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AUTHORITY

Adjutant General's Office [Army] ltr dtd 29 Apr 1980

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

IN REPLY REFER TO
AGAM-P (M) (13 Mar 68) FOR OT RD-674026 18 March 1968

SUBJECT: Operational Report - Lessons Learned, Headquarters, 69th Maintenance Battalion (GS), Period Ending 31 October 1967 (U)

AD829160

SEE DISTRIBUTION

1. Subject report is forwarded for review and evaluation in accordance with paragraph 5b, AR 525-15. Evaluations and corrective actions should be reported to ACSFOR OT RD, Operational Reports Branch, within 90 days of receipt of covering letter.

2. Information contained in this report is provided to insure appropriate benefits in the future from lessons learned during current operations and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

Kenneth G. Wickham

1 Incl
as

KENNETH G. WICKHAM
Major General, USA
The Adjutant General

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23

DEPARTMENT OF THE ARMY
HEADQUARTERS, 69TH MAINTENANCE BATTALION (GS)
APO San Francisco 96312

AVCA CR-D-MB-69-CO 31 October 1967

SUBJECT: UIC W-DD8-AA, Operational Report for the Quarterly Period Ending 31 October 1967 (RCS CSFOR-65) (U)

THRU: Commanding Officer, US Army Depot Cam Ranh Bay, ATTN: AVCA CR-D-SIPT, APO San Francisco 96312
Commanding Officer, US Army Support Command Cam Ranh Bay, ATTN: AVCA CR-IO, APO San Francisco 96312
Commanding General, 1st Logistical Command, ATTN: AVCA GO-O, APO San Francisco 96307
Commanding General, US Army Vietnam, ATTN: AVHGC-DST, APO San Francisco 96375
Commander-in-Chief, US Army Pacific, ATTN: CPOP-OT, APO San Francisco 96558

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

(U) The operational report for this headquarters for the quarterly period ending 31 October 1967 is forwarded in accordance with USASUPCOM-CRB Reg 870-1.

Orlando Garcia
ORLANDO GARCIA
LTC, OrdC
Commanding

FOR OT RD
674026

Appendix IV to Annex B to USAD-CRB Reg 870-1.

SECTION I, SIGNIFICANT ORGANIZATIONAL ACTIVITIES

The 69th Maintenance Battalion (GS) was operational for 92 consecutive days during the period 1 August 1967 to 31 October 1967.

During the month of August, each unit of the battalion as well as the Headquarters Detachment, underwent its annual Command Maintenance Management Inspection. Without exception, all units passed the inspection while one, the 129th Main Support Company (DS), received special praise from the Commanding General First Logistical Command for the high ratings received. These inspections occurred at the height of personnel rotation and the high scores are indicative of the emphasis placed on unit readiness at all levels of command within this battalion.

Within the past week word has been received that the RMK contracts will be renewed, thus halting all plans for movement of the maintenance units and the emphasis again shifts to construction of a complete, new and separate facility for the maintenance units. This facility is tentatively scheduled for completion by the 1st quarter, FY 69.

During this quarter, a shifting of officers was undertaken which will result in a negligible rotational hump during the forthcoming 12 month period. A study of a similar move of senior NCO's is presently in existence and, if feasible, a similar shifting of NCO's will be accomplished.

The density of equipment supported by this battalion has increased an average of 15% during the past 90 days, with the exception of engineer heavy construction equipment, which decreased by approximately 20%. The increased supported density has had very little impact on support capability and has been assimilated with no problem.

The battalion hired its first local national civilian personnel during this quarter. Five local nationals (LN) were employed on a trial basis by the component repair section of the 135th Heavy Equipment Maintenance Company (GS). The rapidity with which these unskilled personnel assimilated the instructions given has been a source of amazement. They presently disassemble, clean and reassemble voltage regulators, accumulators and miscellaneous small assemblies, thus permitting the military personnel more time to accomplish the actual testing and repair of components. The primary disadvantage of employing local nationals is the restricted productive hours which these personnel work. With two 15 minute coffee breaks and a 2½ hour lunch period, they are available for only 5¼ hours per day. They are not available for night, weekend or holiday work schedules; therefore it would be necessary to employ two LN's for each military space deleted under the proposed civilianization program. Based upon this limited program 180 additional LN authorizations have been requested to augment the mission capabilities of the battalion.

The mission of providing maintenance direct support for engineer heavy equipment and materials handling equipment was transferred to the Vinnell Corporation maintenance facility by the Cam Ranh Bay Support Command Commander on 1 September 1967. Production control of the operation of this facility was placed with the 510th Engineer Company, the unit which previously provided this support. In addition to engineer equipment, 5 ton tractor and cargo vehicles, 2½ ton cargo vehicles and various types of component repair work orders are directed to the Vinnell shops on an overflow basis. The initial response from the Vinnell shops was excellent; however, due to their personnel losses, shift changes and transfer of personnel to other projects, production has begun to falter. The average number of completed job orders produced each week by Vinnell is 110 versus 120 by individual maintenance units of this battalion.

