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DEPARTMENT OF THE ARMY
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WASHINGTON, D.C. 20310

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IN REPLY REFER TO

ACCESSION NO
FO REFER Cert 296495

AGDA (M)(17 Feb 70) FOR OT UT 694013 25 February 1970

SUBJECT: Operational Report - Lessons Learned, Headquarters, 36th Transportation Battalion, Period Ending 31 October 1969 (U)

SEE DISTRIBUTION

1. Subject report is forwarded for review and evaluation in accordance with paragraph 4b, AR 525-15. Evaluations and corrective actions should be reported to ACSFOR OT UT, 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

KENNETH G. WICKHAM
Major General, USA
The Adjutant General

1 Incl
as

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36th Transportation Battalion

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DEPARTMENT OF THE ARMY
HEADQUARTERS 36TH TRANSPORTATION BATTALION (TRUCK)
APO SF 96312

AVCA CRB-TG-TM-AP 6 November 1969

SUBJECT: UIC WCKTOA, Operational Report of the 36th Transportation Battalion (Truck) for the Period Ending 31 October 1969, RCS CSFOR (U)

SEE DISTRIBUTION:

1. (FOUO) Section I, Operations:

a. Significant Activities:

(1) Organization: With the redeployment of this Battalion's reserve component company, 172nd Transportation Company (Medium Truck) the Battalion lost 25% of its line haul capability. The current structure is attached as Inclosure 1. This headquarters and its attached units were engaged in highway operations for a total of ninety-two days during this reporting period.

(2) On 1 October 1969, the 36th Transportation Battalion (Truck) was transferred from the 500th Transportation Group (Truck) to the 124th Transportation Command (Terminal A).

b. Personnel and Administration:

(1) During the reporting period, losses exceeded gains in the Battalion. The losses totaled 307 with gains totaling 156. At the end of the reporting period the battalion was short 3 officers and 2 warrant officers. In addition a critical shortage of 132 drivers developed with the transfer of 61 drivers from the 172nd Transportation Company to the 543rd Transportation Company on 31 August 1969. Prior plans to infuse these drivers into the units of this battalion were cancelled. The remaining personnel in the 172nd Transportation Company were reservists and they redeployed to CONUS on 27 September 1969.

(2) Principle personnel assignments and reassignments during the reporting period were as follows:

(a) 1 August 1969: Chaplain Marvin Litorja (Captain) was attached to 36th Transportation Battalion (Truck).

(b) 1 August 1969: CW2 Melvin Birden was assigned to 566th Transportation Company as Maintenance Technician.

(c) 17 August 1969: 1LT Daniel W. Kobasa, Platoon leader in the 670th Transportation Company was reassigned to assume duties as 36th Transportation Battalion Adjutant from Captain Fred Freeman III. Captain Freeman was

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reassigned to 566th Transportation Company to replace Captain Timothy Andersen as Company Commander. Captain Andersen departed for CONUS 19 August 1969.

(d) 18 August 1969: CPT Wayne Patrick was assigned to the 442nd Transportation Company to replace 1LT Douglas Ekegren as Company Commander. 1LT Ekegren departed for CONUS 18 August 1969.

(e) 19 August 1969: CW2 Frank Burrel of 670th Transportation Comapany departed for CONUS.

(f) 21 August 1969: 1LT John Logan, Platoon Leader of the 172nd Transportation Company was reassigned to the 670th Transportation Company for duty in the same.

(g) 22 August 1969: CW3 R.V. Dyson, Maintenance Officer of the 36th Transportation Battalion departed for CONUS. CW2 Melvin Birden assumed duties as Maintenance Officer.

(h) 4 September 1969: 1LT Roland Montgomery of 172nd Transportation Company departed for CONUS.

(i) 15 September 1969: 1LT Robert Bernholtz of 442nd Transportation Company departed for CONUS.

(j) 17 September 1969: 1LT James Fraina was assigned to the 566th Transportation Company as a Platoon Leader.

