signal Battalion (including the 209th Signal Detachment), and the enlisted men of:

1. 30th HQ Company (renamed HQ Company, I FFORCEV).
2. HQ I FFORCEV.
3. I FFORCEV Artillery.
4. 272d Military Police Company.
5. 55th MI Detachment

(b) Non-judicial Punishment. A total of 59 Article 15's were administered during the reported period. Many of the Article 15's for the period reflect offenses based upon the complaints issued by the military police.

(c) Summary Courts-Martial. Three summary courts were convened in the first four months of this year. Two concerned battalion personnel and one concerned a member of the 272d Military Police Company. The two summary courts involving battalion personnel ended in a verdict of guilty; the 272d Military Police Company case ended in a verdict of not guilty. The latter case concerned misbehavior of a sentinel. It has proved exceedingly difficult to convict under this article of UCMJ.

(d) Special Courts-Martial. Five special courts were convened in this reporting period. Two cases involved the misbehavior of a sentinel. One man was adjudged not guilty and the other individual pleaded guilty to the charge. A court convened on 2 March to hear a case where the charges were violations of Articles 89 and 117 of the Uniform Code of Military Justice. The individual pleaded guilty to both charges. Two special courts convened in April. One heard a case of negligent homicide and found the defendant innocent. In the second, the defendant pleaded guilty to violations of Articles 89 and 128. This individual was later boarded from the Army under the provisions of AR 635-209.

(e) General Courts-Martial. A General Court-Martial was convened on 2 April, by the Commanding General, I FFORCEV, to hear the case of Private E-2 Thomas G, Thompson, Company B, 54th Signal Battalion. Private Thompson had been in pre-trial confinement since 21 February. Private Thompson pleaded guilty to a charge of illegal possession and use of narcotic drugs and was sentenced to six months confinement, total forfeiture of all monies and a bad conduct discharge.

(f) Board action under the provisions of AR 635-209 was waived by a Company B soldier on 4 April.

(g) Pending trial by special court-martial, another Company B soldier waived board action under the provisions of AR 635-208, and departed this command on 11 April. Both cases of elimination by board action resulted from the individuals inability to conform and adjust to military discipline.

(3) Emergency Leaves.

(a) The battalion had 19 individuals go on emergency leave to CONUS during the reporting period. Seven left in the month of February. The average is between four and five departures on emergency leave a month.

(b) Four of the nineteen who took emergency leave were classified as key personnel. A pilot departed in January, the Aviation Section Leader in March, Company A supply officer in March, and a platoon sergeant in April. Both the Aviation Section Leader and the supply officer returned within 30 days. The pilot received a compassionate reassignment. The platoon sergeant will probably also be reassigned for compassionate reasons.

(4) Promotions.

(a) January. The following cumulative vacancies existed in the battalion during the month of December:

E9(0) E8(0) E7(7) E6(4) E5(6) E4(20)

The following promotions were made against these vacancies during the month of January.

E9(0) E8(0) E7(0) E6(3) E5(2) E4(20)

(b) February. The following cumulative vacancies existed in the battalion during the month of January:

E9(0) E8(0) E7(7) E6(2) E5(6) E4(45)

The following promotions were made against these vacancies during the month of February:

E9(0) E8(0) E7(1) E6(0) E5(2) E4(29)

(c) March. The following cumulative vacancies existed in the battalion during the month of February:

E9(0) E8(0) E7(5) E6(1) E5(4) E4(44)

The following promotions were made against these vacancies during the month of March:

E9(0) E8(0) E7(1) E6(1) E5(0) E4(31)

(d) April. The following cumulative vacancies existed in the battalion during the month of March:

E9(0) E8(0) E7(4) E6(1) E5(4) E4(27)

The following promotions were made against these vacancies during the month of April:

E9(0) E8(0) E7(1) E6(0) E5(3) E4(23)

(5) Personnel turbulence (See Inclosure 5).

(a) The battalion was faced with a serious shortage of personnel in specific critical MOS's during the reporting period. This shortage or turnover in personnel had a direct and adverse effect upon the battalion's operational capabilities.

1. Radio Teletype Operators. During the period 1 January to 30 April, there was a net gain of four operators. Overall, the losses and gains were staggered over an acceptable period of time. However, the loss of 12 experienced operators in the month of November was still being felt.

2. Radio Relay and Carrier Attendant. Experience is the most important factor in the successful operation of the equipment, especially in systems trouble-shooting and team work. The battalion suffered a loss of 65 trained personnel in this MOS during the reporting period. There was a net loss of 34 individuals in this MOS from January thru April. There was a 30.4% loss of personnel in January, when 32 people rotated in that one month.

3. Communications Center Specialists. The communications center was particularly hard hit in personnel losses. A total of 29 individuals were lost during the reported period. The net loss for the communication center was 14 people. This represents a 14.4% loss that had not been recovered by the end of April.

(b) The battalion had 11 individuals evacuated outside of RVN for medical reasons between January and the end of April.

(6) Events of Interest.

(a) On 29 January, the battalion command inspection program began. Its primary objectives were to give the battalion commander a clear picture of the overall status of each company. In order to add incentive to the program, rotating plaques for best company, best supply room, best mess hall and best motor pool were established. A rotating plaque for best day room will be awarded when the day rooms are completed.

(b) On 10 February, Captain William G. Barrett replaced Lieutenant Ernest J. Scharpf as battalion adjutant. Lieutenant Scharpf was assigned to Company A, and became Detachment 1 commander at An Khe.

(c) On 13 February, the Nha Trang Cantonment Area was officially re-named Camp John F. McDermott, in honor of SP4 John F. McDermott, a Company A courier who died in a helicopter crash on 18 November 1965. Brigadier General Charles A. Symroski, I FFORCEV Artillery Commander, cut the ribbon opening the camp. Others participating were Colonel Charles A. Deason, Lieutenant Colonel John L. Whisler, Sr., Major Elmer A. Goetsch and Chaplain (Major) Elieson M. Herrick. (See Inclosures 10 and 11).

(d) On 7 March, the Commanding Officer, US Army Support Command, Nha Trang, releived the battalion commander of his temporary responsibilities for the camp. Major W.W. Harwell, Inf, became the Camp Commander.

(e) On 16 March, Specialist Four Charles B. Jeffries, Detachment 2 (Company B) was shot and killed by another soldier in a hunting accident near Detachment 2, at Qui Nhon.

(f) On 2 April, the battalion held its first awards and decorations board meeting. The board met each subsequent Saturday through the month. In April, 8 personnel were recommended for USARV Certificates of Achievement, three Army Commendation Medals were approved and one recommendation for the Bronze Star with "V" device was sent forward.

(g) A USARV team inspected the battalion's consolidated mail room on 11 April. A rating of satisfactory was awarded.

(h) At 2000 hours, 15 April, Sergeant Charles E. Cooper was killed in an accidental hand grenade explosion on Hon Cong mountain, near An Khe, Vietnam. Sergeant Cooper was a member of Detachment 1, and assigned to Company B.

(7) Area improvement during the period January thru April, almost entirely by use of battalion effort:

(a) All three companies relocated and constructed temporary-type buildings for their supply activities.

(b) All three companies framed and floored tents for use as orderly rooms.

(c) All three companies began construction of temporary-type buildings for dayrooms. The Company A dayroom was nearly completed by 30 April. The Headquarters Company dayroom was floored, but required framing and a roof. Company B had begun reconstruction of their dayroom at the end of April.

(d) The S4 and Personnel Sections completed flooring and framing a large GP tent each for their operations.

(e) The sandbag barricades at the end of the tents were renovated and extended.

(f) A projection booth and 20' X 40' screen were completed for an outdoor movie theatre. Films were shown about 6 nights a week with attendance frequently reaching more than 1000 men.

(g) The 54th Signal Battalion NCO Mess Association continued to expand and improve its facility. By the end of April, the main club, which served all enlisted men in Camp McDermott, occupied a concrete floored, framed, screened, canvas-topped building in the basic form of an "H." Overall width of the "H" was about 50', and length about 100'. The bottom of the "H" was floored, enclosed, and roofed to provide back bar work area, stock storage, an office, and quarters for the custodian. An adjacent wood frame warehouse about 24' X 52' in size with a tin roof was nearing completion at the end of April. This building was intended to provide for up to 30 days of merchandise storage. Supplies and equipment were on order to establish an ice cream and short-order snack bar. Gross sales were averaging about $700 per day; the club's net worth was about $26,000 on 25 April 1966.

(h) A 24' X 52' semi-permanent battalion chapel, which is the only chapel in Camp McDermott, was nearing completion. The chapel had a bell, brick columns, and an asbestos roof. A full-sized electric organ was on hand awaiting installation, and pews were being obtained locally.

(i) A semi-permanent 24' X 52' building was nearing completion for use as the battalion headquarters. The building has a concrete floor, wood framing, and asbestos roof.

(j) A new well was dug for the battalion laundry and six local employees were hired on 10 January to launder clothing free of charge for battalion enlisted men.

(k) All troop billeting tents were floored and rewired for electric lights.

(l) A well was dug in the battalion motor park, and a vehicle wash point was established.

2. Section 2, Lessons Learned and Recommendations.

a. Lessons Learned:

(1) Receipt of Requisitioned Equipment.

Item: There is no established procedure for notification of the requisitioner that an item has been shipped or has arrived at a transportation point enroute.

Discussion: Frequently no shipment status can be obtained on major items of equipment. Receipt of this equipment is often delayed due to failure of shipping agencies to notify the requisitioner.

Observation: Status should be provided automatically to the requisitioner in the case of major items at least.

(2) Requests for equipment in excess of authorized allowances.

Item: Timely verification of authorization under USARV Form 47.

Discussion: Difficulty has been encountered in obtaining release of items shipped in response to requisitions placed through the use of USARV Form 47.

Observation: Prompt follow-up of approved requests should be made by USARV (G4 Materiel).

(3) Air mattress.

Item: Reduced air mattress life.

Discussion: Due to climatic conditions, air mattresses (FSN 8465-254-8887) frequently have come apart at the seams after only a few weeks use.

Observation: Either air mattresses should be covered with durable canvas or an improved method of sealing mattress seams should be employed.

(4) Boot, combat, DMS.

Item: Excessive wear of inserts.

Discussion: Experience has shown that within a period of 1-3 months, the insert furnished with the jungle boot wears out. Replacement inserts are extremely difficult to obtain.

Observation: An additional set of inserts should be provided with each new pair of jungle boots.

(5) Storage of Items of Personnel Clothing and Equipment.

Item: Extreme climatic conditions cause rapid deterioration of clothing and equipment stored by individual soldiers, due to mold and fungus.

Discussion: The storage of items of equipment that are not used frequently results in permanent damage due to mold.

Observation: Stored equipment should be periodically unpacked and placed in the sun to remove the dampness. Whenever possible, these items should be withdrawn from the individual and centrally stored and maintained.

(6) Class IV Project Equipment.

Item: The use of tactical communications equipment in lieu of Class IV project equipment.

Discussion: Tactical communication equipment can be semi-permanently installed in lieu of Class IV project equipment when the need arises.

Observation: Tactical communication can be stripped from its shelter and mounted as Class IV project equipment if care is taken. No major modification of the equipment, such as the drilling of holes, cutting of cross braces, etc, may be made so that when Class IV equipment becomes available the tactical equipment can be put back into its original configuration.

(7) Pay of Local National Employees.

Item: Failure of Aid-In-Kind (AIK) employees to be properly paid.

Discussion: The system for paying AIK employees was not fully effective in that many of these personnel were not paid the correct amount or at the time prescribed. The AIK employees who were not paid had to borrow money until such time as they were paid. In several cases they were not paid for up to three months, and whole groups went on strike.

Observation: The system of paying AIK local national employees must be corrected so that they receive their pay in the proper amount when due.

(8) Lead-Acid Batteries.

Item: Battery life and evaporation of electrolyte.

Discussion: Heat conditions result in shortened battery life.

Observation: More frequent addition of electrolyte will tend to lengthen battery life. Emphasis must be placed upon battery maintenance. Fifteen day supply of electrolyte (two gallons) for the motor pool should be doubled.

(9) Canvas Deterioration.

Item: Canvas deteriorates rapidly in RVN.

Discussion: Canvas has shown a tendency to deteriorate rapidly under hot and humid temperature conditions.

Observation: Covered, ventilated storage of vehicle canvas, unless operationally required, is recommended.

(10) Venereal Disease.

Item: The venereal disease rate in the battalion is directly related to the Vietnamese bars located in close proximity to Camp McDermott.

Discussion: During times when the bar area is off limits there is a major decrease in venereal disease cases.

Observation: Local Civil Affairs personnel should coordinate with National Government officials to reduce this source of disease.

(11) Personnel Turbulence.

Item: The high loss of experienced personnel in critical MOSs is detrimental to the battalion's mission.

Discussion: Experience is a key factor with personnel dealing with communications equipment. A large, fast turnover in personnel in one MOS is detrimental to the mission. Instances have occurred in which 30% of the personnel in one MOS departed in one month. Replacements should be arriving in sufficient time to be able to learn from the men they replace. This prevents the same mistakes from being made over and over.

Observation: Better replacement programming is required. Personnel leaving the battalion should have had their DEROS staggered or the battalion should have participated in an infusion program after its arrival in Vietnam.

(12) HF Radio Modulation Expedient.

Item: MD-239 modulators fail frequently.

Discussion: The unit has had a high deadline rate of MD-239 modulators in the AN/GRC-26.

Observation: In an emergency, and if all MD-239 modulators are inoperative, a TH-5 can be used to audio shift the T-368 transmitter for effective RATT operations. In such case each station in the net must be using the TH-5 arrangement.

(13) Maintenance of AN/MTC-1 switchboard.

Item: Maintenance of AN/MTC-1 switchboard in a dusty environment is difficult.

Discussion: The extremely dusty conditions in sandy and windy areas of II Corps Tactical Zone cause relays in the switchboard to become erratic or inoperative over extended periods of time.

Observation: Relays should be cleaned by means of a vacuum cleaner or air hose on a weekly basis or more often if possible.

(14) Power Cables.

Item: Method of running power cables during damp or wet conditions.

Discussion: The burying of power cables underground during monsoon wet conditions sometimes results in the shorting or leakage of power cables.

Observation: Power cables should be run overhead by means of poles or held off the ground by blocks during wet conditions.

(15) CG-692 Connector.

Item: CG-692 "cobra head" connector failures in AN/GRC-26.

Discussion: Repeated use of the CG-692 connector will result in a tendency for it to allow moisture to short RF signals.

Observation: These connectors should be taped completely with a waterproof rubber tape prior to their use.

(16) Maintenance of Photographic Equipment.

Item: The high incidence of fungus mold and condensation on photographic equipment causes considerable damage.

Discussion: The climate of South Vietnam creates the hazard of fungus mold and condensation on photographic equipment due to the high humidity and temperature.

Observation: Storage of equipment in a "hot box" with a light bulb or small heater reduces this problem.

(17) Battery Problems on Generators.

Item: Generator maintenance due to electrolyte overflow from batteries is a constant problem.

Discussion: The high temperatures and continuous generator operations cause frequent overflow of the electrolytes. This corrodes the battery box and, as the box frequently leaks, causes considerable damage to other parts of the generator.

Observation: Remove the batteries from the battery box and use jumper cables. This provides easy battery access and allows one set of batteries to be used to start more than one generator.

(18) Contaminated Fuel.

Item: The climatic conditions result in considerable water in 55 gallon fuel drums.

Discussion: Frequently generator problems are caused by water in the fuel. Often several inches of water are found in a fuel drum.

Observation: Siphon the water out of the drum with an 8-foot length of hose with a steel bolt wired to one end for a weight. The liquid color change from white to pink readily shows when the water has run out of the drum.

(19) Generator Failure.

Item: Frequently generators fail electrically.

Discussion: Continuous operation, extreme climatic conditions, and dust contribute to a high generator deadline rate.

Observation: Generators should be converted to 3-phase output whenever possible. This results in smoother operation, lower internal heating, and an apparent significant reduction in generator failures.

(20) Air Movement of Equipment.

Item: Current airlift policy is that operational equipment will normally be moved on a space-available basis.

Discussion: Under current policy, movement of operational equipment, especially vehicular and shelter-mounted equipment, must be attempted first on a space-available basis. This frequently results in unacceptable delays and often ends up with a "last minute" requirement for a tactical emergency move, thus further burdening the already strained airlift capability.