The 510th Engineer Company (MDS) was relocated at Pleiku, with one platoon at Qui Nhon, on 7 October 1967. This movement reunited the unit with its platoon, which had been stationed at Pleiku for over a year, and released the Engineer Heavy Equipment Platoon of the 135th Heavy Equipment Maintenance Company (GS) from its attachment to Qui Nhon for return to Cam Ranh Bay. This movement went exceedingly well though the diversion of a platoon to Qui Nhon was announced after the unit had loaded all its equipment. The maintenance of unit integrity in maintenance operations, mission assignment and stockage of ASL permitted the rapid deployment of this unit. Had the unit been involved in a consolidated maintenance activity with a consolidated technical supply, this would not have been feasible within the time frame dictated by higher headquarters. In addition, to determine what the ASL should consist of would have been almost a physical impossibility due to the large number of common items used in the maintenance of all types of equipment.

The maintenance detachment of the 557th Light Maintenance Company (DS), which was responsible for direct support maintenance of units located at Phan Rang, was returned to its parent unit on 30 September 1967. This relocation has left the Phan Rang area minus adequate maintenance support, requiring units at Phan Rang to deliver all job orders to the Cam Ranh Bay direct support maintenance units.

The 194th Quartermaster Detachment (Refrigerator Repair) was attached to this battalion and further attached to the 129th Main Support Company on 20 September 1967. With the increase in refrigeration equipment to be supported, this unit is a valuable asset to the battalion. Though it arrived minus its equipment or documentation as to how or when the equipment was shipped, the unit is operational through the use of TOE equipment of the other units in this battalion. It cannot be deployed as 2 man teams, as it is organized to be, pending delivery of the missing TOE property. Tracers have been submitted in an effort to locate the equipment which is now in country.

The battalion has requisitioned, and receipt has begun, of all the equipment authorized the direct support units for use as a maintenance float. The acquisition and proper use of this equipment will permit more responsive service to customers.

The battalion conducted a study on the increased deadline rate of 5 ton vehicles. The age and mileage of this series of vehicles coupled with the high failure rate being experienced on multifuel engines were determined to be the primary reasons for the increase in vehicle deadline. The study was submitted to higher headquarters with recommendations for programmed replacements of the vehicle fleet and that specific critical repair parts be expedited.

A limited overhaul program continues on critical assemblies and sub-assemblies for which repair parts are available. Overhaul of 33 multifuel engines, 227 other automotive major assemblies and 7681 automotive components during the past 90 days has continued to enhance the maintenance production of this battalion. A complete general support program has been developed and forwarded for approval.

The first load of combat damaged full-track equipment was received from the northern provinces in September 1967. Present procedure is to off-load and prepare the items for retrograde at the docks. The limited dock storage space is presently adequate, providing these items are not received in excessive quantities. Should the influx of M48 tanks increase, a mobile 60 ton crane would be required by the Collection, Classification & Salvage Company to permit handling of these items away from the port lifting facilities.

SECTION II PART I: OBSERVATIONS (LESSONS LEARNED)

PERSONNEL:

ITEM: Personnel losses for Post, Camp and Station Details.

DISCUSSION: To properly support all housekeeping duties at an installation a separate command is normally established to provide coordination and control over the housekeeping responsibilities, i.e., Post Engineer R&U, bakeries, laundries, bath units, civilian personnel, billeting, messes and clubs, etc. There is apparently no standard TOE/TD type organization best suited for these duties. The unit assigned the responsibility has attached to it several units normally consisting of supply and service activities. The tenant units are continually required to supplement the Post Headquarters with details to accomplish the Post Commander's myriad tasks and responsibilities.

OBSERVATION: That the establishment of a TOE for a Post, Camp or Station Headquarters would provide proper staffing of the Headquarters and that an organization chart could outline the appropriate type and number of military units to perform the essential services. In addition, a proposed civilian manning table would provide for the supervision and labor required to complete the Post complement, thus reducing demands for labor from tenant units.

ITEM: Performance of Non-Mission Oriented Duties by Senior NCO's.