(k) 20 September 1969: CW2 Andrew Hinkley was assigned to the 36th Transportation Battalion to assume duties as Maintenance Officer of the 36th Transportation Battalion from CW2 Birden. CW2 Birden was reassigned to the 442nd Transportation Company as Maintenance Technician to Replace CW2 Robert Pierce who departed for CONUS 22 September 1969.

(l) 22 September 1969: 1LT Thomas Bowman was assigned to the 442nd Transportation Company as a Platoon Leader.

(m) 23 September 1969: Major Thomas Storey was assigned to the 36th Transportation Battalion to assume duties as Executive Officer.

(n) 27 September 1969: 1LT David E. Bass and 1LT Thomas J. Bruner departed for CONUS.

(o) 16 October 1969: Captain Michael Johnson was assigned to S-3, 36th Transportation Battalion.

(p) 25 October 1969: CW2 Harold R. Whitlock was assigned to the 670th Transportation Company as Maintenance Technician.

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(3) The 36th Transportation Battalion employs 50 Vietnamese Local Nationals to perform services within the Battalion. The sevices consist of maintenance of buildings, welding, carpentry, and kitchen police.

UNIT	AUTH	UTIL
HHD, 36th Trans Bn	16	21
442nd Trans Co	11	8
566th Trans Co	11	11
670th Trans Co	8	10

(4) Awards and Decorations presented during the reporting period were as follows:

(a) Legion of Merit: 1
(b) Bronze Star: 10
(c) Army Commendation Medal: 16
(d) Good Conduct Medal: 11

(5) The Battalion personnel strength at the beginning and end of the reporting period, and at the end of each month, was as indicated below:

UNIT	1 Aug 69	31 Aug 69	30 Sep 69	31 Oct 69
HHD, 36th Trans Bn	37	38	36	44
172nd Trans Co	146	133		
442nd Trans Co	170	160	152	155
566th Trans Co	162	161	134	148
670th Trans Co	163	152	153	144
32nd Trans Plt	54	54	51	22

(6) Personnel replacements and rotations for the quarter were as follows:

UNIT	G Aug	L	G Sep	L	G Oct	L
HHD, 36th Trans Bn	7	8	5	2	7	3
172nd Trans Co	3	95	41	77		
442nd Trans Co	10	18	10	17	17	8
566th Trans Co	13	14	5	31	8	10
670th Trans Co	8	19	7	6	5	12
32nd Trans Plt	7	8	2	6	1	5

(7) Promotion allocations received and promotions made within the Battalion were as follows:

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	ALLOCATIONS						PROMOTIONS					
	E9	E8	E7	E6	E5	E4	E9	E8	E7	E6	E5	E4
August				2	19	86				2	19	43
September				2	26	43				2	26	32
October				2	30	20				2	30	15

(8) The number of personnel eligible for reenlistment, and monthly percentages within the Battalion for the reporting period were as follows:

	Aug 69			Sep 69			Oct 69		
	Elig	Reen	%	Elig	Reen	%	Elig	Reen	%
1st Term RA	2	2	100	1	1	100	2	2	100
Career	1	1	100	1	1	100	1	1	100
AUS	0	0	0	6	0	0	3	0	0

(9) R&R requested, allocated, and utilized during the reporting period were as follows:

	REQ	ALOC	UTIL
August	19	28	18
September	27	25	25
October	15	25	15

(10) This Battalion has been tasked with the responsibility to teach all Remedial Driver Training at Cam Ranh Bay. A two hour block of instruction is being given. One hour is a Vietnam oriented Defensive Driving block presented using lecture conference method and a movie. The second hour is a case study analysis by students of actual accidents which occurred in Vietnam.

c. Supply and Logistics and Facilities:

(1) Equipment Issues: A total of forty-one (41) M-52 series 5 ton trucks were issued to the units of the battalion during the reporting period. Ten (10) trucks are still on requisition at this time. Additionally, twenty-two (22) semi-trailers M-127, 12 ton S&P, were issued to the Battalion.