Observation: Insofar as possible, operational lifts should be scheduled. Should a flight be cancelled, the lift should be automatically reestablished by priority.

(21) Engineering Circuits.

Item: Engineering circuits are needed for effective operation of a communications system.

Discussion: Lack of engineering circuits seriously hampers command/control of communications. Where engineering circuits are available, expeditious circuit restoration/retermination can be effected. This has been a particular problem in controlling the 54th Signal Battalion systems to the north of Nha Trang.

Observation: Circuits for engineering purposes are essential. FM or AM-SSB radios at each terminal are needed also.

(22) Air Mobility.

Item: Transport of communications shelters by helicopter.

Discussion: The steel tie-down cables supplied as a part of the shelters are not suitable for sling-load movements.

Observation: Nylon slings must be obtained and should be on hand at each field detachment.

(23) Circuit Control.

Item: Problems are frequently encountered in establishing or trouble-shooting circuits thru several different systems.

Discussion: Due to the multiplicity of systems and control centers involved in the in-country area system, it is often difficult and time-consuming to activate or locate troubles on extended circuits.

Observation: An improved and more responsive system of circuit control is needed in the in-country area system.

(24) Radio Relay Operations.

Item: Numerous radio relay test shots should be attempted.

Discussion: Prior to Operation Longfellow, a VHF test shot was attempted from Dak To (ZB044226) to Pleiku with a relay at Kontum. It was later discovered that a reliable system could be operated directly without the Kontum relay.

Observation: When a VHF test shot is being attempted, all possibilities should be tried, even those which appear by map profile to be impossible. When possible, a systematic program of VHF test shots should be run for future use; such tests should be thoroughly documented for future reference.

(25) Universal Joints and Wheel Bearings.

Item: A high failure rate was experienced for universal joints and wheel bearings.

Discussion: Universal joints and wheel bearings are failing due to the lack of lubrication.

Observation: Current lubrication orders (LOs) call for lubrication every 3,000 miles or once every six months. This interval is inadequate due to road conditions and rain. Vehicles should be lubricated as outlined in the appropriate LO each 1000 miles, or once every two months, whichever comes first.

(26) Engine Fuel Systems.

Item: Irregular firing and difficult starting due to contaminated fuel.

Discussion: Most fuel in this area is contaminated when drawn.

Observation: The fuel tanks of all equipment should not be allowed to run at below one-half full. If a tank or 55 gallon drum reaches one-quarter full, it should be drained completely and cleaned before it is re-used. Vehicles should be driven one gear ratio below the normal.

(27) Tube Failures.

Item: High failure rate of tubes 6146, 3B28, 4Z150A, 6AZ8 and 836.

Discussion: The number of each of the above tubes used during the period ranges from 27 to 60. Resupply has been slow for most and none for the 4X150A and 836 tubes.

Observation: No improvement is envisioned, e.g., information indicates that Saigon Logistics Area has more than 1,600 due-outs for 836 tubes. Resupply is being effected by writing individuals in depots and units outside of RVN.

(28) Failure Rate of Capacitor, C-275.

Item: Currently, eight receivers, R-417/TRC, are deadlined for capacitor, C-275. One of these receivers has been deadlined for in excess of 118 days.

Discussion: Capacitor, C-275, is electrolytic and failures are frequent, apparently due to age and/or temperature extremes.

Observation: These capacitors have been placed on RED BALL as well as 02 MILSTRIP requisition by the direct support unit, yet none have been received. The shortage of this repair part has at times left the battalion without a spare receiver.

AVF-SB 14 May 1966
SUBJECT: Operational Report of Lessons Learned for January - April 1966 (RCS CSGPO-28 (R1))

b. Recommendations:

(1) That the MTOE previously submitted to augment the aviation section of the battalion be approved and implemented as soon as possible.

(2) That the system of supplying engineer and signal repair parts be made more responsive.

(3) That the shipment of additional mission-essential equipment requested by the battalion on USARV Forms 47 be expedited.

(4) That status information be automatically furnished to the requisitionor on requisitions for deadline repair parts and major items of mission-essential equipment.

(5) That the supply of individual clothing, especially jungle fatigues and boots, be improved, or that the enlisted monetary clothing allowance be restored.

(6) That the policy on in-country airlift of mission-essential equipment be modified to permit pre-planned, rather than space-available, moves of combat support equipment, and that lifts cancelled by the carrier be automatically reinstated on the basis of relative movement priorities.

(7) That the communications control system in the in-country area system be made more responsive to trouble-shooting, circuit restoration, and short lead-time tactical circuit requirements.

(8) That the battalion assigned strength be maintained at 110% of authorized strength in selected critical MOS's to reduce the impact of a high rate of personnel turbulence.

(9) That adjustments in assignments and date of expected return from overseas (DEROS) be made to spread reassignment losses of personnel as evenly as possible throughout the year.

(10) That in-country R&R facilities be expanded, and that transportation from home station and return be put on a space required basis for individuals filling command R&R quotas.

JOHN L. WHISLER, SR.
Lt Col, SigC
Commanding

24 Incls
1. Chronology
2. Bn Field Detachments
3. I FFORCEV Operations Supported by 54th Sig Bn

(Cont on page 27)

Incls (Cont)
4. Statistical Summary
5. Enl Pers Turbulence
6. Equip Authorizations
7. Systems on 30 April 1966
8. I FFORCEV Air Msgr Schedule
9. Study, Maint Support of MEE, 7 Feb 66
10. Camp McDermott Dedication Ceremony (Photograph)
11. Camp McDermott Dedication Ceremony (Outline Sketch)
12. Camp McDermott Aerial View (Photograph)
13. Camp McDermott Aerial View (Outline Sketch)
14. Sig Cen at HQ I FFORCEV (Photograph)
15. Sig Cen at HQ I FFORCEV (Outline Sketch)
16. Key Personnel
17. System Reliability, Jan 66
18. System Reliability, Feb 66
19. System Reliability, Mar 66
20. System Reliability, Apr 66
21. CU Ckt Reliability, Jan-Apr 66
22. SU Ckt Reliability, Jan-Apr 66
23. TTY Ckt Reliability, Jan-Apr 66
24. Sketch Map of RVN

Copies Furnished:
CINCUSARPAC, ATTN: GPOP-MH
CG, USARV, ATTN: AVC-HIST (trip)
SIGO, I FFORCEV (dupe)
CG, USACGSC (for archives)
CG, USASCS, ATTN: DIR, OD
CO, USASESS, ATTN: DIR, OD
Bn Historian

AVF-GC-TNG (14 May 66) 1st Ind
SUBJECT: Operational Report on Lessons Learned for January - April 1966 (RCS-CSGPO-28 (R1)) (U)

Headquarters, I Field Force Vietnam, APO San Francisco 96240, 28 MAY 1966

TO: Assistant Chief of Staff for Force Development, Department of the Army, Washington, D.C. 20310
Commanding General, Unit States Army Vietnam, APO San Francisco 96307

1. Concur with comments and recommendations in basic report except as noted in paragraph 2.

a. Reference para 2b(8) basic report, HQ, USARV attempts to maintain only combat units at approximately 110% strength of authorized combat MOS's.

b. Reference para 2b(9) basic report, this headquarters continues to adjust DEROS impact within unit through curtailment and extensions of oversea tours and in-country reassignments.

c. Reference para 2b(10) basic report, the only in-country R & R facility is in Vung Tau and transportation thereto and return is the unit's responsibility.

2. Nonconcur with comment in para 2a(1) and recommendations 2b(4) and first part of paragraph 2b(6).

a. Reference para 2a(1) and 2b(4) basic report, paragraphs 4-7 of AR 735-35 requires units to initiate follow-up action on outstanding requisitions which have not been filled within the prescribed time frame.

b. Reference first part of para 2b(6) basic report, on 6 April, US Army Support Command Nha Trang in a letter Subj: In-country Air and Sealift Movement Requirements, provided for preplanned in-country air-lift of mission-essential equipment.

FOR THE COMMANDER:

Joseph P Carew
CAPT, AGC

R. C. BALDWIN
Captain AGC
Asst AG

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nc

Regraded Unclas when [illegible] from [illegible]

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CONFIDENTIAL

AVC-DH (14 May 66) 2d Ind
SUBJECT: Operational Report of Lessons Learned for January - April 1966 (RCS CSGPO-28 (R1))

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96307 21 JUN 1966

THRU: Commander in Chief, United States Army, Pacific, ATTN: GPOP-MH, APO 96558

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

1. (U) The 54th Signal Battalion's Operational Report on Lessons Learned is complete, and reflects valuable information on the unit's operations and physical location.

2. (U) This headquarters concurs with the 1st Indorsement, with the added comment below.

3. (U) Reference paragraph 2b(7), page 26: The 1st Signal Brigade (USASTRATCOM) has established a control agency which deals with the monitor of in-country communication systems and the rapid restoration or circuit failures. This agency, the Command Communication Control Center Agency (CCCCA), works in close coordination with the Defense Communication Agency representatives in Vietnam. CCCCA has produced effective results and is continually improving methods to trouble-shoot assigned circuitry.

FOR THE COMMANDER:

HENRY L DENNEY
CWO USA
Assistant Adjutant General

24 Incl
nc

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CONFIDENTIAL

6-097

GPOP-MH (14 May 66) 3d Ind (C)
SUBJECT: Operational Report of Lessons Learned for January - April 1966 (RCS CSGPO-28 (R1)) (U)

HQ, US ARMY, PACIFIC, APO San Francisco 96558 9 AUG1966

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

1. (U) The Operational Report on Lessons Learned of the 54th Signal Battalion for the period 1 January - 30 April 1966 is forwarded herewith. This is considered an outstanding report, the value of which is considerably enhanced by the attachment of supporting documents.

2. (U) This headquarters concurs with the basic report, as modified by preceding indorsements, except as noted below.

3. (U) Paragraphs 2a(2) and 2b(3), basic report. This headquarters has recently published revised procedures for the processing of USARV requests for equipment in excess of authorized allowances. These procedures should provide for more rapid processing of requirements.

4. (C) Paragraph 2b(8), basic report; paragraph 1a, I FFV 1st Indorsement; and paragraph 2, USARV 2d Indorsement.

a. The 54th Signal Battalion recommends that assigned strength be maintained at 110 percent in selected, critical MOS's to reduce the impact of a high rate of personnel turnover. HQ I FFV states that HQ USARV attempts to maintain only combat units at approximately 110 percent strength of authorized combat MOS's. HQ USARV, by not commenting on the I FFV statement, apparently concurs.

b. USARV is presently authorized to requisition up to 105 percent of its authorized strength, across the board. How USARV spreads the excess is a matter of USARV discretion -- USARV can have units or MOS's either above or below the authorized 105 percent, as long as the total does not exceed 105 percent. This is in accordance with established DA policy.

5. (U) Paragraph 2b(9), basic report, and paragraph 1b, I FFV 1st Indorsement. The adjustment of DEROS to lessen impact on various units within USARV is a matter for the discretion of HQ USARV. HQ USARPAC enters the picture to assist in adjustments to lessen the impact on DEROS losses for USARV as a whole.

6. (U) Paragraph 2b(10), basic report, and paragraph 1c, I FFV 1st Indorsement. Concur in general with these references. However, it is noted from recent reports that only about 70 percent of the total USARV

GPOP-MH (14 May 66) 9 AUG1966
SUBJECT: Operational Report of Lessons Learned for January - April 1966 (RCS CSGPO-28 (R1)) (U)

in-country R&R allocations are being utilized. This headquarters is considering the feasibility of recommending the over-allocation of R&R spaces in country in order to increase actual utilization. Such over-allocation would, perforce, be based on experience factors and would include a small safety margin.

FOR THE COMMANDER IN CHIEF:

D. A. HARRISON
Capt, AGC
Asst AG

24 Incl
nc

Copy furn:
CG USARV, Attn: AVC-DH

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54TH SIGNAL BATTALION (CORPS)

CHRONOLOGY
(1 January - 30 April 1966)

1 January	One AN/GRC-46, 2 AN/MRC-73, 1 officer (Lt Prescher) and 9 EM committed to support Operation Jefferson.
2 January	2d Lt John R. Morgan assumed command of Detachment 3.
7 January	Personnel and equipment airlifted from Nha Trang to Pleiku to begin support of the 3d Bde, 25th Inf Div. Radio Relay system V-71 established between Pleiku and An Khe.
8 January	Two combat photographers committed to provide photo coverage in support of Operation Flying Tiger VI.
9 January	AN/MTC-1 installed at TORCH switchboard by Company A to replace AN/MGC-9.
13-17 January	One AN/GRC-26, 2 AN/MRC-73, and 9 EM of Detachment 4 committed in support of 1st Bde, 101st Abn Div in Operation Tyler south of Phan Rang.
17 January	One AN/GRC-26, 1 KWM-2, 1 AN/GRC-46 committed from Detachment 6 to support 1st Bde, 101st Abn Div at Tuy Hoa north for Operations Van Buren and Harrison.
21 January	Radio relay test system established between Bong Son and Hill 562, Qui Nhon.
22-24 Jan	Four WD-1/TT lines installed between TORCH and TYPHOON.
24 January-12 March	One AN/GRC-26, 1 AN/MRC-73, 1 AN/MRC-95, 1 KWM-2, 2 SB-22/PT and personnel, primarily from Detachment 1, committed to support Operation Masher (Whitewing).
28 January	One AN/MRC-73 with personnel from Detachment 3 was flown to Phan Thiet to attempt direct radio relay test shot to Detachment 4 at Phan Rang. Negative results.
4 February	Hill 562 relay near Qui Nhon (Detachment 2) fired upon. No casualties or damage.
10-12 Feb	50-pr cable installed by Company B between BACK PORCH and TYPHOON.
12 February	Detachment 3, Dong Ba Thin, began drawing rations from Class I SP at Cam Ranh Bay. Radio relay test shot between Detachment 4, Phan Rang, and Detachment 3 to bypass Detachment 4 relay was negative.

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13 February	Former Nha Trang Cantonment Area renamed Camp John F. McDermott in honor of SP4 John F. McDermott, Co A, 54th Sig Bn, killed in helicopter crash on 18 November 1965. Operation of I FFORCEV stations in in-country RATT and SSB nets taken over by detachment of 69th Signal Battalion.
20 February	Signal site on Hon Cong Mountain near An Khe invaded by VC/PAVN platoon-sized force. Radio relay team of Detachment 1 suffered no casualties but lost two 10kw generators due to enemy action. Systems V-71 and V-70 inoperative for approximately 5 hours due to loss of power.
22 February	Direct radio relay test shot attempted by Detachment 3 between Hill 184, Cam Ranh Bay, and Long Bien Mountain near Dalat, with negative results.
22 February-24 March	Two AN/MRC-73, 1 AN/GRC-26, 1 KWM-2, 1 officer (1st Lt James M. Harrison) and 9 EM committed in support of 3d Bde, 25th Inf Div in Operation Garfield.
5 March	Elements of bn located at Pleiku designated Detachment 7 under command of 2d Lt Daniel W. Judge.
7 March	Bn commander relieved of additional duty as Camp McDermott Commander upon arrival of Major W. W. Harwell. SP6 William J. Davis, 209th Sig Det, WIA while supporting 3/25th Inf in Operation Garfield near Plei Mo.
9-28 March	101-pr tape armored cable and 10-pr cable installed (buried) between STRATCOM facility (WETWASH) and Comm Bldg at Grand Hotel.
16 March	SP4 Charles B. Jeffries, Detachment 2 (Company B) accidentally killed in hunting accident near Qui Nhon.
17-19 March	S-4 cable installed by Co B between GOLDFINCH and TYPHOON.
22-23 March	Two 5-pr cables installed by Co B from 69th Sig Bn radio ops con (in 54th Sig Bn Mtr Park) to 69th Sig Bn AN/MSC-29 (in 54th Sig Bn Rad Con) at HQ I FFORCEV.
23 March	Two combat photographers committed in support of Operations Mang Ho V and Su Bok.
25 March-8 April	One AN/GRC-26 and 1 KWM-2 and team personnel committed to support 3d Bde, 25th Inf Div in Operation Lincoln. At same time, 1 AN/GRC-26, 1 KWM-2, 1 AN/MRC-73 and personnel were provided to support 1st Cav Div in Operation Lincoln.
25 March	Detachment 6 began support of 1st Bde, 101st Abn Div in Operation Fillmore near Tuy Hoa.