DISCUSSION: During the past months senior noncommissioned officers have been detached from their parent organization and attached to various type inspection teams, i.e., OMI, CMMI, and AGI. As these teams require senior individuals, skilled in specific areas, the major portion are acquired from maintenance units. This reduces the number of supervisory personnel and the depth of knowledge required by the units to successfully accomplish their assigned missions. By attachment and not through physical transfer, the parent unit is prohibited from obtaining a replacement. As the requirement for such teams exists in almost every senior headquarters, a TOE 29-500 type detachment for the various teams (OMI, CMMI, and AGI) would provide authority for transfer of personnel to a team and permit the units to requisition replacements, thus lessening the impact upon their mission.

OBSERVATION: The establishment of inspection teams through a TOE detachment would permit a headquarters the additional space allocations required for these teams and not penalize tenant or subordinate units.

ITEM: Environmental Effect on TOE Steam Cleaners.

DISCUSSION: The steam cleaning equipment authorized units of this battalion is not capable of sustained operation in this tropical environment. After two or three hours of operation, the equipment must be turned off for approximately an hour to permit cooling. Additionally, due to the limited pressure and size of steam coverage an extensive amount of time is required to clean large items such as Rock Crushers, Full-tracked Combat Vehicles, Bulldozers, M290 Pans, etc. The issue of commercial steam cleaning equipment for semi-permanent

installation and use would resolve the problems presently encountered. This has been recommended and approved for inclusion in a facility to be constructed for the retrograde of equipment from this installation.

OBSERVATION: TOE steam cleaners are not suited for this hot tropical climate and are inadequate for their intended use, i.e., cleaning all types of equipment from the extremely large end items to the small assemblies.

ITEM: Production Control

DISCUSSION: TOE Maintenance units are not provided a production control section per se. They are authorized a small shop office force and an inspection section. A production control section incorporated into a TOE would provide effective control over the flow of job orders, actual control of production, quality control, and overall supervision of all allied activities within a shop. TOE 11-158E, Signal Company (Depot), based upon the variety and complexity of their mission is most noticeable in this deficiency. These recommended changes are to be included in requested modifications to current TOE's.

OBSERVATION: Units which have developed a production control section for their operations from internal assets have proven the worth of this recommendation by their increased productivity and effective management of their shop operations. During the design of TOE's for maintenance units, the potential of such an addition to the TOE should be considered.

ITEM: Development of Augmentation to TOE Units.

DISCUSSION: In the development of TOE's the basic assumption of global, continental, or similar large scale military operation is the foremost consideration in the design of a unit. Units so designed, when assigned to an operation such as Vietnam, Dominican Republic, or similar reduced size actions, are encumbered with elements which are not required. In Vietnam, for example, all aviation maintenance and avionics repair is consolidated under a TC Command and not as prescribed by either COSTAR or TASTA studies and philosophy. Subsequently, the personnel in COSTAR and non-COSTAR units, required to perform the avionics and aircraft maintenance mission, were attached to a composite unit, organized to perform this particular mission. As all the TOE spaces and equipment were not transferred, the parent unit is encumbered with unusable excesses. The same situation applies to detachments of engineer equipment repair sections and signal repair platoons. The disruption caused to property books, PLL's, ASL's, troop morale, and personnel accounting and replacement is sufficient to cause concern, especially when future support requirements are unknown. In addition, the parent unit is required to provide replacements and maintain property accountability on an indefinite basis.

OBSERVATION: The employment of full TOE units, as was intended, augmented through 29-500 cellular type detachments would permit unit integrity to be maintained. Personnel in TOE units who would perform the tasks of the cellular teams could be physically transferred to the detachment, leaving the TOE spaces vacant and available for filling should future requirements so necessitate.

ITEM: Heavy Lift Capability for the CC&S Company.

DISCUSSION: The Collection, Classification and Salvage Company TOE 29-139F is presently authorized 2 each 20 ton truck mounted cranes. These vehicles are ideal for operation on hardstand and paved roads but do not perform well in adverse terrain, i. e.; mud, sand, or cross country. Further, they are of insufficient capacity for heavy lift. In a combat situation, vehicles recovered are normally without motive means and/or track, in the case of armored equipment or SP Artillery. The only means of recovery or movement is through use of the M88 VTR and the 10 ton tractor with a 60 ton trailer. Winching this equipment, minus wheels, axles and/or track onto the trailers is difficult, time consuming and damaging to the equipment. When items are transferred from a using unit to the CC&S Company, or delivered by TC, the trailers are required for immediate turn around. The CC&S Company must drag the received item off onto the sand. As the recovered items must be thoroughly cleaned, sealed, and prepared for retrograde, doing this on the ground is not feasible as when being winched onto a trailer for delivery to the port, all the work previously accomplished is undone. A 60 ton mobile crane, working from a roadbed can reduce damage to both the trailer and the end item being moved, in addition to a considerable savings in time. For work with smaller items such as small vehicles and assemblies, a rough terrain 20 ton crane is ideally suited for use by this unit. A request for this modification has been submitted to TOE 29-139F.

