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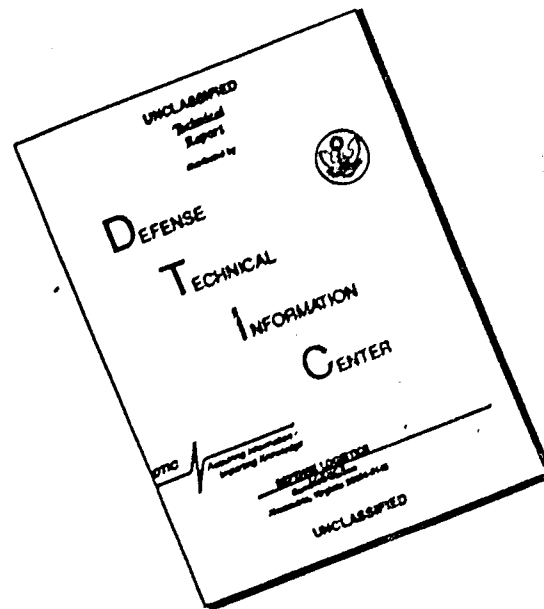
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DEPARTMENT OF THE ARMY  
OFFICE OF THE ADJUTANT GENERAL  
WASHINGTON, D.C. 20310

IN REPLY REFER TO

AGAM-P (M) (9 Jul 68) FOR OT RD 682256

11 July 1968

SUBJECT: Operational Report - Lessons Learned, Headquarters, 765th  
Transportation Bn, Period Ending 30 Apr 1968 (U)

AD 836655

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:

1 Incl  
as

*Kenneth G. Wickham*

KENNETH G. WICKHAM  
Major General, USA  
The Adjutant General

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AUG 1 1968  
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DEPARTMENT OF THE ARMY  
HEADQUARTERS, 765TH TRANSPORTATION BATTALION (AM&S)  
"MUI TEN THANG"  
APO 96291

AVGFW-B

14 May 1968

SUBJECT: Operational Report of the 765th Transportation Battalion (AM&S)  
for Period Ending 30 April 1968, RCS CSFOR-65 (RI)

TO: Commanding General  
United States Army Vietnam  
APO 96375

1. Section 1, Operations: Significant Activities.

a. MISSION. To provide command, control, staff planning and administrative supervision of assigned transportation aircraft direct support companies, a transportation general support company and a provisional aviation electronic support company.

b. ORGANIZATION. Headquarters and Headquarters Company, 765th Transportation Battalion (AM&S) is organized under TO&E 55-66F, dated 29 Dec 67 as directed by USARPAC CO 131, dated 23 Feb 68. Headquarters and Headquarters Company is located at Vung Tau, Vietnam. Subordinate units of the battalion are the 56th Transportation Company (ADS) located at Long Thanh North, the 388th Transportation Company (ADS) located at Vung Tau, the 611th Transportation Company (ADS)(-) located at Vinh Long, and a DS Det located at Soc Trang until 15 May 68, the 330th Transportation Company (GS) located at Vung Tau, the Aviation Electronic Support Company (South)(Provisional) - AESCS. Headquarters and 1st Platoon of the AESCS are co-located with the 388th and 330th at Vung Tau. The 2nd Platoon of the AESCS is co-located with the 56th at Long Thanh North and the 3rd Platoon of AESCS is co-located with the 611th at Vinh Long. An aircraft Maintenance DS detachment formed from elements of the 765th Trans Bn is attached to the 7th of the 1st Cav.

c. OPERATIONS.

(1) Unit Movement.

FOR OT RD  
682256

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for Period Ending 30 April 1968, RCS CSFOR-65 (RI)

(a) An aircraft maintenance direct support detachment was formed from elements of the 765th Transportation Battalion 25 Feb 68 and joined with the 7th of the 1st Cav, their purpose is to provide interim maintenance and supply support to the 7/1 Air Cav Sqdn until KD and RL teams can be formed and equipped in CONUS and moved to RVN. The 765th Maintenance Detachment during this reporting period is on site in full operation.

(b) The 2nd Platoon of the Aviation Electronic Support Company (South) was relocated from Tan Son Nhut, Saigon, RVN to Long Thanh North. The move was completed 13 March 1968.