25-27 March	10-prs WD-1/TT buried by Co B between TORCH switchboard and RVN Naval Training Center.
29 March	300-pr cable installed by Co B from Communications Bldg to Grand Hotel and to adjacent VHF operations site.
30 March	HQ I FFORCEV Advance CP established at Pleiku. One SB-86/PT, 1 AN/GRC-26, 1 KWM-2 and personnel provided from Detachment 7.
7 April	Bn H-13S helicopter crashed near Phan Rang. Pilot WO Cook, Avn Sec, and passenger Sgt Minter, Co B, escaped serious injury; aircraft damaged beyond repair.
11-17 April	One AN/GRC-26, 1 KWM-2, 1 AN/MCC-6, 1 AN/MRC-54, 1 AN/MRC-73, 1 officer and 15 EM of Detachments 1 and 7 were committed in support of 1st Cav Div in Operation Mosby I at Kontum.
12-26 April	One AN/GRC-26, 1 KWM-2, 1 AN/GRC-46, 1 officer and 10 EM committed in support of Operation Austin II. The AN/GRC-26 was sealifted from Tuy Hoa to Phan Thiet less personnel which remained in Tuy Hoa to operate the AN/GRC-46. Personnel to operate the AN/GRC-26 were airlifted from Nha Trang.
15 April	Sgt Charles E. Cooper, Detachment 1 (Company B) killed in accidental hand grenade explosion on Hon Cong Mountain near An Khe. Three AN/MRC-73, 1 AN/GRC-26, 1 KWM-2, 1 officer and 12 EM of Detachment 7 began support of 3d Bde, 25th Inf Div in Operation Longfellow.
16 April	Bn U-6A piloted by Capt Houts, Avn Sec, broke off tail wheel while attempting to land at Tuy Hoa. Aircraft returned to Nha Trang and successfully landed.
18 April	Arrangements completed for purchase of 18 each Collins KWM-2A with accessories and year supply of parts.
18 April-6 May	Japanese 20-station dial-intercom system installed by Co A for HQ I FFORCEV command elements in Grand Hotel.
21 April	Operation Mosby II supported by personnel and equipment originally provided for Operation Mosby I on 11 April.
22-30 April	Second 101-pr cable buried between WETWASH and Comm Bldg, Grand Hotel by Co B.
24-30 April	Two AN/MTC-1 (previously removed from shelters) installed by Co A in Communications Bldg at Grand Hotel (new location of HQ I FFORCEV).
25-29 April	S-4 cable installed by Co B between Comm Bldg and TYPHOON.
26 April	Installation of SB-675 patch panel in Communications Bldg at Grand Hotel begun.

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54TH SIGNAL BATTALION (CORPS)

FIELD DETACHMENTS

(1 January - 30 April 1966)

NUMBER	LOCATION	SUPPORTED UNIT	COMMANDER
1	An Khe	1st Cav Div	Lt William W. Toney (to 9 Feb) Lt Ernest J. Scharpf (from 10 Feb)
2	Qui Nhon	ROK Cap Div	Lt Stephen R. Sawyer
3	Dong Ba Thin (Near Cam Ranh Bay)	ROK Marine Bde	Lt John R. Morgan (from 2 Jan)
4	Phan Rang	1st Bde, 101 Abn Div Base Camp	Lt John R. Morgan (to 1 Jan) Lt Edward C. McQuiston (from 2 Jan)
5	Hon Mot Island	(Relay for VHF systems to south of Nha Trang)	None
6	Tuy Hoa	1st Bde, 101 Abn Div Adv ROK Marine Bde Adv	Lt Walter A. Prescher
7	Pleiku	3d Bde, 25th Inf Div	Lt Daniel W. Judge (from 5 Mar)

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OPERATIONS SUPPORTED BY 54TH SIGNAL BATTALION (CORPS)
(THROUGH 30 APRIL 1966)

NAME	DATE	UNITS	LOCATION
Bald Eagle	20ct - 15Nov	1/101st Abn Div	II Corps Area
Ia Drang Campaign	24Oct - 28Nov	1st Cav Div	Ia Drang Valley
Jefferson	1Jan - 16Jan	ROKM Bde - ARVN	Tuy Hoa
Tyler	1Jan - 17Jan	1/101st Abn Div	South of Phan Rang
Flying Tiger VI	8Jan - 11Jan	ROK Capitol Div	Qui Nhon
Van Buren	19Jan - 21Feb	1/101st - ARVN	Tuy Hoa
Masher (Whitewing)	24Jan - 12Mar	1st Cav Div ROK Capitol Div	Bong Son
Taylor	5Feb - 8Feb	3/25th Inf Div	Pleiku
Garfield	22Feb - 24Mar	3/25th Inf Div	Chu Pong Mt Area
Reconstruction	22Feb - 24Mar	ROKM Bde	Tuy Hoa
Harrison	26Feb - 24Mar	1/101st Abn Div	Tuy Hoa
Mang Ho V	23Mar - 26Mar	ROK Capitol Div	Qui Nhon
Fillmore	25Mar - *	1/101st Abn Div	Tuy Hoa
Lincoln	25Mar - 8Apr	1st Cav Div 3/25th Inf Div	Ban Me Thuot
Bunkae	2Apr - 12Apr	ROK Capitol Div	North of Tuy Hoa
Mosby I Mosby II	11Apr - 17Apr 21Apr - **	1st Cav Div	Chu Pong Mt Area
Austin II	12Apr - 26Apr	1/101st Abn Div	Phan Thiet
Longfellow	17Apr - ***	3/25th Inf Div	Highway 14 to Cambodian border

*Continuing as of 1 May 1966
**Ended 3 May 1966
***Ended 2 May 1966

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54TH SIGNAL BATTALION (CORPS)

STATISTICAL SUMMARY
(Jan - Apr 66)

1. Spiral - four cable miles installed:

Jan	Feb	Mar	Apr	Total
6 mi	3½ mi	3 2/3mi	1¼ mi	14¼ mi

2. Channel miles installed:

Jan	Feb	Mar	Apr	Total
150	120	119	1344	1733

3. Telephone service installed:

	Jan	Feb	Mar	Apr	Total
Trunks	1	2	6	5	14
Sole-user circuits	12	3	0	9	24
Point-to-point	6	0	1	0	7
Locals (Typhoon)	0	4	6	1	11

4. Teletypewriter service:

	Jan	Feb	Mar	Apr	Total
Trunks	1	1	3	4	9

5. Telephone switchboard peg count:

Jan	Feb	Mar	Apr	Total
123,216	140,311	163,456	176,429	603,412

6. Telephone switchboard average busy hour count:

	Jan	Feb	Mar	Apr	Total Avg
Typhoon	436	307	320	365	357
Torch	167	170	263	210	204

Incl 4

Statistical Summary (Cont)

7. Total messages handled:

	Jan	Feb	Mar	Apr	Total
In	2288	2948	4010	4137	13383
Out	842	1160	1268	1371	4641

8. Average outgoing and incoming handling time (minutes):

	Jan	Feb	Mar	Apr	Avg.
Out	98	147	63	70	94
In	34	28	17	20	24

9. Number of documents handled by couriers:

	Jan	Feb	Mar	Apr	Total
Air	2485	2109	2612	1248	8454
Motor	979	760	876	1029	3644

10. Messenger mileage:

	Jan	Feb	Mar	Apr	Total
Motor	4240	2071	1987	1743	10041
Air	17585	20188	21321	20147	79241

11. Photographic support:

	Jan	Feb	Mar	Apr	Total
Number of missions	165	160	187	168	680
Number of negatives	3171	3316	5117	4769	16373
Number of prints	7856	7521	9618	14061	39056
Motion picture footage	2200	5100	5200	3300	15800

Tab 5

54th SIGNAL BATTALION (CORPS)*
APO US FORCES 96240
ENLISTED PERSONNEL TURBULENCE

MOS	BN AUTH	OCTOBER GAINS	OCTOBER LOSSES	NOVEMBER GAINS	NOVEMBER LOSSES	DECEMBER GAINS	DECEMBER LOSSES	JANUARY GAINS	JANUARY LOSSES	FEBRUARY GAINS	FEBRUARY LOSSES	MARCH GAINS	MARCH LOSSES	APRIL GAINS	APRIL LOSSES	TOTALS GAINS	TOTALS LOSSES
CRITICAL MOS's (E 5/6 NCO)																	
05C	21					3 10.5	1 4.8	1 4.8								4 19	1 4.8
31M	41			2 4.9		3 7.3	1 2.5		2 4.9	3 7.3			1 2.4		3 7.3	6 14.6	9 22
72B	16		1 6.3	2 12.6			5 31.4			1 6.3				1 6.3		4 25	6 37.5
SUBTTL	78		1 1.2	2 2.6	2 2.6	6 7.7	7 8.9	1 1.2	2 2.6	4 5			1 1.2	1 1.2	3 3.8	14 17.9	16 20.5
																NET LOSS: 2.6%	
CRITICAL MOS's (OTHER EM E-5 & BELOW)																	
05B	10					3 33		1 10	2 20			1 10	1 10	3 33.3		8 80	3 33.3
05C	38		1 2.6	8 21	12 31	6 15.9	3 8	5 13.2	2 5	8 21	5 13.2	2 5	4 11	4 10.5	4 10.5	33 86.8	31 81.6
31M	93		2 2.1	20 21.4	4 4.3		5 5.3	10 10.1	32 30.4	8 8.5	5 5.3	3 3.2	9 9.5	10 10.7	19 20.4	51 54.8	76 80.9
31E	2					1 50										1 50	
52B	5												1 20				1 20
63A	10					1 10	1 10			3 33.3	1 10					4 40	2 20
63B	16							1 6.3	1 6.3	1 6.3	2 12.5					2 12.5	3 18.7
72B	97		3 3.1	6 6.2	8 8.2		10 10.3	3 3.1	13 13	4 4	7 7.2	1 1	6 6.2	7 7.2	3 3.1	21 20.6	50 51.6
SUBTTL	271		6 2.2	34 12.5	24 8.9	11 4.1	19 7	20 7.4	50 18.5	24 8.9	20 7.4	7 2.5	21 7.7	24 8.9	26 9.6	120 44.3	166 61.3
																NET LOSS: 17%	
OTHER PERSONNEL																	
NCO	58								2 3.4	1 1.7		2 3.4		2 3.4	2 3.4	5 8.6	4 6.9
EM	260	1 .01	2 .008	15 5.9	11 4.2	9 3.4	18 6.9	18 6.9	7 2.7	16 6.1	19 7.3	8 3	12 4.6	28 10.8	13 5	95 36.5	82 31.5
SUBTTL	318	1 .3	2 .6	15 4.6	11 3.4	9 2.8	18 5.7	18 5.7	9 2.8	17 5.3	19 6	10 3.1	12 3.8	30 9.3	15 4.7	100 31	86 25.8
																NET GAIN: 4.4%	
TOTALS	667	1 .1	9 1.3	51 7.6	37 5.5	26 3.9	44 6.5	39 5.8	61 9.1	43 6.4	39 5.8	17 2.5	34 5.1	55 8.2	44 6.6	234 35.1	268 40.2
																NET LOSS: 5.1%	

LEGEND (1) NO. OF INDIVIDUALS
(2) % OF NO. IN "BN AUTH" COLUMN

*DOES NOT INCLUDE 209th SIGNAL DETACHMENT

54th Signal Battalion (Corps)

EQUIPMENT AUTHORIZATIONS* 30 April 1966

Item	Authorization TOE	Form 47	Total	O/H	Source
Truck, ¼-ton, M151	35	25	60	31	
Truck, Cargo, 3/4-Ton, M37B1	38	4	42	38	
Truck, Tank Fuel M49C	2	2	4	4	TUSR
Trailer, Water, 400 gal M149	4	4	8	4	
Radio Set, AN/MRC-95		6	6	4	L/T STRATCOM
Radio Set, AN/GRC-46C		4	4	4	L/T 1st Cav
Radio Set, AN/MRC-112		15	15	0	
Switchboard, AN/MTC-10		4	4	0	
TT Terminal, AN/MGC-34		4	4	0	
Generator Set, PU-407/M	1	10	11	1	
Generator Set, PU-408/M	1	10	11	1	
Radio Set, KWM-2A/136B2	12	18	30	12	LP
Amplifier (KWM-2A) 30L-1 1000w		13	13	0	LP
Amplifier (KWM-2A) 30S-1 2000w		2	2	0	LP
Antenna, Dipole, KWM-2A TD-1		32	32	0	LP
Central Office Telephone Manual, AN/TTC-7A		2	2	0	
Tower, AB 216 A/U		4	4	0	
Antenna, RC-292	2	30	32	2	
Amplifier Group, OA-1390/GRC		72	72		
Amplifier Group, OA-1389/GRC		57	57	0	
Amplifier Group, OA-1391/GRC		57	57	0	
Air Conditioner, 24,000 BTU		85	85		LP
Air Conditioner, 18,000 BTU		14	14		LP
Generator Set, 3KW AC 120V AC	3	10	13	3	
Generator Set, 3KW 28V DC		10	10	4	L/T STRATCOM
Gestefax Electrical Scanner, GS-470		2	2	2	LP
Gestetner Duplicator, Model 360		1	1	1	LP
Vacuum Cleaner		30	30	0	LP
Sony Tape Recorder		4	4	4	LP
Typewriter, Non Ptbl, 20" Carr		4	4	4	LP
Typewriter, Non Ptbl, 15" Carr	1	16	17	17	LP
Press Laminating		1	1	0	
Identification Equipment, KS-19-A1		1	1	0	
Safe, Field, Combination Lock	7	19	26	7	
Power Supply, PP-1104/G	4	4	8	4	
[illegible] Set, Telephone, BD-101		1	1	0	
[illegible]elephone Set, TA-236	100	700	800	100	
Test Set, TS-27B		4	4	0	
[illegible]timeter, TS-505/U	1	5	5	0	
[illegible]imeter, TS-352/U	1	5	5	0	
[illegible]o Test Set, TS-446/U		3	3	0	
Dummy Load Electrical, DA-270/GRC		1	1	0	
[illegible]y Load Electrical, DA-269/GRC		1	1	0	
Tool Equipment, TE-50B	9	1	10	9	

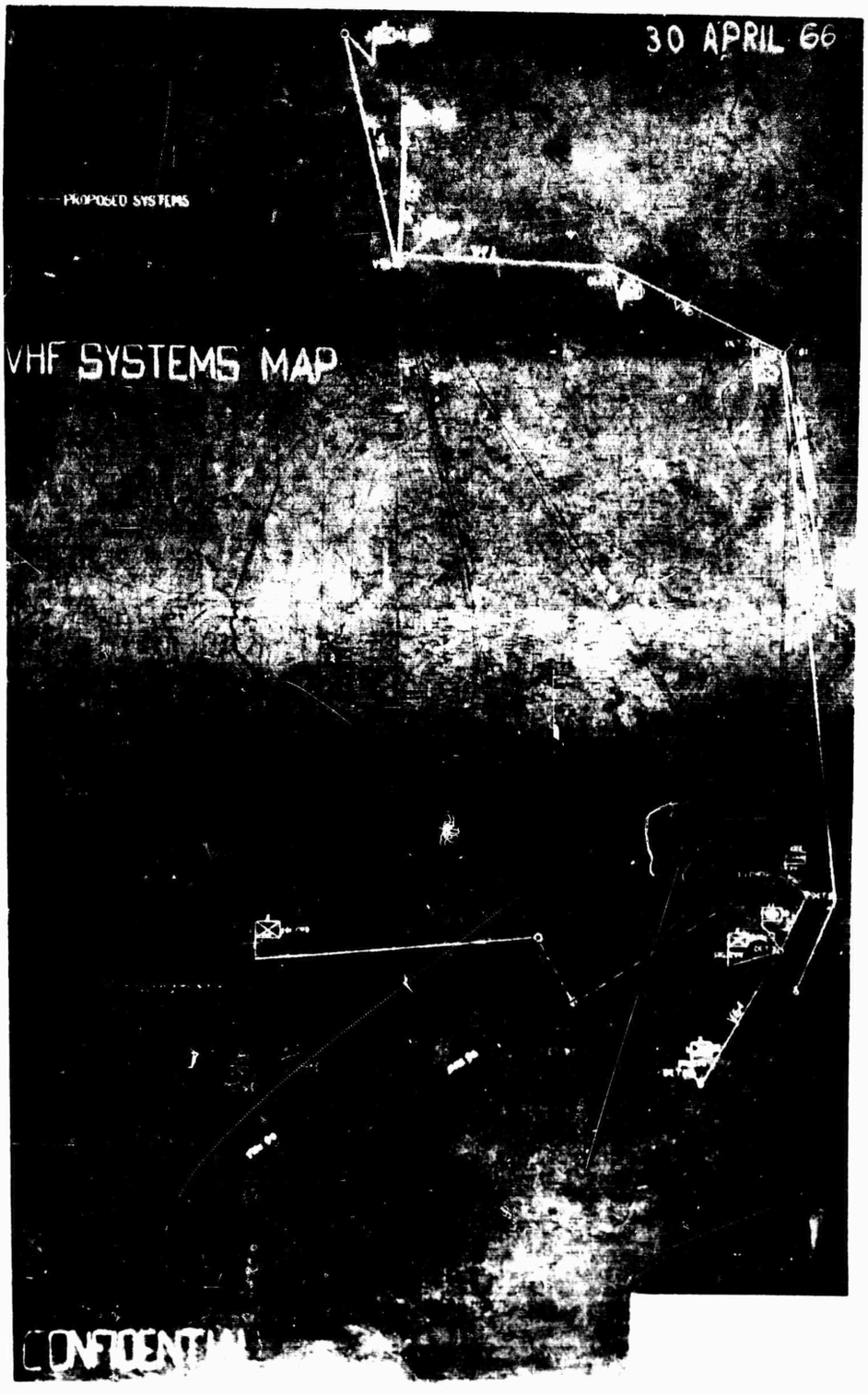
Incl [illegible]

	Authorization Form TOE	47	Total	O/H	Source
Telephone Test Set, TS-190/U		2	2	0	
Frequency Meter, FR-40/GSM-1		1	1	0	
Tool Kit, #1 Common	2	1	3	2	
Tent, GP Medium	1	4	5	1	
Range Outfit, Field, M-1937	11	8	19	11	
Accessory, Outfit Field	3	4	7	3	
Heater, Immersion Liquid	30	24	54	34	
Bag, Canvas, Water	7	7	14	14	

Legend:

LP - Local Purchase
L/T - Lateral Transfer
TUCR - Troop Unit Change Request (prior to departure from CONUS)

* Does not include Aviation Section MTOE.