(2) Unit Assistance: The S-4 section assisted the Headquarters and Headquarters Detachment and the 442nd Transportation Company in preparing for their Command Maintenance Management Inspections. The 566th Transportation Company was given assistance for their annual General Inspection. All units received satisfactory scores in the area of supply and Logistics.

(3) Facilities: Due to the MCA project on the Battalion Consolidated Motor Pool being cancelled, it was necessary for the Battalion to make its own

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arrangements for improving the motor pool surface. Enough fill has been brought into the motor pool at this time to alleviate the worst problems.

(4) Problem Areas:

(a) The 7½ Ton Refrigerated trailers continue to be the main source of difficulty in the supply and logistical area. Only ten (10) of the authorized thirty-two (32) reefers are on hand in the 32nd Transportation Platoon. All ten (10) have been classified Code "F". Twenty-two (22) reefers have been on requisition since December 1968, but none have been available for issue.

(b) The shortage of towbars is becoming a great concern to the battalion. Towbars are unavailable through Direct Support Supply activities. Requisitions are constantly being submitted, but are not beign filled. Convoy operations are being hampered by the lack of towbars to safely bring damaged vehicles back to Cam Ranh Bay.

(c) Five (5) pound, dry chemical fire extinguishers continue to be non-available and a continuing problem area to the battalion. There are presently 159 fire extinguishers on requisition in the battalion.

(d) The Battalion is authorized three (3) M-107 water trailers, one is on hand. The remaining two are on requisition, and have not been released to the battalion. The water trailers are used to provide potable water for washing and drinking at RON sites for line haul convoy personnel. This shortage makes it difficult for convoy personnel to maintain personal hygene while on convoy.

(5) Unit Assistance: During the month of October, the battalion maintenance section assisted the 442nd Transportation Company prepare for a CMMI reinspection, and the 566th Transportation Company for its Annual General Inspection.

d. Operations and Intelligence:

(1) During the past quarter the battalion mission was concentrated primarily on line haul operations. Due to the critical shortage of drivers, it was seldom possible to assist in Port and Beach. The problem was further complicated by a decrease in line haul capability when the 172nd Transportation Company (Medium Truck) returned to CONUS in September. The direct support mission to 2/1st Cavalry continues. TDY tractor assets have been increased. At the present time there are two (2) tractors at Phan Thiet, seven (7) at Phan Rang, and one (1) at Song Mao. Presently there are two trailers at Phan Thiet and eleven at Phan Rang which satisfy the mission requirements at those locations.

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AVCA CRB-TG-TM-AP 6 November 1969
SUBJECT: UIC WCKTOA, Operational Report of the 36th Transportation Battalion (Truck) for the Period

(2) Significant operational accomplishments were as follows:

(a) In order to eliminate the requirements to run another convoy to Song Mao and Phan Thiet, a through put operation was effected in August using security forces based at Phan Ranh from the 2/1st Cavalry. Cargo was loaded at Cam Ranh Bay and shuttled to Phan Rang and staged. Tractors on TDY to the 2/1st Cavalry were used to program the items through to troops of their Battalion. The chief benefit of this through put concept was that the 36th Transportation Battalion did not have to provide security and command control vehicles for that mission.

(b) The 172nd Transportation Company (Medium Truck) was scheduled for deployment in September. Its assets were transferred to 48th Transportation Group, Long Binh, Vietnam between 28 August 1969 and 1 September 1969. Between 1 September and 20 September 1969, troops of the 172nd Transportation Company (Mdm Trk) continued to drive on the Battalion's missions using tractors from other companies.

(c) Very little support was rendered to the Cam Ranh Port during the month of September. During the early part of the month Port activity was reduced and did not require assistance. After the 172nd Transportation Company (mdm Trk) sent its assets to Saigon, the Battalion did not have the capability to assist the port and beach clearance on a continuing requirement.