(2) Direct Support. The direct support mission of this battalion is to provide direct support and backup direct support in the areas of airframe, engines, aircraft systems, aircraft armament (including weapons), and all avionics navigational and communications equipment for 919 aircraft located in the III and IV corps tactical zones. During this reporting period, the direct support units assigned to this battalion processed 9,620 aircraft, aircraft components, aircraft armament and avionic work orders representing an expenditure of 253,004 man-hours. Of the work orders completed 1,672 were for the repair of aircraft and aircraft components, 6,984 pertained to the repair of aircraft communications and navigational systems and 964 performed on aircraft armament systems.

(3) General Support. The Aviation Electronic Support Company (South) (Provisional) provides general support and backup direct support maintenance for over 900 aircraft and direct support maintenance for over 200 aircraft. Avionics navigational and communications general support and backup support maintenance is provided by the AESCS for all aircraft supported by the battalion throughout the III and IV corps tactical zones. The AESCS also supports Army Aircraft located in Bangkok, Thailand (JUSMAGG), aircraft operated by Air America in Saigon and USAF C-7A aircraft located at Vung Tau, RVN. During this reporting period, the AESCS completed 11,408 work orders of which 6,984 were direct support and 4,424 were general support. A total of 1,013 items were evacuated to Sacramento Army Depot and to the floating aircraft maintenance facility (USNS Corpus Christi Bay). The AESCS also receives, repairs and distributes all Avionic Test Equipment for the III and IV tactical zones. During this reporting period 617 items of test equipment were repaired and calibrated in the units test equipment complex.

The 330th Transportation Company (GS) provides general support and backup direct support maintenance for all aircraft, aircraft components and armament systems (including weapons) supported by the three (3) aircraft direct support companies of the battalion. During this reporting period, a total of 919 aircraft were supported. The unit expended

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198,436 man-hours (54,083 civilian)(144,353 military) in repairing and returning to service 92 aircraft and 3,459 components. Additionally, 64 aircraft which sustained major combat damage were evacuated to CONUS.

(4) Armament. The following number of armament systems were supported and repaired by this battalion during this reporting period:

NUMBER	SYSTEM	REPAIRED
16	M-3	31
34	M-5	200
47	XM-16	598
49	XM-21	374
407	XM23 & 24	17
16	XM-156	2
20	XM-159C	20
32	XM-27E1	8
51	TAT-102	11
23	XM-18	1
10	M-16 Test Set	2

(5) Aircraft Processing. During this period the 388th Transportation Company (ADS) off-loaded 5 aircraft carriers, one sea train and one cargo vessel, in-country processing 151 aircraft. The 56th Transportation Company (ADS) in-processed 281 aircraft delivered by Air Force Transport at Tan Son Nhut and disassembled 161 aircraft for retrograde by air transport to CONUS.

Responsibility for the inprocessing and outprocessing at Tan Son Nhut has been transferred to the 520th Transportation Battalion effective 10 April 1968.

(6) Aircraft Recoveries. During this reporting period, the aircraft direct support companies of the battalion rigged 280 aircraft for either field extraction, i.e., aerial recovery from an area which has been temporarily secured by ground forces and/or armed helicopters delivering suppressive fire, or maintenance evacuations, i.e., airlift of the aircraft from one maintenance facility to a higher echelon maintenance facility or to an aerial port for shipment to CONUS. The 330th Transportation Company has successfully evacuated 140 aircraft of almost every type. It should be noted that the program of recovery support by this company is now 19 months old with 786 recoveries, accident, incident free.

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**SUBJECT:** Operational Report of 765th Transportation Battalion (AM&S)  
for Period Ending 30 April 1968, RCS CSFOR-65 (RI)

(7) Aircraft Issuance. During the reporting period 299 serviceable aircraft were issued.

TYPE	AMOUNT	TYPE	AMOUNT
OH-6A	53	CH-47	22
OH-23G	1	O-1D	7
AH-1G	61	O-1G	17
UH-1B	31	U-1A	9
UH-1C	1	U-6A	24
UH-1D	36	U-21A	2
UH-1H	21	OV-1	15

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

ASL Lines	FEB - 44,749	MAR - 46,621	APR - 47,004
Percent at Zero Balance	23.1	25.7	26.5
Requests Received	23,155	23,599	22,582
Demand Accomodation	74.8	76.7	73.4
Demand Satisfaction	52.8	53.6	50.2

(9) Theater Aircraft Reparable Program (TARP). The total number of aircraft components processed by this battalion in support of TARP program during this reporting period, is as follows:

(a) The 388th Trans Co (ADS) prime receiver & distributor.