OBSERVATION: The two 20 ton truck mounted cranes in a CC&S Company be exchanged for one 20 ton rough terrain crane and one 60 ton truck mounted crane.

TRAINING:

ITEM: School Training of Technical Personnel.

DISCUSSION: Personnel who have been trained in a highly technical field are being received at the maintenance units lacking sufficient skills to permit their employment without additional on-the-job training. This additional training, in the case of MOS 34D20, 34C20, and 34B20, ADPS repairmen, requires one skilled technician many valuable hours to teach these new personnel troubleshooting procedures and techniques. The same comment applies to inspection and troubleshooting by automotive, quartermaster and engineer equipment repairmen. The personnel have a rudimentary knowledge of basic fundementals but the skill level of training is too low for their employment without the time-consuming OJT.

OBSERVATION: The service schools should review their technical courses to insure that all aspects of a repairman's future job have been covered; from initial inspection through final acceptance and particularly troubleshooting procedures.

LOGISTICS:

ITEM: Boom Failures on Pettibone 10,000 Pound RT Forklifts.

DISCUSSION: Booms on these lifts have been cracking where the slave cylinder fulcrum arm attaches to the mast column assembly. Investigation has revealed that there are two probable causes for this failure:

(1) When the slave cylinder reaches the end of its travel, the lift cylinders have yet another 1/2" to 3/4" remaining. The high stresses developed as the lift cylinders continue their travel creates breaks at this junction.

(2) If the boom has been raised to its maximum elevation and the forks tilted back, and the boom is subsequently lowered with no simultaneous change in tilt, the back rest assembly strikes the boom and locks the system so that no further motion can take place. This again puts stress on the fulcrum and boom assembly, and increases possibility of further cracking. EIR's have been submitted on these failures.

OBSERVATION: Cracked booms have been repaired by welding. However, one repaired boom has broken again. A class for equipment operators must be conducted to acquaint them with the problem and demonstrate its causes and effects. This should help prevent further instances of these failures. Lifts with cylinders which do not bottom together must be adjusted to correct this condition.

ITEM: Failure of Spindle Mounting Cap Screws in the Wheel Planetary End Assemblies of Pettibone 10,000 Pound RT Forklifts.

DISCUSSION:

(1) To provide for steering and gear reduction for each wheel on the Pettibone Forklift, connected to each end of the axle housings are two-piece ball housings containing a constant velocity joint. Mounted to the outer end of the ball is an axle tube which acts as the wheel spindle and through which the driving axle shaft runs. The portion of the power train which is causing trouble is the joining of the axle tube, or spindle, to the ball housing.

(2) Since the joint is subject to extreme stresses, both torque and load bearing, the manufacturer fastened the spindle to the ball housing using twelve high strength and hardness bolts spaced evenly around the flanges to eliminate any movement between them. They are also safety wired in pairs.

(3) These bolts serve as close tolerance dowels to eliminate movement, but when the dowel portion of the bolt or the bolt holes get worn, motion occurs and the bolts shear. This also occurs if the bolts become loose.

(4) The problems came to light when a forklift with only 155 hours operation came into the shops with sheared bolts. To prevent the same thing happening to the other bolts, all four wheels were pulled and the bolts inspected. None of the bolts were at the required torque and some were loose enough to be turned by hand. The safety wires were intact, so the bolts are believed to be streching. On this machine, wheel bearings were also found to be loose.

(5) For comparison, a new machine was drawn from stock and the torque on the bolts was found to be more than required. All wheel bearings were found to be loose but no conclusion can be drawn from this. A brand new axle was inspected, however, and all but two bolts were found to be loose.

(6) MIR's have been submitted on these failures.

OBSERVATION:

(1) Replacing the bolts will not solve the problem as the original close tolerance cannot be reattained due to the elongation or enlargement of the holes.

(2) A "field fix" is being devised for those machines found with enlarged holes. Four new holes will be drilled and a dowel installed in each hole.

(3) Forklifts presently in use are having the bolts retorqued at the rate of one per day. Those coming in for direct support maintenance are being retorqued as they are received.

(4) A speed limit of 10 MPH has been imposed on all RT forklifts to reduce the stresses created by operating on bumpy roads.

(5) Proper torquing of bolts at the manufacturer must be stressed.

ITEM: Excessive Number of Bent Crab Cylinders on Rough Terrain Forklifts.

DISCUSSION: A large number of rough terrain forklifts have been deadlined as the crab cylinders have been struck by some object and thus bent. These cylinders are slung beneath the frame of the forklifts and are exposed to rocks, stumps, or other objects of sufficient weight or strength, capable of damaging them. Drivers' failure to observe these objects in their work area is the primary cause of damage to these cylinders. A modification to the forklifts to protect the cylinders is being studied; however, as the crab position is seldom used, removal of these cylinders completely is being considered. An MIR has been submitted.