(d) Elements of the Ban Me Thuot convoy, which were remaining over night at the LSA on 21 September 1969, were assigned a special mission to transport 400 mercenary troops to Pleiku. The Ban Me Thout convoy commander took a total of twenty-two vehicles to Pleiku, off loaded the troops, and proceeded to Qui Nhon the following day where the entire convoy was sea lifted to Cam Ranh Bay by 2300 hours the same day. Another mission was assigned the Battalion on the evening of 21 September 1969, and run simultaneously with the Pleiku, Qui Nhon operation. A special POL resupply convoy was run on 22 September 1969, using primarily non-organic 2½ tons with two 500 gallon pods as POL transporters. A total of 17 2½ ton trucks were sent thru Ban Me Thuot to Gia NGia. The decision was made to hold the remaining elements of the original Ban Me Thuot together with the hardened trucks from the Gia NGia convoy until 24 September 1969. The Gia NGia convoy commander was designated the convoy commander for Ban Me Thuot/Gia NGia convoys return trip. This caused a one day delay in the return of the Ban Me Thuot convoy but was necessary in order to insure both convoys had adequate security, communication and command control vehicles.

(3) During the period 1 August 1969 to 31 October the following tonnage was hauled by units assigned to this headquarters:

Month	P&B	Local	Line	Total
August	1,227.0	14,385.3	14,207.3	29,819.6
September	190.0	14,883.2	14,297.2	29,370.4
October	0	12,451.8	12,255.8	24,707.6

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During October no trucks were committed to the port and beach clearance due to pressing requirements to use all assets for line haul. The decrease in tonnage hauled is primarily due to special missions being assigned to this battalion, which decreased tonnage capability, and convoy delays due to impassable roads.

(4) A Ton mile concept is used to measure the actual as compared to the potential productivity of the Battalion. The actual ton mileage is compared to the potential ton mileage and the resulting percentage utilization of assets is reflected in the following chart:

Month	Potential Ton Miles	Actual Ton Miles	Percentage Utilization
August	2,077,750	1,289,448	62.1%
September	1,753,900	1,251,632	71.4%
October	1,596,400	1,104,103	69.2%

Ton mile potential column for ugust, September, and October indicates a significant drop of potential. Since vehicles without drivers is substracted from total capability to give adjusted capability, the decrease in ton mile potential represents a rapid deterioration of this Battalion's problems, the actual ton miles achieved decreased also. This was primarily due to the convoy delays. On the route QL-1 North to Ban Me Thuot the delays were due to special missions assigned to the Battalion. This is discussed in paragraph (2)(d) above. On convoys destined for Bao Loc and Dalat the delays were caused by land slides and wash outs on the mountainous roads between Song Pha and Dong Duong. As noted in paragraph (6) below the Dalat convoys are now programed as a three day trip rather than a two day convoy. As a consequence, the actual ton mileage acheived is reduced indicating the increased time required to complete the mission.

(5) Convoys to major locations during the period were:

	August	September	October
Bao Loc	3	2	4
BanMe Thuot	5	8	8
Dalat	4	5	7
Other	0	2	1
TOTAL	12	17	20

The significant decrease in the number of convoys run in August was a result of lack of cargo to ship. More convoys were run in September due to POL requirements at LSA's and special mission convoys. In October, the number of convoys increased slightly due to the requirement to schedule additional convoys to Dalat to support RMK construction of an a RVN military academy and to Bao Loc, because of increased POL requirements.

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(6) Weather and Intelligence: Seasonal monsoon weather resulted in convoy delays. The delays occurred on the routes to Bao Loc and Dalat. The monsoons caused numerous wash outs and land slides on QL-11 between Song Pha and Don Duong necessitated a major engineer effort to maintain the road. A one way traffic pattern was established. Traffic flows down the mountain in the morning and up the mountain in the afternoon. The decision on traffic pattern was premised on two considerations. The Engineer equipment comes from the 577th Engineer Battalion at Don Duong in the morning and returns at night. The other consideration was political. The MACV Teams in the area recommended, bases upon consul from the district chiefs, that produce trucks carrying vegetables should move their equipment down the mountain in the morning. As a consequence of the delays experienced due to weather and the one way traffic pattern, the Dalat convoy has been programed as a three day convoy. The route QL-21 is closed for the duration of the monsoons due to the fact that Bridge #17 was so badly weakened by rains that it will not sustain a load of a 12 ton S&P. This necessitaties routing all Bao Loc convoys through Dalat.