Total Tons Received	687 short tons
Shipped to CONUS NRTS*	590 short tons
Shipped to FAMP**	43 short tons
Shipped to 330th Trans Co***	48 short tons

\* NRTS. Not reparable this station.

\*\* FAMP. Floating Aircraft Maintenance Facility.

\*\*\* 330th Trans Co. General Support.

(b) The 330th Trans Co (GS) prime repair unit.

Total Items Received	3,567 (48 short tons)
Items Repaired	2,280
Items In-processed	823
Items NRTS	464

(c) During this reporting period a total of 163 aircraft gas turbine engines (T-55 & T-53) were processed by the 330th Trans Co (GS), sixty nine (69) were returned to service and ninety four (94) were returned to CONUS for repair.



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for Period Ending 30 April 1968, RCS CSFOR-65 (RI)

## (10) Facilities:

(a) On 21 October 1967, plans were approved by USARV for the construction of two (2) 20 ft x 48 ft air-conditioned avionics maintenance buildings for AESCS at Vung Tau. With the completion of these facilities (scheduled 1 Jan 68), the AESCS will be able to provide general and back-up direct support for certain avionics systems peculiar to the OV-1 such as, SLAR, Infrared Detection, Doppler Radar, AN/APN-22 Radar Altimeter, and camera repair (Ref, ORLL this headquarters, dtd 31 Oct 67). The buildings were completed 5 Mar 68 with the exception of the requested climate-control equipment.

(b) Facilities Completed. Construction of an insulated office/work area between the NCR 500 vans (all units) to further utilize the air-conditioning units supplied with the vans.

Aircraft wash rack for the 56th Trans Co (ADS) at Long Thanh North, RVN.

(c) Facilities Under Construction. All assigned units continue to improve the construction of defensive bunkers and aircraft revetments.

(d) Facilities Not Started. Plans were approved (local base development board) for the construction of a Minigun/M60 machine gun testing facility at Vung Tau. Drawings were completed for the proposed underground firing pit. Construction of this pit will give this headquarters the capability of static test firing of M134 miniguns and M60 machine guns, a capability unique to the III and IV Corp Area.

4800SF of classroom space has been approved and funded by USARV, for the AAMTAP School (Army Aviation Mobile Technical Assistance Program), construction will begin within the near future. The student troop housing and latrine facilities were re-submitted in a letter emphasizing the need and importance of an expanded AAMTAP School.

(11) AAMTAP School. During this reporting period, 783 students were graduated from the following courses:

TYPE	NO. COURSES	TOTAL STUDENTS	PER COURSE
OH-6A	6	114	80
UH-1B & C	7	110	80
UH-1D	6	109	80
CH-47	3	47	160
T-53-L-11	6	67	80
T-53-L-13	6	97	80
T-55	6	62	80
T-63	6	73	40
XM-27-E1	0	0	40
AVCOM Supply	7	104	80
TOTALS	53	783	800

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14 May 1968

SUBJECT: Operational Report of 765th Transportation Battalion (AM&S)  
for Period Ending 30 April 1968, RCS CSFOR-65 (RI)

2. Section 2, Lessons Learned: Commanders Observations, Evaluations, and Recommendations.

a. Personnel.

(1) Project Fix Personnel.

(a) OBSERVATION. During the reporting period, the assignment of project fix personnel, and the ensuing maint supt benefit derived has been of great value. Arriving in the aftermath of the "Tet Offensive", when abnormal work loads were generated by large scale tactical airmobile operations, they were available to fill critical personnel and MOS skill gap shortages and permitted the battalion to rapidly reduce a building backlog and reduce that backlog to acceptable levels for DS units. Several problem areas were encountered, specifically, arriving personnel, for the most part, were alerted for deployment on short notice, and were not adequately briefed regarding clothing requirements in VN. Many arrived in-country with only one set of fatigues and one pair of boots, while bringing several sets of khakis and low quarters. Personnel and finance records were not up to date and several hardships resulted from fund shortages incurred as a result of family relocations, etc. In addition, it should be noted that some skills were not necessarily required by this battalion.