OBSERVATION: Crab cylinders are damaged through improper operation. The difficulty involved in providing suitable protection to these cylinders, plus their infrequent use, suggests that their removal may be the most appropriate solution to this expensive problem.

ITEM: Fuel Stoppage of American Model 2380 Rough Terrain 20 Ton Cranes

DISCUSSION: After approximately twenty hours of operation, American 2380 Rough Terrain Crane carriers suddenly stop because of fuel starvation. Unless the cause is known, troubleshooting is difficult and serious delays can occur. An EIR was submitted on this problem.

OBSERVATION: This stoppage is normally caused by the clogging of the fuel filter screen located in the top of the fuel transfer tank (line 49, illustration 32, page 86, TM 3810-232-12). The clogging is caused by slight agitation of the fuel tank lining and may be remedied by cleaning the filter screen. The stoppage appears to be non-recurring. The stoppage may be eliminated by cleaning the filter screen after 20 hours of operation.

ITEM: Repair of Office Machines.

DISCUSSION: The volume of office machines requiring repair, due to environmental conditions in Vietnam is tremendous. Of the 2000 office machines at CRB, 861 were job ordered to the maintenance shops in one 90 day period. Of these, only 478 were repaired and returned to the customer, while 157 were evacuated. The main cause for evacuation was the lack of repair parts. At the present time, this headquarters has requested that parts be locally purchased in Saigon to support the repair mission of the 31 different types and brands of office machines.

OBSERVATION: The variety of typewriters and office machines from different manufacturers has caused problems in obtaining repair parts for the rapid repair and return of the machine to the using unit. It is suggested that the type machine, model number and manufacturer be limited to the minimum for use in this theater.

ITEM: High Mortality of the Multifuel Engine.

DISCUSSION: A study of the high mortality rate of the multifuel engine showed that of 102 vehicles checked, one-third of the engines failed at an average of 10,600 miles.

OBSERVATION: The main causes of failures were:

(1) Burnt pistons, caused by leaking injector nozzles.

(2) Bent connecting rods, probably due to hydrostatic lock.

(3) Valve tappet wear which allows the push rod to extend through the tappet and score the camshaft lobe, probably caused by excessive rotation of the tappet.

(4) Valve seats becoming loose in the heads causing excessive wear, probably caused by size variations in the seats and the receptacles in the head.

(5) Low compression, caused by excessive wear between piston parts and cylinder walls. The minimum design life of 40,000 miles (Mr. Malone, CMC) is not being realized due to engine component failure.

(6) EIR's and contractor evaluation reports have been submitted on these failures as they occur.

ITEM: Use of Improper Fuses with Electrical Equipment.

DISCUSSION: Components, assemblies and end items which utilize fuses for protection of the equipment are received at the maintenance shops with damaged circuits due to over-fusing. The use of fuses with higher amperage ratings than authorized is the subject of technical assistance teams and news letter articles in an attempt to inform customer units of the problems over-fusing may cause. A pre-inspection check of equipment being job ordered to the shops includes checking for proper fuses. This permits on the spot correction and the customer is advised then of one of his problems with the equipment and the need for using only the proper size fuses.

OBSERVATION: Use of higher than authorized amperage fuses can damage equipment and cause unnecessary repairs. The using units must be cautioned against this possibility.

ITEM: Damaged Face Guards for New VRC Series Radios.

DISCUSSION: A large number of the VRC-12 radios are being received at the field maintenance shops with the face guards broken. These guards were intended as protection for the front panel controls. It is apparent that personnel are using the guards as handles for lifting the radio. An EIR has been submitted on this equipment weakness.

OBSERVATION: Operators should be cautioned not to lift the radio by the face guard and, the guard should be redesigned with its use as a handle incorporated.

ITEM: Antenna Drive Motor for Radar Set AN/SPN-11X.

DISCUSSION: When the Antenna Drive Motor for the Radar Set AN/SPN-11X is requisitioned, by correct FSN, the item received is a new motor which is not functional without modification. The motor received turns the antenna in a clock wise direction instead of the required counter clock wise direction. In addition, it will not physically mount in the pit. The motor could be utilized by the following modifications:

(1) Reverse the leads to motor brushes, thus reversing the rotation to counter clock wise.

(2) Using the mounting plate from the old motor as a template. The bell end of the new motor is drilled and tapped to mount on the old mounting plate.

(3) Remove and discard the side mounting bracket from the new motor and use the old mounting plate for installation of the motor.