(7) Problems encountered in meeting requirements: This battalion has received increased requirements to retrograde outsized equipment. Since this battalion has no TOE low boys to accomplish the mission, it has been forced to borrow low boys. The equipment that was hand receipted for the convoy missions invariably was in such a poor maintenance condition that it failed to get to destination.

(8) Force Development: The TDY mission to Phan Thiet continues with two (2) tractors and two trailers at that location. One (1) tractor is at Song Mao on a local commitment hauling water for 2/1st Cavalry. Seven (7) tractors and eleven (11) trailers are at Phan Rang shuttling cargo to Song Mao for S-4, 2/1st Cavalry. During the reporting period the Battalion was involved in support operations in the following geographical areas: Cam Ranh Bay, Ninh Hoa, Ban Me Thuot, Gia NGia, Pleiku, Phan Rang, Dalat, Bao Loc, Tuy Hoa.

(9) Commitments and cooperation with other services and Nations: The 36th Transportation Battalion (Truck) continues to provide support on a daily basis with Class I reefer and Class V support to ROKA units at Ninh Hoa and Nha Trang.

(10) Training: The Battalion drivers school was reopened for one week. Increased emphasis is being placed on preparing drivers for convoy operations in Vietnam. A special block of instruction is being given on the safe operation of the M-151, ¼ ton jeep.

(11) Problem Areas: Due to the mission essential requirement to run the reefers, they are continuing to be operated despite the fact that all have been classified as Code "F". Five new reefers have arrived at CRB, however, they were damaged in shipment and are being repaired by Vinnell Corporation at this time.

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2. (FOUO) Section II, Lessons Learned: Commanders Observations, Evaluations and Recommendations.

a. Personnel: None

b. Operations:

(1) Centralizing Communications Equipment Ownership and Maintenance at Battalion level.

(a) Observation: All communications equipment in the Battalion has been hand receipted to the Battalion Communications Section. All jeep mounted radio equipment is brought to this section prior to the jeeps departure on convoy. It is thoroughly checked out to make sure that it is ready for convoy. On the spot corrections are made to replace missing screws or tighten equipment down as is required.

(b) Evaluation: Although there is some incovenience in requiring all convoy control ½ ton trucks to be inspected daily, it has been found that far fewer problems have been occurring at line up site due to the tighter control over the Battalion's communications equipment maintenance program.

(c) Recommendation: In order to achieve tight control over the communications maintenance program in a medium truck battalion, a central property account receipted to users on an as required basis. At battalion level normally there are more competent communications maintenance personnel who can insure the communications equipment is in good operating condition.

(2) Reorganize the TOE of a Medium Truck Battalion (55-18G) to provide organic security and AM radio capability.

(a) Observation: While operating in Vietnam, nearly all battalion operating convoys augmented the convoys with security vehicles in the form of hardened trucks and military police V-100's. In addition, an AM radio normally is attached which is capable of communicating over long distances to relay locations and problems to higher headquarters.

(b) Evaluation: The concept of augmenting the convoys with additional security and communications equipment is an invaluable aid to the convoy commander and Battalion Commander.