Incl 7

SOI ITEM 7-3
AIR MESSENGER SCHEDULE
HQ, I FFORCEV

1. Air messenger service will be provided by the 54th Signal Battalion to all major headquarters of US Field Force Vietnam.

2. Times may vary as much as 25 to 30 minutes due to possible diversion over certain restricted areas in route.

3. The air courier will deliver to the courier transfer stations and courier pick up points at Qui Nhon, An Khe, and Pleiku operated by 2d Signal Group on all fixed wing air messenger flights.

4. When the UH1D is utilized, the messengers at An Khe, and the Capitol ROK Division will meet the courier at the prearranged locations. All others will pick up from the courier points operated by 2d Signal Group.

5. Charlie and Delta Flights are southern flights and will operate as scheduled, weather permitting.

6. Echo One is a fixed wing flight and Echo Two is a UH1D flight.

7. All times are HOTEL times.

8. Special flights for heavy loads upon request.

CHARLIE		DELTA		ECHO ONE (Beaver)		ECHO TWO (Huey)
DEP NHA	0800	1330	DEP NHA	0830	NHA	0830
ARR DBT	0815	1345	ARV TYA	0910	TYA	0915
DEP DBT	0820	1350	DEP TYA	0920	TYA	0925
ARR KMB	0825	1355	ARV QNH	0950	QNH	0955 (Cap ROK)
DEP KMB	0830	1400	DEP QNH	1000	QNH	1005
ARR PHG	0855	1425	ARV ANK	1030	ANK	1035
DEP PHG	0900	1430	DEP ANK	1040	ANK	1045
ARR NHA	0955	1525	ARV PKU	1110	PKU	1115
			DEP PKU	1120	PKU	1125
			ARV NHA	1240	NHA	1250

LEGEND:
NHA: Nha Trang
DBT: Dong Ba Thin
KMB: Korean Marine Brigade
PHG: Phan Rang
TYA: Tuy Hoa
QNH: Qui Nhon
ANK: An Khe
PKU: Pleiku

Incl 8

Headquarters
54th Signal Battalion (Corps)
APO US Forces 96240
071200H Feb 66

2-02

SUBJECT: Maintenance Support of Mission Essential Equipment

1. PROBLEM. To determine whether the 54th Signal Battalion can continue to perform its mission with the mission essential equipment support presently provided.

2. ASSUMPTIONS.
   a. All requisitions have been properly processed by the direct support unit and forwarded to the responsible logistical area.
   b. That parts, once received, have not been diverted or misrouted at the direct support level.
   c. That red ball requisitions have been promptly submitted for all equipment deadlines at the direct support level.

3. FACTS BEARING ON THE PROBLEM.
   a. An unsatisfactory percentage of fill has been received on prescribed load list (PLL) requisitions.
   b. Red ball requisitioning was initiated in this area on 20 December 1965.
   c. It has been necessary to alter communications systems supporting FFORCEV due to equipment deadlines.
   d. The battalion is authorized and has on hand 211 items of engineer equipment, 430 vehicles and trailers and 145 major items of signal equipment.
   e. Signal, engineer, and ordnance equipment are mission essential to the battalion.

4. DISCUSSION.
   a. The battalion deployed with 63 lines, or 4%, of its organizational PLL at zero balance. As of 31 January 1966, 350 lines, or 19%, were at zero balance. See Annex A.
      (1) The number of PLL items at zero balance in signal, engineer, and ordnance has increased by 9%, 20%, and 16% respectively.
      (2) Less than 10% of PLL fill has been received since the battalion arrived in-country.
   b. Red ball requisitions have been submitted for 108 items of which 41 have been received for a 38% demand satisfaction. See Annex B.
      (1) From initiation of red ball requisitions to receipt of parts has averaged 27 days.
      (2) There is no means of tracing red ball requisitions thru the direct support unit, to the First Logistical Command and of assuring that a demand has been placed on the depot system. Additionally, status may not be obtained under the red ball system.
   c. Annex C depicts the status of equipments evacuated to direct support units for higher echelon maintenance.
      (1) A total of 381 signal, engineer, and ordnance work order requests have been submitted to direct support units. Of these, 259 have been repaired for a demand satisfaction of 68%. The average number of deadline days is 27.
      (2) The effect that red ball requisitions have had on equipment deadlined at the direct support level cannot be determined. No part source entry has been made in block 20i of DA Form 2407 by direct support units.
   d. The importance of utilizing sources, other than the established ones, is clearly reflected in the results obtained at organizational level on ordnance items. Appendix IV, Annex B shows that 25% of the parts used were obtained from these sources as opposed to 16% through normal or deadline requisition and a little over twice this amount from red ball requisitions.

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e. During the past 45 days, the battalion has been limited by equipment deadlines in fulfilling its mission in support of FFORCEV. During this period, equipment deadlines numbered 56 each 10-kw power generators, over 20 vehicles, and well over 100 signal components. This represents approximately 25% of the mission essential equipment. To properly support FFORCEV requires approximately 90% of mission equipment.

5. CONCLUSIONS.

a. The high number of deadline vehicles has had little effect on the mission of the battalion. Although the turn around time is not as short as it should be, it is generally acceptable because of the limited number of areas that are accessible by road.

b. The implementation of red ball requisitioning has not resulted in a significant reduction in the number of equipments on deadline.

c. The present level of maintenance support, if continued, will render the battalion incapable of performing its mission within 30 to 60 days.

6. RECOMMENDED ACTION. That this matter be brought to the attention of Headquarters, Field Force Vietnam.

HUNTER
Captain, Signal Corps
S4, Ext Torch 704

ANNEXES: A—Prescribed Load List Status Report
B—Summary of Orgnizational Work Order Requests
C—Summary of Direct Support Work Order Requests

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PRESCRIBED LOAD LIST STATUS REPORT

As of 1 August 1965

Commodity Area	Total Line Items Auth	O/H @ 80%	O/H @ 75%	O/H @ 60%	At Zero Balance No.	%
Chemical	16	16	16	16		
Engineer	236	223	226	228	8	3
Quartermaster	156	155	155	155	1	1
Signal	400	364	372	375	25	6
TC Air	245	241	241	241	4	4
Ordnance	731	687	689	706	25	3
TOTAL	1784	1686	1699	1721	63	4

As of 31 January 1966

Chemical	15	15	15	15		
Engineer	229	165	172	173	56	25
Quartermaster	165	131	131	131	34	21
Signal	404	332	339	343	61	15
TC Air	197	164	164	164	33	17
Ordnance	855	675	689	689	166	19
TOTAL	1865	1482	1510	1515	350	19

Increase in the number of items at zero balance:

Engineer - 22%
Quartermaster - 20%
Signal - 9%
Ordnance - 16%
Average Increase - 17%

Annex A

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SUMMARY OF ORGANIZATIONAL WORK ORDER REQUESTS

1. This annex details the source and usage of second echelon parts by organizational maintenance activities.

a. A total of 55 ordnance items have been placed on red ball requisition. Of these 32 have been filled for a demand satisfaction of 58%. The average number od deadline days is 21. See Appendix I.

b. Appendix II shows the results of red ball requisitions on engineer and signal items. A total of 51 engineer items have been requisitioned but only nine received for a demand satisfaction of 18%. Only two signal items have been requisitioned through the red ball system. None have been received.

c. Appendixes III, IV, and V detail the signal, engineer, and ordnance job orders and parts used at the organizational level. A total of 1187 jobs have been processed of which 817 have been repaired. This represents a demand satisfaction of 69%.

2. During the course of this study, it was discovered that timely reviews had not been made at the organizational level of all PLL demand data and quantities adjusted where necessary. This has subsequently been corrected.

3. The results obtained by the use of resources other than the normal requisitioning procedures are indicated in Appendix V. This appendix shows that 25% of all ordnance parts used at the organizational level were obtained in this manner. DA Forms 2756-1 have been processed to the direct support unit "for demand purposes only" to cover these actions.

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STATUS OF RED BALL EXPRESS REQUISITIONS
(ORDNANCE)

FSN	NOMENCLATURE	QTY	REQ	RECEIVED	DEADLINE DAYS
2530-737-3718	Master Cylinder	1	6014	6026	12
2530-737-3718	Master Cylinder	1	5357	6013	21
2530-737-5401	Wheel Cylinder	2	5357	6010	18
2530-737-5400	Wheel Cylinder	2	5357	6010	18
2530-737-5401	Wheel Cylinder	1	6017	6038	21
2530-040-2138	Air Cylinder	1	5357	6013	21
2520-735-1101	Prop Shaft	1	5357	6011	19
2520-495-2266	U Joint Kit	2	5357	6007	15
2520-495-2266	U Joint Kit	2	5357	6007	15
2930-632-4048	Pump Engine Coolant	1	5357	6033	41
2930-632-4048	Pump Engine Coolant	1	5357	6011	19
2930-632-4048	Pump Engine Coolant	1	5357	6011	19
2930-632-4048	Pump Engine Coolant	1	5357	6011	19
5930-296-6319	Switch Starter	1	5357	6004	12
2920-620-3964	Cable Spark Plug	4	5357	6013	21
2920-620-3965	Cable Spark Plug	2	5357	6013	21
2530-953-9267	Master Cylinder	1	5357	6017	25
2530-953-9367	Master Cylinder	1	5357	6018	26
2530-693-0679	Brake Shoe	1	5357	6031	29
2530-693-0679	Brake Shoe	1	6008	6033	25
2530-693-0679	Brake Shoe	1	6014	6034	20
2530-693-0680	Brake Shoe	1	5357	6031	39
2530-693-0680	Brake Shoe	1	6008	6033	25
2530-693-0680	Brake Shoe	1	6014	6034	20
6140-057-2554	Battery	2	6007	6015	8
6140-057-2554	Battery	2	6007	6016	9
2910-678-1857	Carburetor	1	6016	6032	16
3110-100-0365	Cup Bearing	1	6017	6038	21
3110-770-5714	Cone	1	6017	6038	21
3110-100-0754	Cone	1	6017	6038	21
2530-752-1767	Service Brake Shoe	8	6015	6034	19
2530-752-1838	Torque Rod	1	6011	6033	22
2990-849-8799	Control Assy	1	5357		
2530-693-0679	Brake Shoe	1	6007		
2530-693-0679	Brake Shoe	1	6008		
2530-693-0679	Brake Shoe	1	6011		
2530-693-0679	Brake Shoe	1	6017		
2530-693-0679	Brake Shoe	1	6027		
2530-678-3111	Brake Shoe	4	6012		
2530-693-0679	Brake Shoe	1	6014		
2530-693-0680	Brake Shoe	1	6007		
2530-693-0680	Brake Shoe	1	6008		
2530-693-0680	Brake Shoe	1	6011		
2530-693-0680	Brake Shoe	1	6014		
2530-693-0680	Brake Shoe	1	6017		
2530-693-0680	Brake Shoe	1	6027		
2530-752-1838	Torque Rod	1	6027		
2920-953-9784	Regulator	1	6016		
2920-809-9114	Cable Assembly	1	6016		
2920-852-5485	Starter	1	6030		
2920-832-5485	Starter	1	6016		
3110-100-0540	Cup Bearing	1	6017		
3110-100-3535	Cone	1	6017		
2530-495-8784	Wheel Cylinder	5	6024		
2530-752-1767	Service Brake Shoe	8	6015		

Summary of ordnance data

Total number of red ball demands	55
Total number of red ball items received	32
Demand Satisfaction	58%
Total number of deadline days	658
Average deadline days	21

STATUS OF RED BALL REQUISITIONS (ENGINEER)

FSN	ITEM	QUANTITY	DATE REQUISITION	DATE RECEIVED	DEADLINE DAYS
2920-678-1222	Magneto	1	5355		
2920-882-3401	Starter	1	5355	6029	39
2920-787-9942	Starter	1	5355	6029	39
2910-787-9936	Carburetor	1	5355	6020	30
2920-787-9942	Starter	1	5355		
2910-751-8941	Carburetor	1	5355		
2990-751-8942	Governor	1	5355	6033	43
2920-676-2214	Magneto	1	5358		
2910-787-9936	Carburetor	1	5361	6033	37
2930-607-3489	Water Pump	1	5362	6033	36
2920-787-9942	Starter	1	5363		
2920-787-9942	Starter	1	5363		
2910-756-8941	Carburetor	1	6002		
2990-738-2745	Governor	1	6002		
2930-607-3489	Water Pump	1	6002	6033	31
2920-607-1222	Magneto	1	6004		
28235)23627SCS	Blade Fan	1	6005		
2910-787-9936	Carburetor	1	6005		
2930-607-3489	Water Pump	1	6009	6020	11
2910-787-9936	Carburetor	1	6010		
2920-858-6236	Magneto	1	6010		
2930-607-3489	Water Pump	1	6013		
2930-607-3489	Water Pump	1	6012		
2910-787-9936	Carburetor	1	6013		
6140-057-2353	Battery	16	6014		
2910-787-9936	Carburetor	1	6014		
2930-844-5023	Radiator	1	6014		
2920-787-9942	Starter	1	6014		
2930-607-3489	Water Pump	1	6015		
2910-707-7515	Fuel Pump	1	6015		
2990-701-1117	Throttle	1	6015		
2930-607-3489	Water Pump	1	6016		
93563-4070-1	Electric Governor	1	6016		
93563-4070-0010	Frequency Set	1	6016		
2990-293-3907	Muffler	1	6018		
2920-766-8558	Cable #1	1	6022		
2920-766-8559	Cable #2	1	6022		
2920-766-8560	Cable #3	1	6022		
2920-766-8561	Cable #4	1	6022		
2920-614-8331	Magneto	1	6022		
2910-787-9936	Carburetor	1	6024		
2910-649-8491	Fuel Pump	1	6030		
2910-797-3524	Fuel Primer	1	6030		
2990-713-5513	Spring, Governor	1	6031		
5340-874-3252	Mount, Shock	4	6031		
5977-060-0760	Brush	4	6031		
2920-787-9944	Magneto	1	6032		
2920-787-9944	Magneto	1	6032		
2920-640-7518	Regulator Assy.	1	6033	6035	2
2930-607-3489	Water Pump	1	6033		
2920-787-9944	Magneto	1	6033		

Summary of engineer data:

Total number of red ball demands	51
Total number of red ball items	9
Demand satisfaction	18%
Total number of deadline days	267
Average deadline days	33

STATUS OF RED BALL REQUISITIONS (SIGNAL)

353-1567-00	Diode	4	6021
5905-787-9983	Resistor	1	6010

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SUMMARY OF WORK ORDER REQUEST
(SIGNAL)

1. A total of 814 components and/or end items have been turned into the battalion electronic maintenance facility for repair. Of these 522 have been repaired and returned to the user. This represents a demand satisfaction of 64%. A total of 16 jobs are awaiting shop and/or parts. The remainder of 276 jobs have been evacuated to the direct support unit for maintenance.