(b) EVALUATION.

I. That Project Fix Personnel were a definite asset to the accomplishment of this unit's mission.

II. That personnel were well trained in their MOS and were able to accomplish assigned tasks with little or no required on the job training.

III. That Project Fix Personnel can be counted on to fill the gap should further need arise due to critical personnel shortages.

(c) RECOMMENDATION. That an SOP be established to insure orientation and briefing for personnel prior to departure from CONUS.

That units scheduled to receive Project Fix Personnel be queried as to MOS skills most required for their particular operation and that careful and positive pers. records screening be accomplished to insure proper MOS placement in critical skill area.

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b. Operations.

(1) Movement of Supplies during increased enemy activities.

(a) OBSERVATION. Several motor vehicle convoys were scheduled and executed by the 765th Trans Bn (AM&S) during the last quarter with varying degrees of success.

(b) EVALUATION. During the "Tet" offensive, the retrograde of acft parts to Saigon was severely curtailed by enemy activities. As a result, the 765th Trans Bn scheduled several convoys to transport these acft parts to Saigon. It was determined that a battalion with the mission of acft maintenance support cannot effectively provide motor vehicle convoys with organic equipment for an extended period of time. Personnel and equipment shortages caused by the convoy requirements hampered the performance of some sections in the battalion units.

(c) RECOMMENDATIONS. Utilization of organic personnel and equipment for "short haul" commitments can be accomplished, however, "long Term" continuous convoys should not be attempted without proper augmentation.

(2) Damage to Cobra Helicopters during Recovery Operations.

(a) OBSERVATION. During recovery operations the front blade straps were coming loose when the blade flexed and allowed the strap clamps to beat on the sides of the aircraft causing considerable damage.

(b) EVALUATION. A modification to the clamps was accomplished to alleviate this problem by the 611th Trans Co (ADS) and proved successful.

(c) RECOMMENDATION. That modification, as submitted, be approved and disseminated army wide (See Incl 2).

(3) Movement of a GS Platoon to an area without adequate facilities.

(a) OBSERVATION. The move of the AESCS's 2nd Platoon from Tan Son Nhut to Long Thanh North has proved that it is possible to move a GS Platoon into an area with almost no facilities available. It has also pointed out the tremendous cost in production of such a move.

(b) EVALUATION. The platoon lost a minimum of 21 full days of production. They will continue to lose more time as they move from their present temporary facilities into the permanent facilities. It would have been far more efficient to provide the facilities before the move. It is my opinion that if both shop building and electric power had been provided before the move at least one month production could have been saved.

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SUBJECT: Operational Report of the 765th Transportation Battalion (AM&S)  
for Period Ending 30 April 1968, RCS CSFOR-65 (RI)

(c) RECOMMENDATION. That adequate facilities be provided at the new location prior to movement rather than building them after platoon arrives.

(4) Shipment of U-1A Aircraft from the European Theater to RVN via Cargo Vessel.

(a) OBSERVATION. This unit received 8 U-1A aircraft from aboard the cargo ship American Courier. The aircraft were in poor condition. They had been aboard ship for approximately four months and all the magnesium wheels had corroded to a point where they were unserviceable.

(b) EVALUATION. The hold of the ship was so small that damage was incurred during off-loading operation. The subject aircraft were loaded by crane and since these facilities were not available in RVN, the ship's boom, operated by an ineffective Local National, was used, making a straight lift almost impossible.

(c) RECOMMENDATION. It is recommended that the type vessels of the American Courier class not be used to carry large aircraft. Due consideration should be given to the destination of cargo and the port facilities available. Also aircraft should be shipped by a more expeditious means or use priority routing to prevent four months exposure to salt water atmosphere.

(5) Shipment of Aviation Units to RVN (7th of the 1st Cav) Without Their Aircraft Direct Support Detachments.

(a) OBSERVATION. The shipment of units to RVN without their supporting elements has an adverse effect on the in-country units.