OBSERVATION: An MWO is required for installation of the new drive motor for the Radar Set SN/SPN-11X. An EIR has been submitted.

ITEM: Introduction of New Items of Equipment to the Field.

DISCUSSION: New items of equipment are being introduced into the field before either repair parts or test equipment are available to the maintenance units. Examples of this are: Squad Radios PRR-9 and PRT-4; 20 ton dump truck, Uclid; Rough Terrain Crane, 20 ton; Air-mobile crane, 12½ ton. The appearance of these items at the maintenance shops before repair parts can be requisitioned and placed in our ASL, or before the necessary special tools and test equipment can be acquired, causes unnecessarily long delays in repair and return to the using unit of these items. In addition, difficulty in repair of these items is experienced by the maintenance unit as proper publications, trouble shooting procedures and special test equipment have not been received and there is no knowledge of their existence.

OBSERVATION: If the units responsible for maintaining new pieces of equipment were notified of anticipated issues of the new items and provided the necessary maintenance and supply publications, they could conduct classes on the equipment, requisition parts and test equipment and be prepared to provide fast and effective support for the equipment, once issued.

SECTION II, PART II RECOMMENDATIONS

PERSONNEL: That the organization and staffing of higher headquarters, to include Post, Camp or Station, incorporate sufficient space allocations for the performance of their mission and not be required to drain personnel assets off the mission oriented tenant units.

OPERATIONS: That TOE units be revaluated based upon new employment concepts, and the units be made more flexible through authorizations of new equipment and utilization of TOE 29-500 Detachments.

TRAINING: That service schools review their course objectives to insure personnel sent into the field can be utilized with a minimum of on-the-job-training.

LOGISTICS: That the lessons learned on specific items of equipment in Section II, Part I, of this report be evaluated by the responsible agencies and their findings be given rapid and widespread distribution. That prior to release of new items of equipment sufficient lead time be permitted to distribute publications and initial stockage of parts and test equipment. That standardization of commercial equipment be attained to the maximum extent possible to reduce repair parts problems and excessive down-time. That greater command emphasis be placed upon organizational maintenance to control abusive and careless use of equipment. Excessive speeds, overloading and lack of preventive maintenance must cease if the equipment is to last anywhere neat its intended life.

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AVCA CR-D-SIPT(31 Oct 67) 1st Ind
SUBJECT: W-DD8-AA Operational Report for Quarterly Period Ending 31 October 1967 (RCS CSFOR-65)

HEADQUARTERS, US ARMY DEPOT, CAM RANH BAY, APO 96312 6 November 1967

THRU: Commanding Officer, US Army Support Command, Cam Ranh Bay, ATTN: AVCA CR-IO, APO 96312
Commanding General, 1st Logistical Command, ATTN: AVCA GO-O, APO 96307
Commanding General, US Army Vietnam, ATTN: AVHGC-DST, APO 96375
Commander-in-Chief, US Army Pacific, ATTN: CPOP-OT, APO 96558

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

Subject report from the 69th Maintenance Battalion (GS) has been reviewed by this headquarters. It adequately reflects significant events in that battalion for the reporting period.

FOR THE COMMANDER:

TEL: CRB 3483

FOR STEPHEN R. LEVINE AGC
2LT, AGC
Asst Adjutant

13

AVCA CR-TO(31 Oct 67) 2nd Ind
SUBJECT: UIC W-DD8-AA Operational Report for Quarterly Period Ending 31 October 1967 (RCS CSFOR-65)

HEADQUARTERS, US ARMY SUPPORT COMMAND, CAM RANH BAY, APO 96312 14 NOV 1967

THRU: Commanding General, 1st Logistical Command, ATTN: AVCA GO-O, APO 96307
Commanding General, US Army Vietnam, ATTN: AVHGC-DST, APO 96375
Commander-in-Chief, US Army Pacific, ATTN: CPOP-OT, APO 96558

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

The inclosed Operation Report submitted by the 69th Maintenance Battalion adequately reflects the activities of the unit for the period indicated with the following exceptions:

a. Section I, page 1, fifth paragraph states in the last sentence, "The increased supported density has very little impact on support capability and has been assimilated with no problem." This headquarters does not concur with this remark, as appreciable maintenance backlog has existed for the past two months in this unit and increased support demands have been a problem.

b. Section I, page 1, sixth paragraph states in the third from last sentence, "With two 15 minute coffee breaks and a 2½ hour lunch period, they are available for only 5½ hours per day." No requirement exists for a 2½ lunch hour for LN employees. LN's are hired on a 48 hour work week basis and lunch hours are not considered work hours.

c. Section I, page 2, first paragraph, last sentence states, "The average number of completed job orders produced each week by Vinnell is 110 versus 120 by individual maintenance units of this battalion." This should be amended to read, "The average number of completed job orders produced each week by Vinnell is 110, plus job orders completed on Vinnell equipment. Individual maintenance units of the command produce an average of 110 job orders per week.