2. A breakdown of all organizational jobs by type of equipment is shown below.

TYPE OF EQUIPMENT	NUMBER OF JOBS	PERCENT OF TOTAL JOB ORDERS
Radio	206	25
Teletypewriter	325	40
Wire and carrier	239	30
Miscellaneous	44	5
TOTAL	814	100

STATUS OF WORK REQUEST

	TOTAL	ORGANIZATIONAL REPAIRED	AWAITING PARTS/REPAIR	EVACUATED
Radio	206	104	5	97
Teletypewriter	325	244	4	77
Wire and carrier	239	162	4	73
Miscellaneous	44	12	3	29
TOTAL	814	522	16	276

SUMMARY OF WORK REQUESTS
(ENGINEER)

1. A total of 97 job order requests were processed in the battalion of which 48 have been repaired and 15 are awaiting parts. This represents a demand satisfaction of 50%.

2. Inclosure 1 details the high mortality parts used in the repair of certain types of engineer equipments. Inclosure 2 details those items authorized on the organizational PLL that have the most impact on equipment deadlines.

3. The status of major work requests by type of equipment is shown below.

Type Equipment	Total	Repaired	Awaiting Parts	Evacuated
Hol-Gar, CE-106	72	37	9	26
Kurz & Root, Fero-1	21	10	4	7
Bogue SP-10-MD	4	1	2	1
TOTAL	97	48	15	34

Demand satisfaction at the organizational level - 50%

Appendix IV, Annex B

HIGH MORTALITY ENGINEER PARTS

DEFECT	TOTAL	TYPE OF EQUIPMENT		
		Hol-Gar CE-106	Kurz & Root Fero-1	Bogue SF-10-MD
AC Regulator	35	32	2	1
Radiator & Fan	20	16	4	
Carburetor	14	11	3	
Fuel Pump	3	2	1	
Water Pump	13	12	1	
Starter	11	8	1	2
Magneto	5	1	3	1
Controls	12	8	3	1
Power	13	6	6	1
Batteries	5	2	2	1
Governor	4	3	1	
DC Regulator	5	3	2	
Misc	7	5	2	
TOTAL	147	109	31	7

Equipment Densities:

Nomenclature	Authorized	On Hand
Hol-Gar, CE-106	94	94
Kurz & Root, Fero-1	71	71
Bogue, SF-10-MD	9	9
TOTAL	174	174

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PRESCRIBED LOAD LIST PARTS AT ZERO BALANCE THAT WOULD MATERIALLY IMPROVE THE DEADLINE SITUATION IF FILL WERE RECEIVED

FSN	NOMENCLATURE	AUTHORIZED QUANTITY
2910-787-9936	Carburetor	2
2920-787-9944	Magneto	2
2920-787-9949	Cable Set Ignition	2
2930-607-3489	Water Pump	2
2990-859-5949	Muffler	2
4720-736-3327	Hose, Rubber	2
4730-289-5935	Clamp, Hose	4
6620-514-5492	Gauge, Oil Pressure	3
6620-860-0507	Gauge, Fuel	2
6625-048-7693	Meter	2
6625-588-8608	Ammeter, AC	2
6685-814-4772	Gauge, Temperature	2
2805-325-5062	Gasket Set	2
2910-393-6362	Pump, Fuel	2
2910-737-9939	Throttle Control	2
2910-751-8941	Carburetor, Float	2
2930-507-1937	Water Pump	2
3030-833-1326	Belt Set, Vee	2
6115-739-9883	Cable, Battery	2 Sets
6115-783-1125	Meter, Frequency	2

Inclosure 2 to Appendix IV, Annex B

SUMMARY OF REPAIR PARTS UTILIZATION AT ORGANIZATIONAL LEVEL
(ORDNANCE)

NOMENCLATURE	FSN	PLL AUTH	PLL O/H	DEMANDS	DELIVERY DAYS SUPPLY	MAINT	TOTAL	AVERAGE	SOURCE OF REPAIR PART PLL	REQUISITION	Red B.L.	Other
1. Trk 1/4Ton M151												
Prop Shaft	2520-678-1282			1	6	.1	6.1	6.1			1	1
U Joint Kit	2520-678-3155			1	7	.1	7.1	7.1			1	
Carburetor	2910-678-1857	3	0	4	26	.1	26.1	13.0	3		1	
Distributor	2920-065-7536	3	2	4	9.5	.6	10.1	2.5	2			2
Wheel Cylinder	2530-318-1028	3	0	6	2	2	4	.67	3			3
Fuel Pump	2910-678-1856	3	2	1	.5	.5	1	1	1			
Output Flange	2520-745-7745			1	12	1	13	13				1
Cable, Assy.	2920-809-9114			1	8.5	.5	9	9			1	
Wheel Bearing	2530-887-1344			12	6	2	8			4		8
Wheel Bearing	2530-887-1348			12	6	2	8			4		8
Brake Shoes	2530-678-3111			4	25	1	26	6.5				4
2. Trk 3/4Ton M37B1												
Kit, U Joint	2520-656-3629			3	11	.1	11.1	3.7			3	
Fan Belt	3030-529-1334	3	2	1					1			
Water Pump	2930-632-4048			9	138.5	4.2	142.7	16			6	3
Master Cylinder	2530-737-3718	3	0	4	37	1.1	38.1	9.5			2	2
Axle, Shaft, L.	2530-737-3716			2	2	.1	2.1	1			1	1
Carburetor	2910-026-6169	3	2	2	1	.1	1.1		1			1
Distributor	2920-294-3685	3	1	4	2	.6	2.6		2			2
Wheel Cylinder	2530-737-5400	3	0	6	32	2	34	5.7	3		2	1
Wheel Cylinder	2530-737-5401	3	0	6	32	2	34	5.7	3		2	1
Rear Prop Shaft	2520-737-3707			1	.5	.5	1	1				1
Front Prop Shaft	2520-737-3706			1	1	.5	1.5	1				1
Starter	2920-294-4050	3	3	1	.5	.5	1	1	1			
Wheel Bearing	3110-100-3563			4	2	.5	2.5					4
Fan Blade	2930-142-0144			1	39	.3	39.3	39.3		1		
Cup, Bearing	3110-100-0365			1	2	1	3	3				1

Appendix V, Annex B

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NOMENCLATURE	FSN	PLL AUTH	PLL O/H	DEMANDS	LEADLINE DAYS SUPPLY	MAINT	TOTAL	AVERAGE	SOURCE OF REPAIR PART PLL	REQUISITION	ASD BALL	OTHER
Trk 3/4 T M37B1 (Con't)												
Cable, Spark Plug	2920-620-3964		0	6	59	1	60	10			6	
Cable, Spark Plug	2920-620-3965		0	6	59	1	60	10			6	
Radiator	2930-737-3692			1	18	.3	18.3	18				1
Brake Drum	2520-734-9142			1	12	.5	12.5	12.5				1
3. Trk 2½ T M35 & M35A1												
Unit, Air, Hyd.	2530-040-2188	3	0	5	38	2.1	40.1	6.7	2		1	2
Master Cylinder	2530-753-9267	3	0	11	64	4.2	68.2	6.2	3		1	7
Wheel Cylinder	2530-495-8784	4	0	13	12	2.1	14.1	1	4	4	5	
Starter (35A1)	2920-852-5483	3	0	3	1	1.1	2.1		3			
Starter (M-35)	2920-776-7618	3	0	1		.5	.5		1			
Shoe, Hand Brake	2530-693-0630			7	54.5	1.6	56.1	8.0			6	1
Shoe, Hand Brake	2530-693-0679			7	54.5	1.6	56.1	8.0			6	1
Batteries	6140-057-2554	4	0	5	37	1.1	38.1	9.5	4		1	
Oil Gauge	6685-335-9508	3	0	1	9	.5	9.5	9.5		1		
Torque Rod	2530-752-1838			5	44	1	45	9			5	
End, Torque Rod	2530-752-1831			4	5		5	1.2			4	
Shoe, Service Brake	2530-752-1767	2	0	34	20	2	22		2		32	
Gasket, Cover	2805-753-8633	3	1	2		.1	.1		2			
Spark Plug	2920-752-4258	5	5	4		.1	.1		4			
Part Kit, Dist.	2920-606-8506	3	0	2		.1	.1		2			
Manifold Gasket	2805-752-1993	3	0	2		.1	.1		2			
Radiator (M-35)	2930-563-7235			1	1	.1	1.1					1
Radiator (M35A1)	2920-862-6939			1	7	.1	7.1	7				1
Water Pump	2930-861-1412			1	1	.1	1.1					1
Pulley, Generator	2920-081-4207			1	3	.1	3.1	3				1
Fan Belts	3030-863-7738	3	1	2		.1	.1		2			
Belt, Compressor	3030-849-1033	3	2	1		.1	.1		1			
Cup, Bearing	3110-198-0014	2	1	1		.1	.1		1			
4. Trk 5 T M54A2												
Switch, Starter	2920-714-6128			1	24	.1	24.1				1	

NOMENCLATURE	FSN	PLL AUTH	PLL O/H	DEMANDS	DEADLINE DAYS SUPPLY	DEADLINE DAYS MAINT	DEADLINE DAYS TOTAL	DEADLINE DAYS AVERAGE	SOURCE OF REPAIR PART PLL	SOURCE OF REPAIR PART REQUISITION	SOURCE OF REPAIR PART RED BALL	SOURCE OF REPAIR PART OTHER
5. Misc Items												
Regulator	2920-953-9784	3	0	9	9	1.3	9.3	1	3	4	1	1
Batteries	6140-057-2553	4	0	17	70.5	2.6	93.1		4	9	2	2
Spark Plugs	2920-835-7724	5	5	22	2	.6	2.6		5	17		
Generator	2920-737-4750	3	0	6	26.5	.7	27.2		3			3

SOURCE OF SUPPLY DATA	TOTAL	PERCENT
Number of items on demand	276	
Number obtained thru red ball	96	35%
Number obtained thru normal requisition	44	16%
Number obtained from PLL	68	25%
Number obtained from "other" sources	68	25%

ORGANIZATIONAL WORK REQUESTS	
Total Received	258
Total Completed	247
Percentage	96%
Accounted	32

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Appendix V, Annex B

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SUMMARY OF DIRECT SUPPORT WORK ORDER REQUESTS

1. Appendixes I, II, and III respectively summarize the results of job order requests submitted to direct support units.

a. Appendix I summarizes the results of work order requests submitted on signal components and end items. Because of the large number of job orders submitted, i. e., 276, a representative sample of mission essential equipment is shown in Inclosure 1 to Appendix I.

b. A total of 73 engineer work order requests were submitted to direct support units of which 46 were completed for a demand satisfaction of 63%. The average number of deadlind days has been 45. During certain periods, so many power generator trailers were at the direct support unit with one operational generator and the other in need of field maintenance that good generators had to be dismounted and taken to field locations in order to assure continued operations.

c. A total of 32 job requests were submitted on ordnance vehicles. Of these, 23 have been completed for a satisfaction factor of 72%. The average number of deadline days has been 20. Vehicle deadlines have had little effect on the accomplishment of the unit's mission up to now. Although the turn around time is not as short as it should be, it is generally acceptable because of the limited number of areas that are accessible by road.

2. Paragraph 3-7.5. of TM 38-750 states that a part source code will be entered in block 20i of DA Form 2407 when a part is obtained from other than normal sources. No entry has been made in this block on organizational job order request by the direct support unit. It must then be assumed that equipments deadlined at higher echelon maintenance for parts have received fill via normal requisition action. Appendix III shows one job completed via a red ball requisition. This part was issued to this organization and it was then taken to the 19th Ordnance Company where it was installed. This was a head gasket for an M35A1 2½-ton truck.

3. Verbal information was obtained from the direct support units where a source of supply other than requisition is indicated.

ANNEX C

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SUMMARY OF DIRECT SUPPORT WORK ORDER REQUEST
(SIGNAL)

1. A total of 276 components and/or end items have been evacuated to the direct support unit. Of these 190 have been repaired for a demand satisfaction of 49%. Inclosure 1 depicts only those components that are considered most essential to the battalion's mission. They are components of Radio Set, AN/GRC-26D, Radio Terminal Set, AN/MRC-73, and Radio Relay Set, AN/MRC-54. Of importance is the fact that although certain items have experienced a fairly rapid turn around time, i.e., 17 days, other items have remained on deadline for extented periods e.g., one modulator MD-239A part of the AN/GRC-26 radio, was deadlined for 118 days. It appears that rod ball requisitions have had little effect, if any, on these items.

2. The following is a breakdown by type of signal equipments evacuated to the direct support unit:

EQUIPMENT	TOTAL	REPAIRED	AWAITING PARTS/REPAIR
Radio	97	59	38
Teletypewriter	77	68	9
Wire and Carrier	73	53	20
Miscellanious	29	10	19
TOTAL	276	190	86

Demand Satisfaction 69%

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SUMMARY OF HIGHER ECHELON WORK ORDER REQUESTS OF SELECTED ITEMS
(SIGNAL)

Job Order Number	Serial Number	Description of Work	Date Received	Date Repaired	Deadline Days
1. Modulator MD-239A/GRC-26D					
V58332	49	Alignment	5306	5316	10
Q59588	48	Replace Diodes	5308	5316	8
V58201	1	No Shift	5312	5314	2
V58199	483	Replace R-39	5313	5314	1
V58200	47	Replace Diodes	5313	5314	1
C07772	483	Replace diodes & align	5315	5321	5
G63204	41	Replace diodes	3284	6037	118
F98029	1	12-mc coil	5329	6035	71
F98036	52	Replace CR-1 & 2	5331	5341	10
C07976	485	Alignment	5347	5355	8
C07982	48	Replace CR-1 & 2 & Align	5349	5359	10
M49866	48	No Shift	6032	6037	5
V58172	1	Replace C-6 ' R-11	5321	5322	1
V58319	485	Alignment	5364	5365	1
M49754	48	Replace crystals	6018	6028	10
R55683	49	Will not load	6037		1
C07773	1	Diodes	5316	5319	3
V58176	49	12-mc coil	5322	6037	80
V58311	48	Replace diodes	5361	6015	19
2. Frequency shift converter CV-116/GRC-26D					
F98008		Transformers T-2 & T-4	5323		80
3. Radio receiver R-390A/GRC-26D					
Q59589	625	Fuse holder	5308	5335	17
F98004	5893	Crystal CY-404	5323	5343	20
C07957	317	Transformer T-701	5341		62
V58318	1253	Replace R-105	5363		40
4. Transmitter, T-368/GRC-26D					
V58377	48	Replace 5-5, 5-2 & C-121	5354	6003	14
M49507	278	Replace C-7	6010		28
M49508	48	Replace J-1	6010		28
5. Meter, ME-165/GRC-26D					
V58198	46	Replace R-19	5312	5316	4
C07967	51	Diode IN69A	5351	6003	17
6. DC amp meter/GRC-26D					
F98002		Connector CG-530	5323		80
7. Transmitter, T-302 (for the AN/GRC-54 and 73)					
V58224	345	Resistor R-176	5304		99
C07977	79	Replace C-182 & R-178	5347		56
V58299	830	No fault found	5358	6003	42
M49563	322	Meter movements	6028		10

Inclosure 1, Appendix I, ANNEX C

Job Order Number	Serial Number	Description of Work	Date Received	Date Repaired	Deadline Days
8. Receiver, R-417 (for the AN/MRC-54 and 73)					
V58247	887	Replace IN69A & R-150	5308	5314	6
V58245	370	Talk-ring Switch	5310		93
V58210	255	Replace transformer	5315	5316	1
V58291	2938	Relay K-101	5357		46
V58291	271	Replace C-275, T-103, C-24	5357		46
M49794	883	Replace 5670, 6AK5	6017	6022	6
M49753	257	Replace stand-off	6018	6022	4
M49764	851	Tube sockets replaced	6019	6022	3
9. Amplifier, AM-914 (for the AN/MRC-54 and 73)					
V58185	123	Replace TR-1,R6, C-16 & 17	5323		80
10. Power Supply, PP-685 (for the AN/MRC-54 and 73)					
Q59590	360	Replace T-4, R-150, T-104	5308		95
V59164	384	Replace interlock	5319	5320	1
C07946	625	Replace S4	5336		67