(b) EVALUATION. This unit was required to send 85 maintenance personnel to support a unit that arrives in country without their support elements. There was also a requirement to supply this new unit with tools to maintain their aircraft. Tools and maintenance personnel, both of which are in short supply in this country, requires more stability and prior planning before deployment.

(c) RECOMMENDATION. Insure that support troops are available before deployment of combat aviation units.

c. Training. Omitted.

d. Intelligence. Omitted.

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14 May 1968

SUBJECT: Operational Report of 765th Transportation Battalion (AM&S)  
for Period Ending 30 April 1968, RCS CSFOR-65 (RI)

e. Logistics.

(1) Clothing and Equipment for TDY Personnel.

(a) OBSERVATION. Various projects utilized in RVN for the improvement of operations consist of the temporary assignment of military personnel to the 765th Transportation Battalion. In many cases personnel were sent to RVN without needed items of clothing and equipment.

(b) EVALUATION. As a result, logistical problems were magnified. Lack of clothing and clothing records made it extremely difficult to requisition these items. In order to satisfy these immediate shortages, extensive lateral searching was necessary. As a result, other units were deprived of needed items of equipment. This is also the case with contract civilian workers as well; weapons, clothing and living space was needed to adequately provide acceptable standards of security and comfort.

(c) RECOMMENDATION. That TDY and Civilian contract personnel be properly equipped prior to arriving in-country.

f. Organization.

(1) Rigging/Recovery Platoons.

(a) OBSERVATION. A 34th Gen Spt Gp sponsored effort to revise and submit functional changes to GS and DS MTOE, IAW USARV Directives, resulting in several notable recognitions.

(b) EVALUATION. That crews for rigging aircraft at DS level include the MOS skill of 67N for both crew chiefs and gunners, thus providing the aviation section with depth in Avn Maintenance for the organic aircraft.

That recognition for an organic recovery platoon in the GS units was deemed essential to preclude continual drainage of assets from within the maintenance framework of units to fill the slots in the recovery section (See Incl 3 for proposed recovery section organization).

(c) RECOMMENDATION. None, proposed MTOE has been forwarded through appropriate command channels.

g. Other.

(1) Design for Special Tool, UH-1 Scissor and Sleeve Assembly.

(a) OBSERVATION. In the overhaul of the UH-1 scissor and sleeve assembly, according to TM 55-1520-210-35, chapter G, section II, para 8-27, there is a torque requirement of 150-200 ft. lbs. on 5310-788-0048, Nut Retainer P/N 204-010-437-7.



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SUBJECT: Operational Report of 765th Transportation Battalion (AM&S)  
for Period Ending 30 April 1968, RCS CSFOR-65 (RI)

(b) EVALUATION. There is no tool in the Army system to adequately perform this operation. This tool has been submitted on a form DA 2440. (Suggestion number V/3-4-8)

(c) RECOMMENDATION. The tool we suggest is of two piece construction of heat treated, half inch 4330 steel stock. This tool is manufactured locally at this unit to our specification. The tool has performed exceedingly well for this station and many other units have come to us specifically for the use of this tool. They also feel that is best fitted for the operation.

(2) Air Particle Separator Installed on UH-1H and AH-1G Aircraft.

(a) OBSERVATION. Subject particle separator halves are secured together by the use of clamps. Recent investigations of F.O.D. to a T-53-L-13 engine revealed the top clamp (12 o'clock position) had been broken off its mounting rivets and it is assumed that this was the item causing the F.O.D.

(b) EVALUATION. Further investigation revealed that not all crew chiefs and mechanics are aware that the 3 o'clock and 9 o'clock clamps should be secured first in order to align dolly holes. The possibility exists that in this case the 12 o'clock clamp was secured first, without proper alignment of the dolly holes, and when the 3 and 9 o'clock clamps were secured undue binding and stress caused the 12 o'clock clamp to break and fall into the engine inlet area.

(c) RECOMMENDATION. Units supporting subject type aircraft be advised of this discrepancy so the F.O.D. to subject engines can be reduced.

(3) Rigging AH-1G Cobra for Sling Load.

(a) OBSERVATION. A crack in an AH-1G main rotor blade prompted the Maintenance Officer of a supported unit to write Bell Helicopter Company concerning maximum down loads that can be placed on main rotor blades without undue stress. Service Engineering Memo UH-(04-1)-8-5 has since been published and is in the hands of in-country Bell Technical Representatives. Information includes maximum recommended weight that can be applied to the blade tip as well as maximum recommended flex that can be applied to a static rotor assembly.