FOR THE COMMANDER:

R. W. GIBBS
1LT AGC
ASST. A.G.

14

19

AVCA GO-O (31 Oct 67) 3rd Ind
SUBJECT: Operational Report for Quarterly Period Ending 31 October 1967 (RCS CSFOR 65)

HEADQUARTERS, 1ST LOGISTICAL COMMAND, APO 96384

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

1. The Operational Report - Lessons Learned of the 69th Maintenance Battalion GS for the quarterly period ending 31 October 1967 is forwarded.

2. Section II, Part II:

a. Personnel: Concur. Non-TOE functions, i.e. post, camp and station, have been and should continue to be addressed by TDA action.

b. Operations (Item: Development of Augmentation to TOE Units, page 5). Provisions to augment TOE structures are presently available through Modification Table of Organization and Equipment (MTOE) actions. The problems identified in the attached ORLL can be overcome through appropriate MTOE action. All support commands have been encouraged to submit MTOE's providing augmentation cells from 500 series TOE's.

c. Training: Service schools continually up-date their programs of instruction.

3. Section II, Part I:

a. Page 4, Item: Performance of Non-Mission Oriented Duties by Senior NCO's. Non-concur: Organization of a full-time TOE unit to perform infrequent periodic functions cannot be justified.

b. Item: Environmental Effect on TOE Steam Cleaners, page 4. The present small steam cleaners have been recognized as inadequate for their intended usage in Vietnam. Heavy-duty cleaners have been requisitioned and approved for issue as they become available.

c. Item: Production Control, page 5. This headquarters concurs in principle that effective production control is a desirable management tool. However, rather than develop a separate production control section for a TOE unit, it would appear that providing additional spaces in the shop office would accomplish the desired result. One additional shop clerk and reports clerk would enhance the production control effort. The unit's contemplated MTOE actions are considered appropriate.

AVCA GO-O (31 Oct 67) 3rd Ind
SUBJECT: Operational Report for Quarterly Period Ending 31 October 1967 (RCS CSFOR-65)

d. Item: The Boom Failure on the Pettibone 10,000 Pound RT Forklift, page 7. The boom failure should be immediately submitted on an Equipment Improvement Report (EIR) in accordance with TM 38-750. If possible, photographs should be included. USAMECOM representatives are presently available in all three support commands and should be called upon to render assistance in cases such as these. This headquarters has notified the 69th Maintenance Battalion of the above.

e. Item: Failure of Spindle Mounting Cap Screws in the Wheel Planetary End Assemblies of the Pettibone 10,000 Pound Forklifts, page7. This headquarters has been aware of failures of spindle mounting cap screws in the wheel planetary end assemblies of the 10,000 lb RT Pettibone forklifts. EIR's have been submitted by two support commands and USAMECOM is engaged in overcoming this failure. The "field fix" mentioned has been approved and this, plus proper torquing and careful operation, should reduce future failures.

f. Item: Excessive Number of Bent Crab Cylinders on RT forklifts, page 8. This headquarters is aware of the problem connected with the excessive numbers of bent crab cylinders on rough terrain forklifts (page 8 of the attached ORLL). Action is being taken through the submission of EIR'S to correct this failure and possibly relocate the crab cylinders on the rough terrain forklift. The interim "field fix" of removing the crab cylinders has been approved by this headquarters pending a solution to this problem.

g. Item: Fuel Stoppage on American Model 2380 RT 20 ton Crane, page 9. Reference fuel stoppage of American Model 2380 rough terrain 20 ton cranes. This headquarters concurs with the indicated action to eliminate fuel stoppages by cleaning the filter screen after 20 hours of operation. The EIR file has been screened by this headquarters and no record of an EIR being submitted for this particular problem could be found. No action is required by higher headquarters.

h. Item: Repair of Office Machines, page 9. This headquarters has established through Northwest Procurement Office a series of contracts to buy all necessary publications, parts and price lists, maintenance procedures, and operators manuals, for most office machines in RVN. As these manuals arrive they are being forwarded directly to the direct support unit requiring them. Because of the rapid buildup within RVN, it has not been possible, as yet, to initiate a standardization program for office machines. No such program can be anticipated in the near future. This headquarters is using office machine contractors to every possible extent. Their ability

AVCA GO-C (31 Oct 67) 3rd Ind
SUBJECT: Operational Report for Quarterly Period Ending 31 October 1967 (RCS CSFOR-65)

to perform outside the Saigon area is, however, sadly limited. The present two contractors handling repair of general office machine equipment in Saigon do not wish to act as a retailer of parts.

j. Item: High Mortality of Multifuel Engines, page 9. This headquarters is aware of the existing situation in connection with the multifuel engine as well as USATAC, USARPAC and AMC. Currently the "fix and do" team from Continental Motors Corporation is in the process of derating the engines as part of the program which should add to the engine life. Valve peening tools and instructions have been distributed to all support commands to correct the problem of valve seats coming loose and causing damage to the engine.