Total deadline days (returned items)	498
Average deadline days	17
Total deadline days (outstanding items)	729
Average deadline days	52

SUMMARY OF DIRECT SUPPORT WORK ORDER REQUESTS
(ENGINEER)

Job Order Number	Nomenclature	Bumper No.	Serial or USA Number	Description of Work	Date Received	Date Repaired	Deadline Days
Q59690	Gen Set 10KW	B-92	2422	AC Regulator	5294	5350	56
C07754	Gen Set 10KW	B-130	2388	AC Regulator	5294	5350	56
C07755	Gen Set 10KW	B-86	2401	AC Regulator	5294	5351	57
CC7760	Gen Set 10KW	B-58	2282	AC Regulator	5294	5350	56
C07756	Gen Set 10KW	B-66	2287	AC Regulator	5296	5350	54
C07759	Gen Set 10KW	B-142	560-1053	Radiator	5297	5365	68
CC7758	Gen Set 10KW	B-176	560-1054	Radiator	5297	5360	63
C07805	Gen Set 10KW	B-66	2403	AC Regulator	5299	5365	66
C07844	Gen Set 10KW	B-80	2287	AC Regulator	5299	5352	63
V58194	Gen Set 10KW	B-56	2258	Manifold	5313	5355	42
V58205	Gen Set 10KW	B-46	821	Won't Hold Load	5314	5355	41
V58204	Gen Set 10KW	B-60	529	Won't Hold Load	5314		
V58208	Gen Set 10KW	A-115	1054	AC Brush Holder	5315		
V58166	Gen Set 10KW	B-88	2010	AC Regulator	5320	5342	22
V58169	Gen Set 10KW	A-121	560-1057	Engine Frozen	5320		
V58170	Gen Set 10KW	B-84	2008	AC Regulator	5321	5344	23
C07826	Gen Set 10KW	B-100	2184	AC Regulator	5324		
F25951	Gen Set 10KW	B-150	2006	Burned Wires	5333	6013	45
V58119	Gen Set 10KW	A-139	1862	AC Regulator	5335	5342	7
C07799	Gen Set 10KW	B-134	2499	AC Regulator	5335	5350	15
L85931	Gen Set 10KW	A-101	560-1372	Engine Knocking	5343		
V58117	Gen Set 10KW	B-58	2282	AC Voltage	5352	6010	23
V58122	Gen Set 10KW	B-76	2005	AC Voltage	5352	6010	23
V58127	Gen Set 10KW	B-72	530	AC Regulator	5352	5357	5
V58128	Gen Set 10KW	B-72	2400	AC Regulator	5352	6013	26
V58380	Gen Set 10KW	Hq-40	560-1382	K-1 Relay	5354	6009	20
V58278	Gen Set 10KW	A-133	1873	AC Regulator	5357	5363	6
V58279	Gen Set 10KW	A-167	237	Will not start	5358	5365	7
W42593	Gen Set 10KW	A-137	2004	Radiator	5360	6010	15

Appendix 2, Annex C

Job Order Number	Nomenclature	Bumper Number	Serial or USA Number	Description of Work	Date Received	Date Repaired	Deadline Days
V58417	Gen Set 10KW	A-109	560-1092	Engine Frozen	5365		
V58120	Gen Set 10KW	B-142	560-1053	Radiator	6001	6013	12
W42590	Gen Set 10KW	A-147	992	AC Regulator	6001	6007	6
V58129	Gen Set 10KW	B-72	530	Radiator	6002	6013	11
V58282	Gen Set 10KW	B-102	2222	C.O.D.	6002		
M49566	Gen Set 10KW	A-139	1937	AC Regulator	6007	6013	6
V58116	Gen Set 1.5KW	A-59	1291	Engine Frozen	6007		
M49850	Gen Set 10KW	B-96	2161	AC Regulator	6010	6014	4
M49534	Gen Set 10KW	B-84	2008	AC Regulator	6010	6011	1
M49852	Gen Set 10KW	B-74	2383	AC Regulator	6010	6011	1
M49503	Gen Set 10KW	B-90	1966	Engine Knocking	6010		
M49501	Gen Set 10KW	B-88	2003	AC Regulator	6009		
L85568	Gen Set 3KW	A Co	599-163	Engine Knocking	5338		
M49502	Gen Set 10KW	B-86	2180	No Compression	6009		
M49581	Gen Set 10KW	B-90	2262	AC Regulator	6009		
M49535	Gen Set 10KW	B-88	2010	AC Voltage	6010		
P72575	Gen Set 10KW	B-150	2006	AC Regulator	6011	6011	
M49771	Gen Set 10KW	A-129	1923	T-1 Transformer	6012	6015	3
M49772	Gen Set 10KW	B-50	817	AC Voltage	6012	6031	19
M49775	Gen Set 10KW	B-72	2400	AC Voltage	6012		
M49776	Gen Set 10KW	B-74	2389	T-1 Transformer	6012		
M49773	Gen Set 10KW	B-52	2406	AC Regulator	6014	6015	1
M49788	Gen Set 10KW	B-46	2282	AC Regulator	6016	6018	2
M49787	Gen Set 10KW	B-78	824	AC Regulator	6016	6016	
L85807	Air Compressor	A Co	133390	Replace Head	6018	6024	6
V58286	Gen Set 10KW	A-159	520	No DC Voltage	6009	6024	15
M49547	Gen Set 10KW	B-80	2287	AC Voltage	6019		
M49548	Gen Set 10KW	B-80	2420	Relays Inop.	6019		
M49551	Gen Set 10KW	B-46	2282	AC Voltage	6021		
M49552	Gen Set 10KW	B-46	821	AC Voltage	6022		
M49553	Gen Set 10KW	B-136	560-1051	AC Voltage	6022		
M49883	Gen Set 10KW	A-137	1945	Will not start	6025	6031	6

Appendix 2, Annex C

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Job Order Number	Nomenclature	Bumper Number	Serial or U.S. Number	Description of Work	Date Received	Date Repaired	Deadline Days
M49882	Gen Set 10K	B-52	2406	Radiator	6025	6026	1
M49821	Gen Set 10KW	B-52	2406	AC Voltage	6027		
M49825	Gen Set 10KW	A-161	758	AC Voltage	6028	6038	10
M49823	Gen Set 10KW	B-96	2497	Radiator	6028		
M49823	Gen Set 10KW	A-135	1873	Radiator	6028		
P94544	Gen Set 10KW	B-58	560-1038	Radiator	6029	6031	2
M49875	Gen Set 45KW	A-177	285	Will not start	6029	6030	1
M49827	Gen Set 10KW	B-138	560-1017	Don't Hold Load	6032	6032	
M49826	Gen Set 10KW	B-138	560-1056	Don't Hold Load	6032	6032	
M49839	Gen Set 1.5KW	Eq Co	1515	Will Not Charge	6034		
M49841	Gen Set 10KW	A-129	1923	AC Voltage	6035		
M49842	Gen Set 10KW	B-134	2499	AC Voltage	6036		

Total number of work orders submitted 73

Total number of work orders completed 46

Percentage of completion 63%

Total number of deadline days 1023

Average deadline days 45

Appendix 2, Annex C

SUMMARY OF DIRECT SUPPORT WORK ORDER REQUESTS
(ORDNANCE)

Job Order Number	Nomenclature	Jumper Number	Serial or U3. Number	Description of Work	Date Mod	Date Rcpd	Man-Hours	Mod Bull	Req	ASL	Rebuilt	Total DL Days
C82721	Trk 2½T M35-1	3-121	4F9901	Clutch	5264	5295	12			x		31
F25975	Trk 2½T M35-1	3-121	4F9901	Clutch	5340				x			
F25974	Trk 3/4T M3731	3-13	337074	Clutch	5337	6017	8		x			45
C677351	Trk 3/4T M3731	3-27	330779	Clutch	6026							
C63160	Trk 2½T M35-1	-78	4F9902	Clutch	5284	5303	10			x		19
L85892	Trk 2½T M35-1	-82	4C0015	Clutch	5308	5332	6			x		4
F25941	Trk 2½T M35	3-7?	41208589	Transfer Case	5289	5303	6		x			14
F25985	Trk 2½T M35	3-41	4C9778	Transfer Case	5364	6004	10			x		5
F25995	Trk 2½T M35-1	3-39	4F9921	Flywheel	6006	6027						21
C67492	Trk 2½T M35-1	3-109	4F9929	Flywheel	6035							
C67495	Trk 2½T M35-1	3-127	4F9905	Flywheel	6035							
L85841	Trk 3/4T M3731	-62	335729	Steering Gear	5336	6017	4			x		46
L85843	Trk 3/4T M3731	-68	338313	Steering Gear	5360	6013	5			x		18
L85848	Trk 3/4T M3731	-64	3-7150	Steering Gear	6027							
L85841	Trk 3/4T M3731	-62	335729	Engine	5336	6017	40			x		46
L85845	Trk 3/4T M3731	-40	338482	Engine	6001	6006	18			x		5
C62281	Trk 3/4T M3731	-66	335218	Engine	6020	6023	8			x		3
C07995	Trk 1/4T M151	Hq-2	2C0770	Weld R/R Fender	5336	5337	2		x		x	1
C07998	Trk 1/4T M151	Hq-1	2C0769	Weld R/R Fender	5339	5340					x	1
L85930	Trk 2½T M35-1	-130	4F9941	Headgasket, Body Work*	5308	6025	32	x				71
L85893	Trk 2½T M35-1	-84	4F9965	Starter Spacer Milling	5309	5313	4.5				x	4
L85877	Trk 1/4T M151	-17	2C0778	Rear Differ. Rear Prop Shaft	5341	5343	4			x		2
C07787	Trk 2½T M35	Hq-45	4C3450	Transfer Housing	5328	6014	14		x			51
P55453	Trk 2½T M39C	Hq-49	4C4866	Sprag Unit Adj.	5340	6019	3				x	44
P55457	Trk Mtr M543-2	Hq-51	4A6530	Hyd Pump & Hose Seal	5347	5356	9				x	9
P55463	Trk Mtr M543-2	Hq-51	4A6530	Hyd Pump(Boom) & AirCyl	6002	6011	13				x	9
L85847	Tlr M-149	-79	6F9376	Request MOU	6008	6008	1			x		

Appendix 3, Annex C

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Job Order Number	Nomenclature	Bumper Number	Serial or U.S. Number	Description of Work	Date Need	Date Rend	Man-Hours	Red Ball	Hog	ASL	Rebuilt	Total DL Days
R06299	Trk 2½T	B-81	4C9837	Knock in Engine	6021	6028	12			x		
C67351	Trk 3/4T	B-27	3D0779	Clutch	6026							
L85848	Trk 3/4T	B-64	3..7150	Steering Gear	6027							
C67492	Trk 2½T	B-109	4F9929	Flywheel Ring Gear	6035							
C67495	Trk 2½T	B-127	4F9905	Flywheel Ring Gear	6035							

Total number of work orders submitted 32

Total number of work orders completed 23

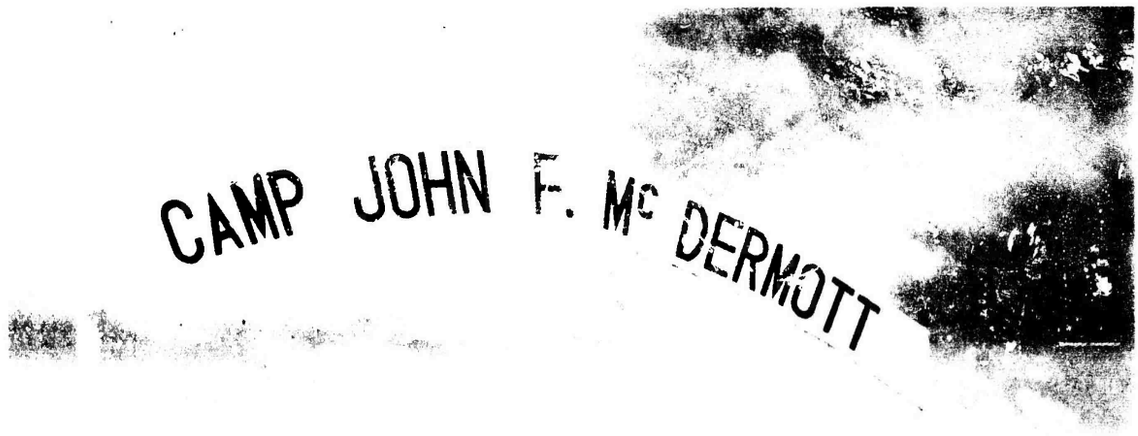
Percentage of completion 72%

Total number of deadline days 449

Average deadline days 20

NOTE: *The headgasket for this vehicle was sent to this organization thru the 19th Ordnance Co Stock Control Section although it must be installed at the direct support level.

Appendix 3, Annex C


CAMP JOHN F. Mc DERMOTT

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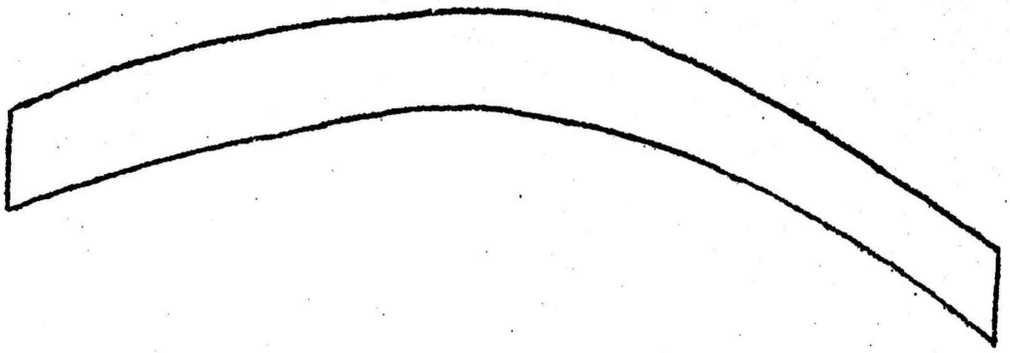
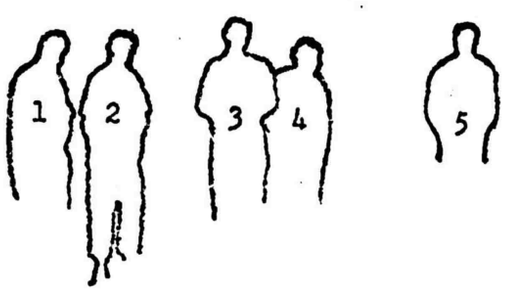