(b) RECOMMENDATION. Direct Support Companies responsible for rigging AH-1G's for sling load review this S.E.M. and check rigging procedures to insure main rotor blades are not being damaged when being prepared for sling loading. Incidentally, a drag chute attached to the AH-1G has proven to be very satisfactory in correcting the natural instability during sling load operations. Highly recommend its use for all AH-1G recoveries.

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14 May 1968

SUBJECT: Operational Report of 765th Transportation Battalion (AMS)

(4) Rigging CH-47 for Sling Load.

(a) OBSERVATION. Minor damage was incurred to a CH-47B prepared for sling loading by this unit due to lack of knowledge and technical information concerning its preparation. The following is pertinent information gained as a result of this experience.


(b) EVALUATION. It is necessary when preparing the aircraft for extraction by either another CH-47 or CH-54 (when anticipating a flight longer than 30 minutes) to remove blades, heads, transmissions and engines.

I. When transmissions are removed, hydraulic systems are rendered inoperative because all hydraulic lines to the transmissions must be disconnected. Important here is the fact that the ramp door actuating mechanism as well as wheel brakes are inoperative. It is necessary, therefore, to secure the ramp door with cargo straps in the "up" position. When doing so, secure straps only to the transmission mounting bolts. The drive shaft support beam is very handy for this purpose, but will not support the weight of the ramp door. Wheel brakes being inoperative, the aircraft is susceptible to rolling on unlevel ground and/or rotor wash of the extracting helicopter. Personnel standing with wheel chocks is a must. Chocks should be put in place immediately after aircraft is set down and before the sling is released.

II. Drag chute is required for in-flight stability with either a CH-47 or a CH-54 as the lifting vehicle. When attaching drag chute, take care that the shroud lines do not extend over ramp door. Hookup chute to the aircraft exterior, not the interior tie down rings.

(c) RECOMMENDATIONS. The above "Lessons Learned" be given widest dissemination to all units concerned.

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as

  
JAMES H. CHAPPELL  
LTC, TC  
Commanding

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AVGF-B (11 May 68) 1st Ind  
 SUBJECT: Operational Report of the 765th Transportation Battalion (AM&S)  
 for Period Ending 30 April 1968, RCS CSFOR-65 (RI)

DA, HQ, 34th General Support Group (AM&S), APO 96309, 30 May 1968

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


1. This headquarters has reviewed the ORLL of the 765th Transportation Battalion for the period ending 30 April 1968. Pertinent comments are as follows:

a. Item 2a(1). Concur with the observation and evaluation. The urgency of the situation then existing precluded a more deliberate assignment of "Project Fix" personnel. Further, this headquarters knows of no future operations similar to "Project Fix".

b. Concur in the remainder of the report as written. Items 2b(2), 2g(1), 2g(3), and 2g(4) will be included in the next issue of the 34th General Support Group Newsletter.

2. A copy of this indorsement has been provided the 765th Transportation Battalion (AM&S).

FOR THE COMMANDER:

  
 JOHN O. NORTHRIDGE  
 MAJ, TC  
 Adjutant

CF:  
 765th Trans Bn

AVHGC-DST (14 May 68) 2d Ind (U) CPT Arnold/ms/LBN 4485  
 SUBJECT: Operational Report of the 765th Transportation Battalion (AM&S)  
 for Period Ending 30 April 1968, RCS CSFOR-65 (RI)

HEADQUARTERS, US ARMY VIETNAM, APO San Francisco 96375 17 JUN 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 30 April 1968 from Headquarters, 765th Transportation Battalion (AM&S).