4. This headquarters concurs with the basic report as modified by indorsements. This report is considered adequate.

FOR THE COMMANDER:

J. R. Knutson
CPT. AGC
Ass't Adjutant General

Lynx 430

17

AVHGC-DST (31 Oct 67) 4th Ind
SUBJECT: UIC W-DD8-AA, Operational Report for the Quarterly Period Ending 31 October 1967 (RCS CSFOR-65) (U)

HEADQUARTERS, UNITED STATES ARMY VIETNAM, APO San Francisco 96375 21 JAN 1968

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-DT, APO 96558

1. This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 October 1967 from Headquarters, 69th Maintenance Battalion (GS) (DD8A) as indorsed.

2. Pertinent comments follow:

a. Reference item concerning personnel losses for post, camp, and station details, page 4. Attention is invited to USARV message 92479, DTG 170720Z Dec 67, Palmer Sends, Subject: Base Camp Support. Message was addressed to all Army Commanders and points out lack of manpower spaces. Critical USARV requirements having higher priority must be met.

b. Reference item concerning performance of non-mission oriented duties by senior NCO's, page 4. Same comment applies. No new units can be supported without corresponding trade-off spaces.

c. Reference item concerning environmental effect on TOE steam cleaners, page 4: Concur. Action has been taken by this headquarters to obtain large steam cleaners for the cleaning of equipment being retrograded. Some cleaning equipment has been obtained from RMK. Your attention is invited to paragraph 3b, 3d Indorsement relative to this item.

d. Reference item concerning heavy lift capability for the CC&S Company, page 6: Nonconcur. These units are authorized the 20 Ton Rough Terrain Crane. A message was sent to all support commands on 4 November 1967, (1st Logistical Command Message, AVCA-GL-Al 20752, DTG 040241Z November 1967) authorizing the item. The 60 ton crane is not available and the usage requirement for this item is not considered to be sufficient to justify a change to the current TOE.

e. Reference item concerning repair of office machines, page 9: Concur. The 1st Logistical Command is presently conducting a comprehensive review of office machine maintenance in RVN. Based on the results of this study, necessary action will be taken.

AVHGC-DST (31 Oct 67) 4th Ind
SUBJECT: UIC W-DD8-AA, Operational Report for the Quarterly Period Ending 31 October 1967 (RCS CSFOR-65) (U)

f. Reference item concerning the introduction of new items of equipment to the field, page 11: Nonconcur. The lack of repair parts is caused by the failure of the units to submit a PLL upon receipt of new equipment. On many occasions two or three months elapse before the units submit their new equipment PLLs.

3. A copy of this indorsement will be furnished to the reporting unit through channels.

FOR THE COMMANDER:

JOHN V. GETCHELL
Captain, AGC
Assistant Adjutant General

Copies Furnished:

HQ, 69th Maint Bn (GS)
HQ, 1st Log Comd

34

GPOP-DT(31 Oct 67) 5th Ind
SUBJECT: Operational Report for the Quarterly Period Ending 31 October 1967 from HQ, 69th Maint Bn (UIC: WDD8AA) (RCS CSFOR-65)

HQ, US ARMY, PACIFIC, APO San Francisco 96558 1 FEB 1968

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

This headquarters has evaluated subject report and forwarding indorsements and concurs in the report as indorsed.

FOR THE COMMANDER IN CHIEF:

HEAVRIN SNYDER
CPT, AGC
Asst AG

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CO, 69th Maintenance Battalion (GS)

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13. ABSTRACT

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ORGANIZATIONAL STRUCTURE

69TH MAINTENANCE BATTALION (GS)

HEADQUARTERS AND HEADQUARTERS DETACHMENT

128TH SIGNAL COMPANY (DEPOT)

129TH MAIN SUPPORT COMPANY (DS)

194TH QUARTERMASTER DETACHMENT (REFRIG REP)

135TH HEAVY EQUIPMENT MAINTENANCE COMPANY (GS)

557TH LIGHT MAINTENANCE COMPANY (DS)

578TH LIGHT EQUIPMENT MAINTENANCE COMPANY (GS)

633D COLLECTION, CLASSIFICATION & SALVAGE COMPANY

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