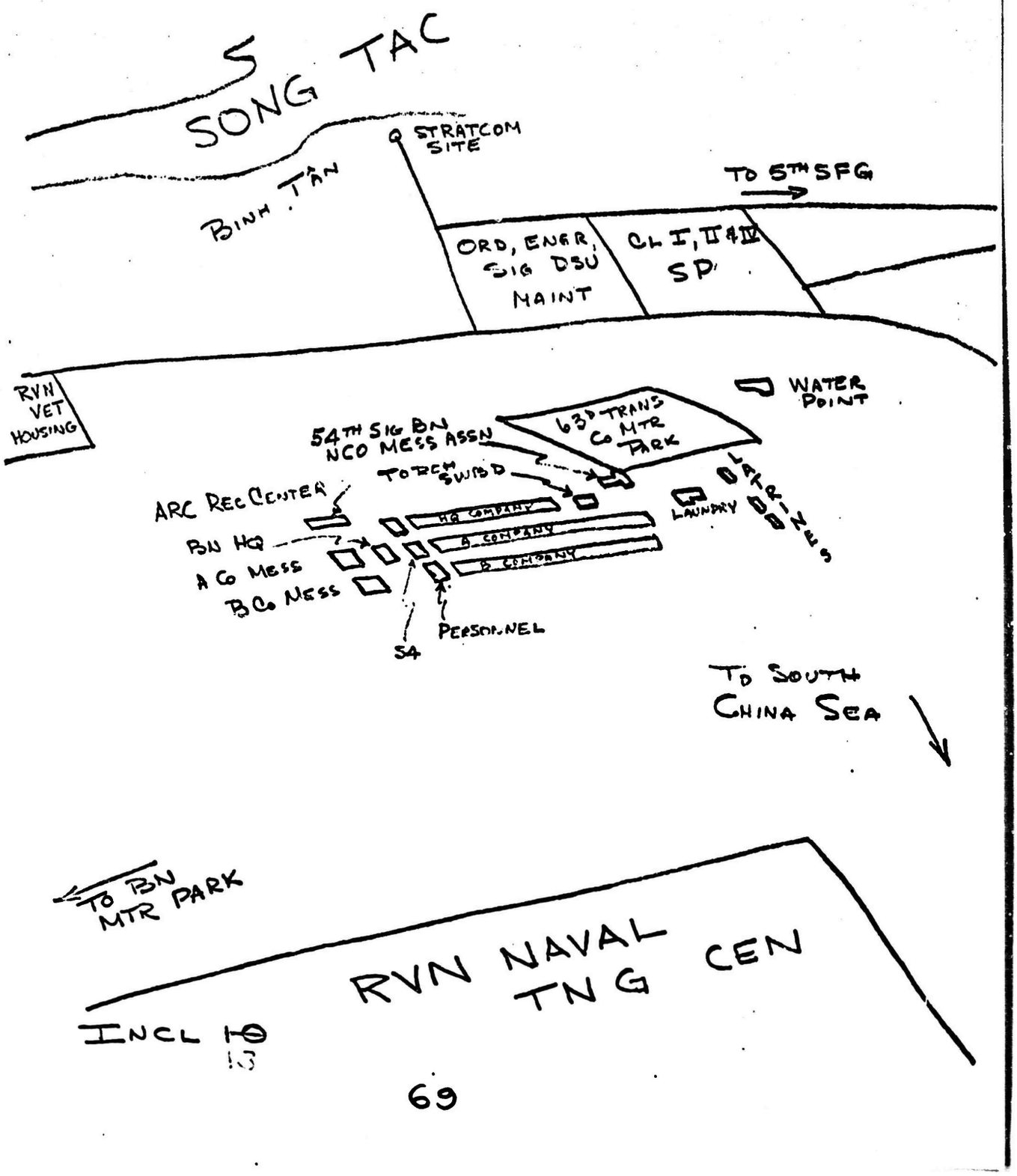
KEY:

1. LtCol John L. Whisler, Sr., CO, 54th Signal Battalion
2. BGen Charles A. Symroski, Commander, I FFORCEV Artillery
3. Chaplain(Maj) Eleson M. Herrick, 54th Signal Battalion
4. Col Charles Deason, CO, US Army Support Command, Nha Trang
5. Maj Elmer A. Goetsch, XO, 54th Signal Battalion

IDENTIFICATION SKETCH
DEDICATION OF CAMP JOHN F. MCDERMOTT
13 February 1966

Incl 12 //

IDENTIFICATION SKETCH
OF
CAMP McDERMOTT AERIAL VIEW



INCL 10

IDENTIFICATION SKETCH OF SIGNAL CENTER
HEADQUARTERS I FFORCEV
OPERATED BY 54TH SIGNAL BATTALION (CORPS)

UNCL 14 15

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54TH SIGNAL BATTALION (CORPS)
KEY PERSONNEL
(1 January - 30 April 1966)

Bn Commander	Lt Col John L. Whisler, Sr., 081331, SigC
Exec Officer	Major Elmer A. Goetsch, 068241, SigC
Chaplain	Major Eleson M. Herrick, 01042313, ChC
Adjutant/S1	2d Lt Ernest J. Scharpf, Jr., 05533144, SigC (to 9 Feb) Captain William G. Barrett, 05508205, SigC (from 10 Feb)
S2/3	Captain John H. O'Connor, 086585, SigC
Avn Sec Ldr	Captain Ray A. Houts, 076241, SigC
Operations Sgt	MSGT Vernon A. Jones, RA39867018
S4	Captain Victor D. Hunter, 089785, SigC
Sergeant Major	SMAJ Bobby G. Rotenberry, RA44169931
Hq Co Commander	Captain Frederick O. Burgess, 05410833, SigC
Hq Co 1st Sgt	1st SGT Arthur A. Spanjer, RA17215578
A Co Commander	Captain Thomas E. Barrett, 05305210, SigC
A Co 1st SGT	1st SGT Melvin W. Puckett, RA54157550
B Co Commander	Captain Richard A. Schwartz, 05212049, SigC
B Co 1st SGT	1st SGT Clarence E. Burton, RA25736207

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54TH SIG SYSTEM RELIABILITY FOR JAN 66

SYSTEM	PERCENT	CIRCUIT	PERCENT
V30 Typhoon to Grand Hotel	99.9%	3001	99.9%
		3002	99.9
		3003	99.8
		3004	99.9
		3005	99.5
		3006	99.9
		3007	99.9
		3008	99.9
		3009	99.8
		3010	99.9
		3011	99.9
		3012	99.9
V31 Typhoon to Grand Hotel	99.3%	3101	99.3%
		3102	99.3
		3103	99.3
		3104	99.1
		3105	99.3
		3106	99.3
		3107	99.3
		3108	99.0
		3109	99.3
		3110	99.3
		3111	99.3
		3112	99.3
V40 Typhoon to Goldfinch	99.8%	4001	99.8%
		4002	99.0
		4003	99.7
		4004	99.8
		4005	99.8
		4006	99.0
		4007	99.5
		4008	99.8
		4009	99.8
		4010	99.8
		4011	99.8
		4012	99.8
S50 Typhoon to Torch	99.3%	5001	99.3%
		5002	99.3
		5003	99.2
		5004	99.3
		5005	99.3
		5006	99.3
		5007	99.1
		5008	99.3
		5009	99.3
		5010	99.3
		5011	99.3
		5012	99.2

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54TH SIG SYSTEM RELIABILITY FOR JAN 66

SYSTEM	PERCENT	CIRCUIT	PERCENT
S51 Typhoon to Torch	99.3%	5101	99.3%
		5102	99.2
		5103	99.3
		5104	99.3
		5105	99.3
		5106	99.3
		5107	99.1
		5108	99.3
		5109	99.3
		5110	98.9
		5111	99.3
		5112	99.3
V60 Typhoon to Chung Yung	99.0%	6001	99.0%
		6002	98.8
		6003	99.0
		6004	99.0
		6005	99.0
		6006	98.7
		6007	99.0
		6008	99.0
		6009	99.0
		6010	98.9
		6011	99.0
		6012	99.0
V61 Typhoon to Chung Yung	98.3%	6101	98.3%
		6102	98.3
		6103	98.1
		6104	98.3
		6105	98.3
		6106	98.3
		6107	98.3
		6108	98.3
		6109	98.1
		6110	98.3
		6111	98.3
		6112	98.3
V62 Chung Yung to CRB	98.9%	6201	98.9%
		6202	98.9
		6203	98.8
		6204	98.9
		6205	98.9
		6206	98.5
		6207	98.9
		6208	98.9
		6209	98.9
		6210	98.9
		6211	98.9
		6212	98.9

54TH SIG SYSTEM RELIABILITY FOR JAN 66

SYSTEM	PERCENT	CIRCUIT	PERCENT
V63 Chung Yung to DBT	99.1%	6301	99.1%
		6302	99.0
		6303	99.1
		6304	99.1
		6305	99.1
		6306	98.8
		6307	99.1
		6308	99.1
		6309	99.1
		6310	99.0
		6311	98.7
		6312	99.1
V64 Chung Yung to PHG	97.8%	6401	97.8%
		6402	97.8
		6403	97.8
		6404	97.8
		6405	97.5
		6406	97.6
		6407	97.8
		6408	97.8
		6409	97.8
		6410	97.5
		6411	97.8
		6412	97.8

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54TH SIG SYSTEM RELIABILITY FOR FEB 66

SYSTEM	PERCENT	CIRCUIT	PERCENT
V30 Typhoon to Grand Hotel	99.9%	3001	99.9%
		3002	99.8
		3003	99.9
		3004	99.9
		3005	99.3
		3006	99.9
		3007	99.9
		3008	99.9
		3009	99.9
		3010	99.5
		3011	99.9
		3012	99.9
V31 Typhoon to Grand Hotel	99.9%	3101	99.9%
		3102	99.9
		3103	99.8
		3104	99.6
		3105	99.9
		3106	99.9
		3107	99.9
		3108	99.5
		3109	99.9
		3110	99.9
		3111	99.9
		3112	99.9
S40 Typhoon to Goldfinch	98.1%	4001	98.1%
		4002	98.1
		4003	98.0
		4004	98.1
		4005	98.1
		4006	97.8
		4007	98.1
		4008	98.1
		4009	97.9
		4010	98.1
		4011	98.1
		4012	98.1
S50 Typhoon to Torch	100%	5001	100%
		5002	100
		5003	99.8
		5004	99.9
		5005	100
		5006	100
		5007	100
		5008	99.2
		5009	100
		5010	100
		5011	100
		5012	100

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54TH SIG SYSTEM RELIABILITY FOR FEB 66

SYSTEM	PERCENT	CIRCUIT	PERCENT
S51 Typhoon to Torch	100%	5101	100%
		5102	100
		5103	100
		5104	98.8
		5105	100
		5106	100
		5107	99.9
		5108	100
		5109	100
		5110	99.5
		5111	100
		5112	100
V60 Typhoon to Chung Yung	99.4%	6001	99.4%
		6002	99.4
		6003	99.4
		6004	99.2
		6005	99.4
		6006	99.1
		6007	99.4
		6008	99.4
		6009	99.4
		6010	99.4
		6011	99.3
		6012	99.4
V61 Typhoon to Chung Yung	99.3%	6101	99.3%
		6102	99.3
		6103	99.0
		6104	99.3
		6105	99.3
		6106	99.2
		6107	99.3
		6108	99.3
		6109	99.3
		6110	99.1
		6111	99.3
		6112	99.3
V62 Chung Yung to CRB	99.1%	6201	99.1%
		6202	99.1
		6203	99.0
		6204	99.1
		6205	99.1
		6206	98.7
		6207	99.1
		6208	99.1
		6209	99.1
		6210	99.1
		6211	89.9
		6212	99.1

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54TH SIG SYSTEM RELIABILITY FOR FEB 66

SYSTEM	PERCENT	CIRCUIT	PERCENT
V63 Chung Yung to DBT	99.8%	6301	99.8%
		6302	99.8
		6303	99.6
		6304	99.8
		6305	99.8
		6306	99.7
		6307	99.3
		6308	99.8
		6309	99.8
		6310	99.8
		6311	99.8
		6312	99.8
V64 Chung Yung to PHG	98.6%	6401	98.6%
		6402	98.6
		6403	98.6
		6404	98.4
		6405	98.6
		6406	98.6
		6407	98.3
		6408	98.6
		6409	98.6
		6410	98.6
		6411	98.1
		6412	98.6

54TH SIG SYSTEM RELIABILITY FOR MAR 66

SYSTEM	PERCENT	CIRCUIT	PERCENT
V30 Typhoon to Grand Hotel	99.9%	3001	99.9%
		3002	99.9
		3003	99.8
		3004	99.9
		3005	99.9
		3006	99.9
		3007	99.4
		3008	99.9
		3009	99.9
		3010	99.3
		3011	99.9
		3012	99.9
V31 Typhoon to Grand Hotel	99.4%	3101	99.4%
		3102	99.4
		3103	99.4
		3104	99.3
		3105	99.4
		3106	99.4
		3107	99.1
		3108	99.4
		3109	99.4
		3110	99.2
		3111	99.4
		3112	99.4
S40 Typhoon to Goldfinch	98.3%	4001	98.3%
		4002	98.3
		4003	98.3
		4004	98.2
		4005	98.3
		4006	98.1
		4007	98.3
		4008	98.3
		4009	98.3
		4010	98.3
		4011	98.1
		4012	98.3
S50 Typhoon to Torch	99.7%	5001	99.7%
		5002	99.7
		5003	99.5
		5004	99.7
		5005	99.7
		5006	99.3
		5007	99.7
		5008	99.3
		5009	99.7
		5010	99.7
		5011	99.7
		5012	99.7

Incl 5 to 19

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54TH SIG SYSTEM RELIABILITY FOR MAR 66

SYSTEM	PERCENT	CIRCUIT	PERCENT
S51 Typhoon to Torch	99.7%	5101	99.7%
		5102	99.7
		5103	99.7
		5104	99.3
		5105	99.7
		5106	99.5
		5107	99.7
		5108	99.7
		5109	99.7
		5110	99.7
		5111	99.7
		5112	99.7
V60 Typhoon to Chung Yung	98.7%	6001	98.7%
		6002	98.7
		6003	98.7
		6004	98.7
		6005	98.7
		6006	98.7
		6007	98.4
		6008	98.7
		6009	98.7
		6010	98.3
		6011	98.7
		6012	98.7
V61 Typhoon to Chung Yung	98.3%	6101	98.3%
		6102	98.3
		6103	98.2
		6104	98.3
		6105	98.3
		6106	98.3
		6107	98.1
		6108	98.3
		6109	98.3
		6110	98.3
		6111	98.3
		6112	98.3
V62 Chung Yung to CRB	99.9%	6201	99.9%
		6202	99.9
		6203	99.9
		6204	99.7
		6205	99.5
		6206	99.9
		6207	99.9
		6208	99.9
		6209	99.3
		6210	99.9
		6211	99.9
		6212	99.9

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54TH SIG SYSTEM RELIABILITY FOR MAR 66

SYSTEM	PERCENT	CIRCUIT	PERCENT
V63 Chung Yung to DBT	99. 6%	6301	99.6%
		6302	99.6
		6303	99.3
		6304	99.6
		6305	99.5
		6306	99.6
		6307	99.6
		6308	99.2
		6309	99.6
		6310	99.6
		6311	99.6
		6312	99.6
V64 Chung Yung to PHG	98.2%	6401	98.2%
		6402	98.2
		6403	98.1
		6404	98.2
		6405	98.2
		6406	98.2
		6407	98.2
		6408	98.2
		6409	98.1
		6410	98.2
		6411	98.2
		6412	98.2

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54TH SIG SYSTEM RELIABILITY FOR APRIL 1966

SYSTEM	PERCENT	CIRCUIT	PERCENT
V30 Typhoon to Grand Hotel	99.9%	3001	99.9%
		3002	99.9
		3003	99.9
		3004	99.9
		3005	99.3
		3006	99.2
		3008	99.2
		3009	99.1
		3010	99.9
		3011	99.9
		3012	99.9
		303T	99.02
V31 Typhoon to Grand Hotel	100%	3101	100%
		3102	100
		3103	100
		3104	100
		3105	100
		3106	100
		3107	100
		3108	100
		3109	100
		3110	100
		3111	100
		3112	99.7
S40 Typhoon to Goldfinch	99.5%	4001	99.5%
		4002	99.5
		4003	99.5
		4004	99.5
		4005	98.5
		4006	99.2
		4007	99.5
		4008	99.5
		4009	99.5
		4010	99.5
		4011	99.2
		4012	99.5
S50 Typhoon to Torch	99.9%	5001	99.9%
		5002	99.9
		5003	99.9
		5004	99.3
		5005	99.9
		5006	99.9
		5007	99.9
		5008	99.6
		5009	99.9
		5010	99.9
		5011	99.9
		5012	99.9

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54TH SIG SYSTEM RELIABILITY FOR APRIL 66

SYSTEM	PERCENT	CIRCUIT	PERCENT
S51 Typhoon to Torch	100%	5101	100%
		5102	100
		5103	100
		5104	99.9
		5105	100
		5106	100
		5107	100
		5108	99.7
		5109	100
		5110	100
		5111	100
		5112	100
V60 Typhoon to Cham Chee	99.6%	6001	99.6%
		6002	99.6
		6003	99.6
		6004	99.6
		6005	99.6
		6006	99.6
		6007	99.6
		6008	99.01
		6009	99.6
		6010	99.6
		6011	99.6
		6012	99.6
V61 Typhoon to Cham Chee	99.05%	6101	99.05%
		6102	99.05
		6103	99.05
		6104	99.05
		6105	99.05
		6106	99.05
		6107	98.9
		6108	99.05
		6109	99.05
		6110	99.05
		6111	99.05
		6112	99.05
V63 DBT to 10th Trans	99.9	6001	99.6%
		6302	98.9
		943V	99.9
		6105	99.05
		872	99.9
		6108	99.05
		6009	99.6
		6006	99.01
		6004	99.6

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54TH SIG SYSTEM RELIABILITY FOR APRIL 1966