2. Comments follow:

a. Reference item concerning movement of a GS platoon to an area without adequate facilities, page 7, paragraph 2b(3): Concur. However, tactical requirements may preclude preparing all facilities prior to actual occupation.

b. Reference item concerning shipment of U-1A aircraft from the European theater to RVN via cargo vessel, page 8, paragraph 2b(4): Concur. This headquarters will contact the AMC representative to USARV for necessary action.

c. Reference item concerning shipment of aviation units to RVN without their aircraft direct support detachments, page 8, paragraph 2b(4): Concur. Subsequent force packages submitted have included direct support aircraft maintenance support for air cavalry units.

d. Reference item concerning clothing and equipment for TDY personnel, page 9, paragraph 2e(1): Nonconcur. The problem as defined has been recognized. Action has been taken to establish Central Issue Facilities to provide all required items of clothing and equipment to incoming personnel at both replacement centers.

e. Reference item concerning air particle separator, page 10, paragraph 2g(2). Units have been made aware of FOD problem and this headquarters will request that this item be included in 34th GS Group's next newsletter.

FOR THE COMMANDER:

*John V. Getchell*

JOHN V. GETCHELL  
 Captain, AGC  
 Assistant Adjutant General

Copies furnished:  
 HQ, 765th Trans Bn (AM&S)  
 HQ, 34th Gen Spt Gp (AM&S)

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GPOP-DT (14 May 68) 3dInd  
SUBJECT: Operational Report of HQ, 765th Trans Bn (AM&S) for Period  
Ending 30 April 1968, RCS CSFOR-65 (R1)

HQ, US Army, Pacific, APO San Francisco 96558 26 JUN 1968

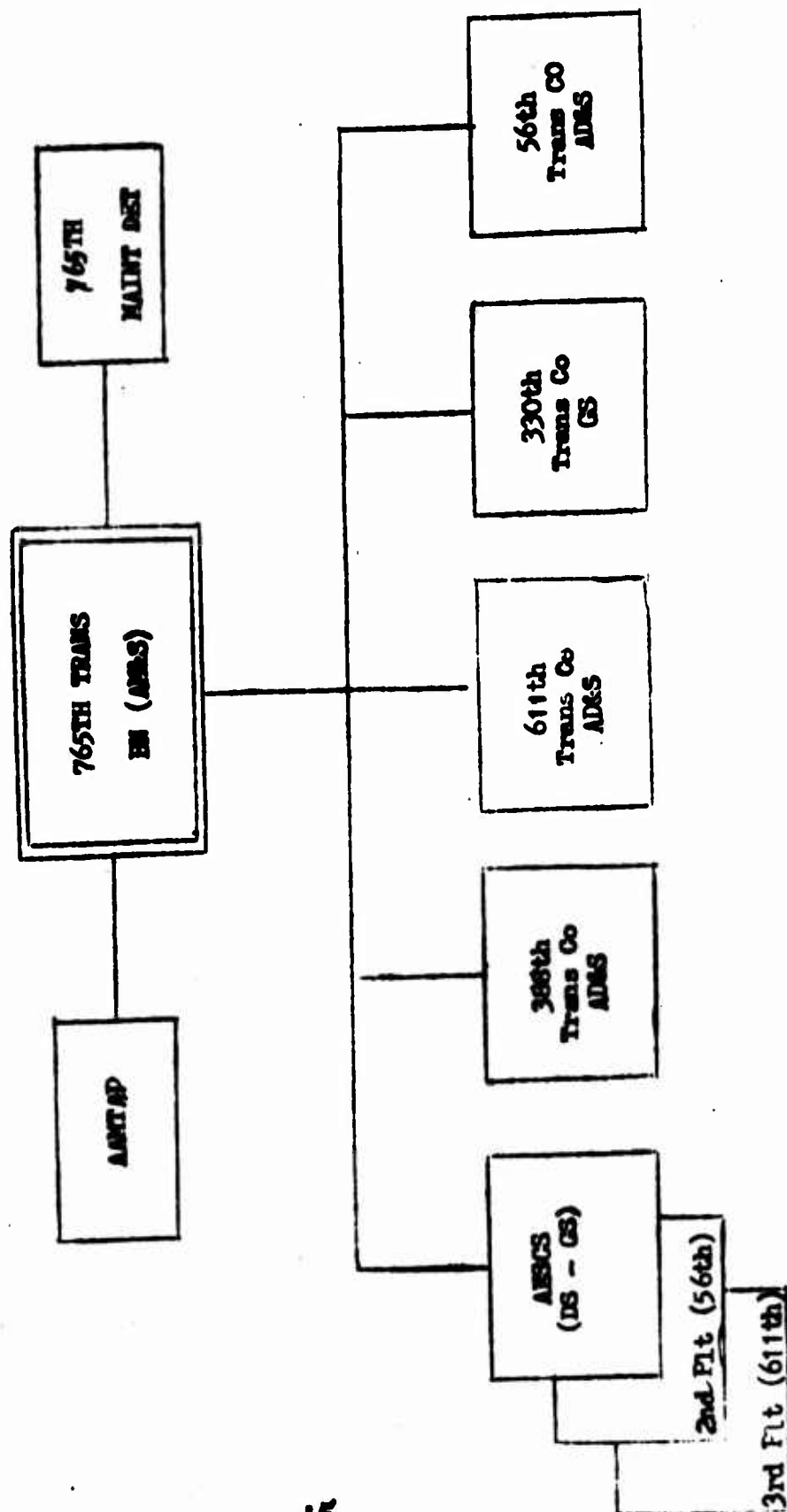
TO: Assistant Chief of Staff for Force Development, Department of the  
Army, Washington, D. C. 20310

This headquarters has evaluated subject report and forwarding indorse-  
ments and concurs in the report as indorsed.

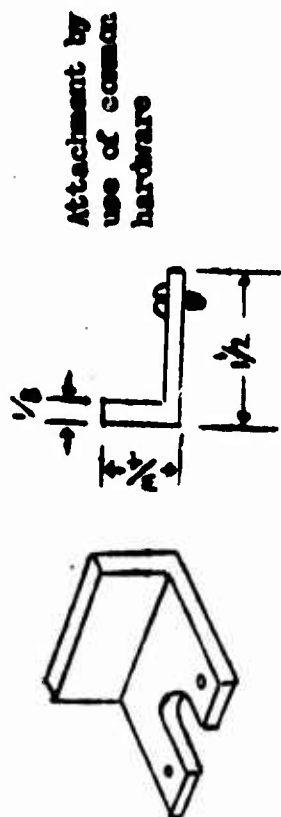
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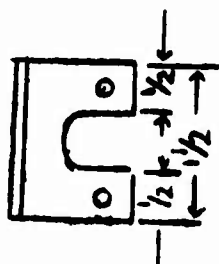


MODIFICATION OF TIEDOWN STRAP ASSY  
CGS - 1/B PSN 1670-725-1437

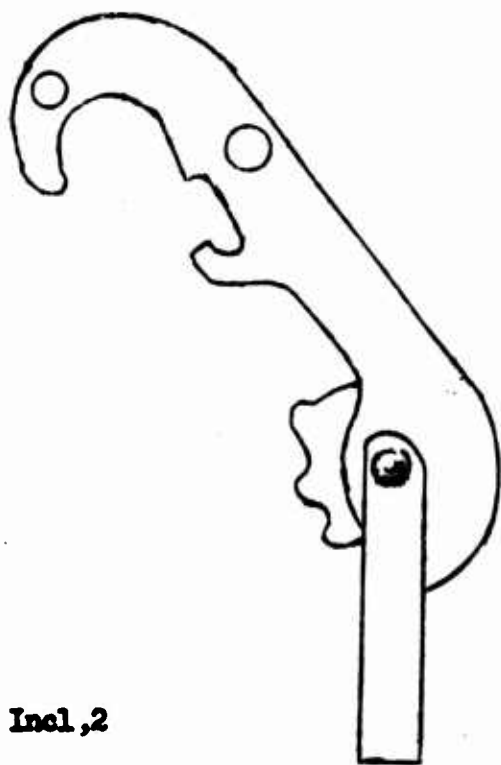


Attachment by  
use of common  
hardware

FIXED POSITION STOP



Opening for tip of  
reset handle



Incl, 2

In closed position  
 $\frac{1}{2}$  inch opening



# PROPOSED RECOVERY

20

## PLATOON (GS)

Platoon Leader	CPT	64823	1
Hel Pilots	WO	062	3
Platoon Sergeant	E6	67U20	1
Flt Engr's	E5	67U20	2
Crew Chief	E4	67U20	2
Recovery Spec	E4	67U20	4
Sr Hel Rpmn	E5	67U20	2
Radio Opr	E4	05C20	1
			16

Incl 3

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PROPERTY &amp; INFORMATION

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