SYSTEM	PERCENT	CIRCUIT	PERCENT
V10	99.4%	1001	99.4%
Stomp to		1002	99.4
Chung Yong		1003	99.4
		1004	99.4
		1005	99.4
		1006	99.4
		PA86	98.0
		PA85	98.3
		PA93	94.0
		1010	99.4
		PA87	91.4
V64	99.6%	6401	99.6%
DBT to		6002	99.6
PHG		6403	99.6
		6003	99.6
		6302	98.9
		PA87	91.2
		6010	99.6
		6011	99.6
		6006	99.6
V66	98%	PA02	98.0%
LBM cont. to		PA03	94.0
Nhun Co		PA04	95.3
		PA05	73.3
		PA22	98.0
		PA24	98.0
V68	99.8%	KC58	99.03%
Tuy Hoa North to		KC56	99.0
Tuy Hoa South		KC60	99.6
		6804	99.3
		J149	99.8
		PA93	94.0
		PA86	98.0
		924V	99.8
		925V	99.8
		PA85	98.3
		PA87	91.2
		6812	99.8
V70	99.7	6502	99.3%
Ank to		7003	99.7
Qnh		6504	99.7
		7005	99.7
		6506	92.0
		6505	99.7
		6509	91.0
		6511	96.0

54TH SIG SYSTEM RELIABILITY FOR APRIL 1966

SYSTEM	PERCENT	CIRCUIT	PERCENT
V71 Ank to Pku	99.7%	7201	99.7%
		6502	69.3
		7208	99.7
		7105	99.7
		7205	99.7
		722T	99.7
		7203	99.7
		6509	91.0
		7111	99.7
		7112	99.7
V72 Pku to Sky King Fwd	97.2%	7201	97.2%
		7202	97.2
		7203	97.2
		OP05	97.2
		7205	97.2
		X567	97.2
		7207	97.2
		7208	97.2
		PA23	93.0
		7210	97.2
		7211	97.2
		7212	97.2
V74 Pku to Sky King	99.8%	7208	97.2
		7201	97.2
		7203	97.2
		7412	99.8
V75 Pku to Dak To	96%	7405	93.5%
		PA92	95.0
		982V	96.0
		OE96	95.0
		PA19	94.3
		X981	93.2
		7401	92.7
		7408	96.7
V80 Qhn to ROK Cap	99.4%	6501	99.3%
		7003	99.7
		7004	99.7
		6508	91.0
		6512	97.2

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COMMON USER

In Country Reliability for Jan 66

CIRCUIT	% IN	% OUT w/CAUSE			
		1.1%	i/c	0%	54th Sig
OU11	98.9%	22.7		0	
OJ28	77.3	.2		0	
OJ30	99.8	.1		0	
OJ31	99.9	1.2		0	
K032	98.8	1.3		0	
191V	98.7	1.9		0	
192V	98.1	.4		0	
193V	99.6	.2		0	
194V	99.8	1.4		0	
V6801	98.6	2.6		1.7	
X581	95.6	17.5		0	
X668	82.5	1.8		.1	
V6803	98.1	3.6		0	
OE97	96.4	.9		0	
OE98	99.1	1.2		0	
V1008	98.8				

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COMMON USER

In Country Reliability for Feb 66

CIRCUIT	% IN	% OUT w/CAUSE			
OU11	99.7%	.3%	i/c	0%	54th Sig
OJ30	99.3	.7		0	
OJ31	99.5	.5		0	
K032	97.0	3.0		0	
191V	98.4	1.6		0	
192V	98.3	1.7		0	
193V	98.3	1.7		0	
194V	98.9	1.1		0	
V6801	99.2	.7		.1	
X581	95.4	4.6		0	
X668	93.4	6.6		0	
X608	95.5	4.5		0	
V6803	99.6	.2		0	
OE97	97.8	2.2		0	
OE98	99.3	.7		0	
V1008	99.0	.8		.2	
V1011	97.8	1.9		.3	

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COMMON USER

In Country Reliability for Mar 66

CIRCUIT	% IN	% OUT w/CAUSE .3% i/c	% 54th Sig
OU11	99.7%		
OJ28	80.5	19.5	0
OJ30	97.9	2.1	0
OJ31	97.7	2.3	0
KO32	99.4	.6	0
191V	98.3	1.7	0
192V	98.3	1.7	0
193V	98.4	1.6	0
194V	98.3	1.7	0
V6801	96.1	3.5	.4
X581	99.4	.6	0
X668	79.6	20.4	0
X602	99.9	.1	0
V6803	93.3	6.4	.3
OE97	99.9	.1	0
OE98	99.9	.1	0
V1008	97.0	2.8	.2
V1011	98.4	0.0	1.6

COMCEN USER

In Country Reliability for April 66

CIRCUIT	% IN	% OUT w/CAUSE			
		.9%	i/c	0%	54th Sig
OJ28	99.1%				
OJ31	97.0	3.0		0	
OJ30	97.0	3.0		0	
KO32	99.0	1.0		0	
191V	98.0	2.0		0	
192V	97.0	3.0		0	
193V	99.7	.3		0	
KO56	99.0	1.0		0	
KO60	99.6	.4		0	
OC31	99.3	.7		0	
X668	96.0	4.0		0	
OE97	97.0	3.0		0	
OE98	99.0	1.0		0	
PA85	98.3	1.7		0	
PA87	91.2	.8		0	
PA02	98.0	2.0		0	
PA20	98.0	2.0		0	
PA92	95.0	0.0		5.0	
6501	99.3	.7		0	
6502	69.3	30.7		0	
6509	91.0	0.0		9.0	
6510	99.7	.3		0	
6511	96.0	4.0		0	
6512	97.2	2.8		0	
PA23	93.0	0.0		7.0	

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SOIE USERS

In Country Circuit Reliability for Jan 66

CIRCUIT	% IN	% OUT w/CAUSE	
		1.0% i/c	0% 54th Sig
OP05	99.0%	.7	0
QJ32	99.3	.9	0
K784	99.1	2.5	0
K735	97.5	.01	0
K717	99.99	3.0	0
K020	97.0	.6	0
K058	99.4	3.0	0
OE96	97.0	2.0	0
PA86	98.0	.1	0
OS99	99.9	.6	0
OE82	99.4	.1	0
OS94	99.9	1.9	0
X567	98.1	.9	0
OC33	99.1	2.0	0
OC57	98.0	4.0	0
869V	96.0	1.0	0
X060	99.0	1.0	0
OE78	99.0	5.0	0
X981	95.0		

SOLE USERS

In Country Circuit Reliability for Feb 66

CIRCUIT	% IN	% OUT w/CAUSE			
OP05	97.0%	3.0%	i/c	0%	54th Sig
OJ32	96.0	4.0		0	
K784	99.6	.3		.1	
K735	99.4	.6		0	
K717	98.4	.5		.9	
KO20	87.0	13.0		0	
KO58	98.0	1.0		1.0	
OE96	94.0	6.0		0	
PA86	96.0	3.0		1.0	
OS99	99.5	.5		0	
K645	98.0	2.0		0	
OE82	99.5	.5		0	
OS94	99.7	.3		0	
X567	97.0	3.0		0	
OC33	95.0	5.0		0	
OC57	99.0	1.0		0	
XO60	99.6	.4		0	
OE98	99.0	1.0		0	
X981	98.0	2.0		0	
PA94	98.0	2.0		0	

SOLE USERS

In Country Circuit Reliability for Mar 66

CIRCUIT	% IN	% OUT w/CAUSE			
		.7%	i/c	0%	54th Sig
OP05	99.3%	8.0		0	
OJ32	92.0	1.0		0	
K784	99.0	.4		.2	
K735	99.4	7.0		0	
KO20	93.0	.7		0	
OE96	99.3	2.0		.4	
PA86	97.6	2.0		0	
K645	98.0	8.0		0	
OC33	92.0	7.0		0	
OC57	93.0	2.0		0	
869V	98.0	4.0		0	
XO60	96.0	.9		0	
OE78	99.1	.4		0	
X981	99.6	6.0		0	
PA94	94.0	5.0		0	
PA17	95.0				

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SOLE USERS

In Country Circuit Reliability for April 66

CIRCUIT	% IN	% OUT w/CAUSE	
OP05	99.08%	.02%	i/c 0%54th Sig
OJ32	97.0	3.0	0
K020	97.0	3.0	0
K058	99.03	.07	0
PA86	98.0	2.0	0
6008	99.01	0	.09
OS99	99.7	.3	0
OE82	99.0	1.0	0
OS94	99.08	.02	0
OC33	97.0	3.0	0
X567	98.0	2.0	0
OC57	96.0	4.0	0
S69V	99.0	1.0	0
X060	99.3	.7	0
310	99.9	0	.1
OE78	99.0	1.0	0
HL34A	97.0	0	3.0
PA03	94.0	6.0	0
X981	96.0	1.0	3.0
PA94	97.0	3.0	0
PA04	95.3	4.0	.07
OK15	99.9	.1	0

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TELETYPE CIRCUIT

In Country Circuits Reliability for Jan 66

CIRCUIT	% IN	% OUT w/CAUSE		
K802	97.3%	2.2% i/c	.5%	54th Sig
K885	96.6	2,6	.8	
OS16	97.9	1.9	.2	
OS36	94.9	4.9	.2	
OC58	97.2	2.7	.1	
KO52	95.9	3.4	.7	
OE99	87.6	12.3	.1	

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TELETYPE CIRCUIT

In Country Circuits Reliability for Feb 66

CIRCUIT	% IN	% OUT w/CAUSE		
K802	98.9	1.1% i/c	0%	54th Sig
K885	97.5	2.5	0	
OS16	98.1	1.9	0	
OS36	91.7	7.8	.5	
OC58	92.0	8.0	0	
PA93	90.9	9.1	0	
K052	97.1	2.9	0	
OE99	91.1	8.5	.4	

TELETYPE CIRCUIT

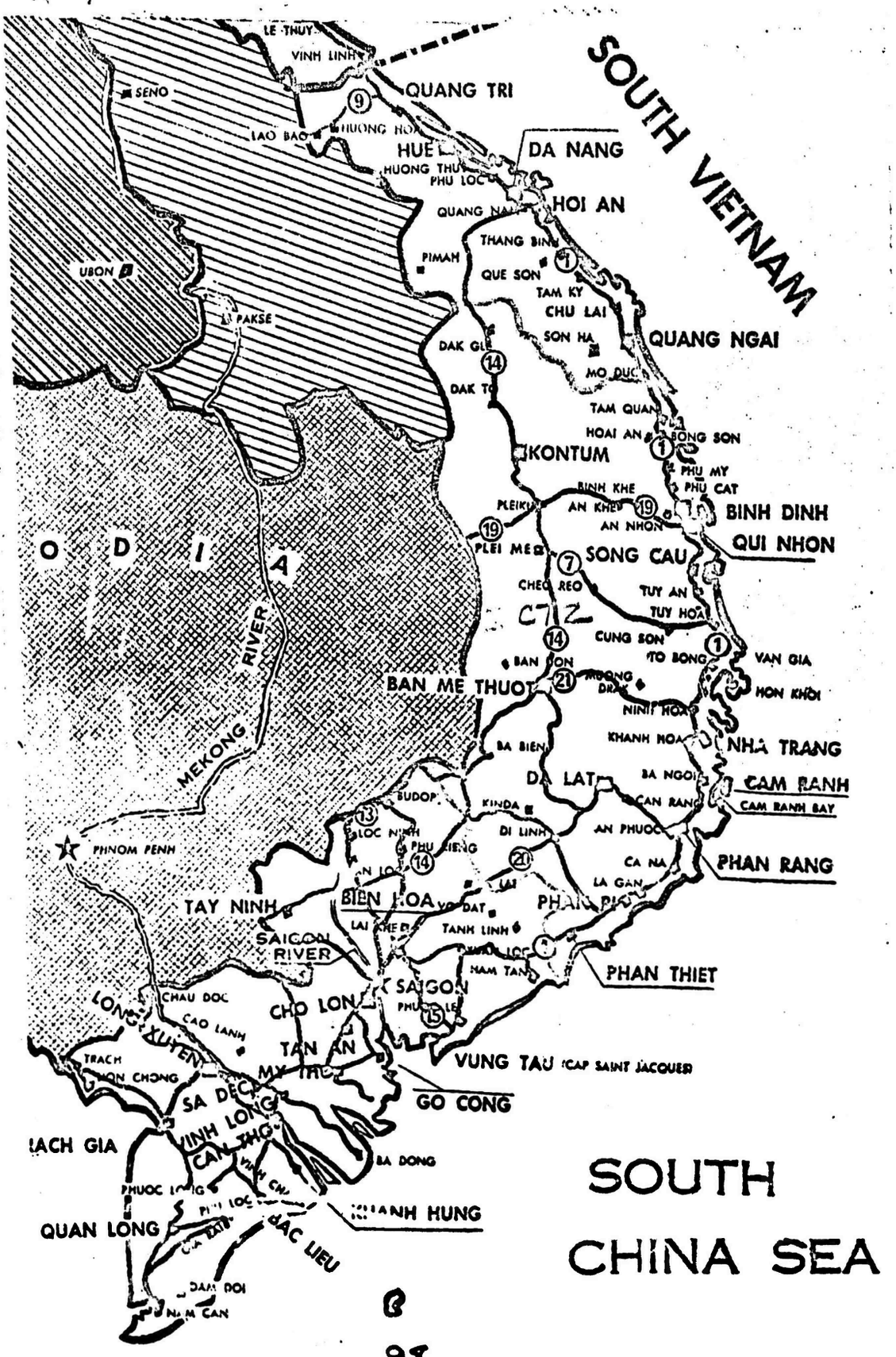
In Country Circuits Reliability For Mar 66

CIRCUIT	% IN	% OUT w/CAUSE			
K802	97.4	2.4%	i/c	.2%	54th Sig
K885	98.0	.8		1.2	
OS16	97.3	2.5		.2	
OS36	91.7	7.9		.4	
OC58	87.6	12.4		0	
PA93	88.2	11.3		.5	
KO52	97.8	1.9		.3	
OE99	89.4	9.8		.8	
PA16	97.8	2.2		0	

TELETYPE CIRCUIT

In Country Circuits Reliability For Apr 66

CIRCUIT	% IN	% OUT w/CAUSE		
		.7%	i/c 0%	54th Sig
K885	99.3	.9	0	
OS16	99.1	4.0	0	
OS36	96.0	26.7	0	
PA05	73.3	8.0	0	
6506	92.0	1.0	.4	
OC58	98.6	6.0	0	
K802	94.0	7.0	0	
PA93	93.0	24.0	4.0	
K052	72.0	0	1.0	
PA26	99.0	0	.08	
604T	99.02	0	1.7	
303T	98.3			
602T				


SOUTH VIETNAM
LE THUY
VINH LINH
QUANG TRI
SENO
LAO BAO
HUONG HOA
HUE
DA NANG
HUONG THUY
PHU LOC
HOI AN
QUANG NAM
THANG BINH
PIMAH
QUE SON
TAM KY
CHU LAI
UBON
LI PAKSE
SON HA
QUANG NGAI
DAK GLEI
DAK TO
MO DUC
TAM QUAN
HOAI AN
SONG SON
KONTUM
PHU MY
PHU CAT
BINH KHE
PLEIKU
AN KHE
BINH DINH
AN NHON
QUI NHON
PLEI ME
SONG CAU
CHEO REO
TUY AN
TUY HOA
CUNG SON
TO BONG
VAN GIA
BAN ME THUOT
BAN SON
MUONG DRAK
HON KHOI
NINH HOA
KHANH HOA
NHA TRANG
BA BIEN
DA LAT
BA NGOI
CAM RANH
CAM RANH BAY
BUDOP
KINDA
CAN RANG
LOC NINH
DI LINH
AN PHUOC
PHNOM PENH
PHU BIEN
CA NA
PHAN RANG
TAY NINH
BIEN HOA
LA GAN
PHAN RI
SAIGON RIVER
TANH LINH
NAM TAN
PHAN THIET
CHAU DOC
CHO LON
SAIGON
LONG XUYEN
CAO LANH
TAN AN
TRACH
MY THO
VUNG TAU (CAP SAINT JACQUES)
HON CHONG
SA DEC
GO CONG
VINH LONG
CAN THO
LACH GIA
BA DONG
PHUOC LONG
QUAN LONG
BAC LIEU
DAM DOI
NAM CAN
SOUTH
CHINA SEA

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