(c) Recommendation: In order to provide the medium truck Battalion Commander Command Control over his convoy operation, he should have organic

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security vehicles assigned as well as having the responsibility for operating both the base station and mobile AM radio capability.

c. Training: None

d. Intelligence: None

e. Logistics: None

f. Organization: None

g. Other: None

1 Incl
Organizational Chart

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Commanding

DISTRIBUTION:
13 - CO, 124th Trans Comd (Tml A), ATTN: S-3
1 - CO, 36th Trans Bn (Trk)
1 - S-1, 36th Trans Bn (Trk)
1 - S-4, 36th Trans Bn (Trk)
1 - CO, 442nd Trans Co (Med Trk)
1 - CO, 556th Trans Co (Med Trk)
1 - CO, 670th Trans Co (Med Trk)

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AVCA GRB-TC-CO (6 Nov 69) 1st Ind
SUBJECT: Operational Report of the 36th Transportation Battalion (Truck)
RCS CSFOR-65 (R2)

DA, Headquarters 124th Transportation Command (Terminal A) APO 96312 11 NOV 1969

TO: Commanding Officer, US Army Support Command, Cam Ranh Bay, ATTN:
AVCA GRB-GO-O APO 96312

1. The Operational Report-Lessons Learned submitted by 36th Transportation Battalion (Truck) for the period ending 31 October 1969 is forwarded.

2. Concur with the basic report. This report is considered adequate.

FOR THE COMMANDER:

G. M. AVANOZIAN
MAJ, ADA
Adjutant

CF: Asst Chief of Staff for
Force Development, DA,
Washington, D.C. 20310 (2)
36th Battalion

AVCA CRB GO O (6 Nov 69) 2nd Ind
SUBJECT: Operational Report of the 36th Transportation Battalion for the period ending 31 Oct 69, RCS CSFOR-65-(R2)

DA, Headquarters, US Army Support Command, Cam Ranh Bay, APO 96312 29 NOV 1969

TO: Commanding General, 1st Logistical Command, ATTN: AVCA GO-MH
APO 96384

1. This headquarters concurs with the Operational Report for the 36th Transportation Battalion with the following exceptions:

a. Reference Section I, Paragraph 1c(4): There is no evidence that the requesting units in the 36th Transportation Battalion have been furnished a current status of their requests or an estimated date of release of this equipment. The ACofS, Supply this headquarters, has offered assistance in obtaining this information if specific data pertaining to the requesting units request is furnished. Unit requests should be submitted by the five units of this Battalion to two direct support units. When current status is obtained the information will be relayed to the requesting unit through the S-4, 124th Transportation Command and the S-4, 36th Transportation Battalion.

b. Reference Section I, Paragraph C(4)(d): Since submission of this report the organization has been issued 1 ea water trailer. The requisition for the second trailer was cancelled by USAICCV: however, the unit resubmitted another requisition on 9320.

2. Concur with basic report as modified by this indorsement. The report is considered adequate.

FOR THE COMMANDER:

Robert W. Rettig
ROBERT W. RETTIG
CPT, AGC
Asst AG

CF: CO, 36th Transportation Battalion
CO, 124th Transportation Command

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AVCA GO-MH (6 Nov 69) 3d Ind
SUBJECT: Operational Report - Lessons Learned of the 36th Transportation Battalion for period ending 31 October 1969 RCS CSFOR-65 (R2)(U)

DA, Headquarters, 1st Logistical Command, APO 96384 22 DEC 1969

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

1. (U) The Operational Report - Lessons Learned submitted by Headquarters, 36th Transportation Battalion for the quarterly period ending 31 October 1969 is forwarded.

2. (C) Pertinent comments follow:

a. Reference item concerning centralizing communications equipment and maintenance at battalion level, page 9, paragraph 2b(1). Concur. This type of operation is usually considered local policy and left to the discretion of the commander (company, battalion, etc). This recommendation will be included in the monthly maintenance newsletter which is distributed command-wide.

b. Reference item concerning reorganizing the TOE of a Medium Truck Battalion (55-18G) to provide organic security and AM radio capability, page 9, paragraph 2b(2). Concur. Based on lessons learned in Vietnam, as well as experience gained in earlier conflicts, it is anticipated that a future enemy will emphasize tactics designed to reduce our capability to support tactical units by attacking logistical installations and vulnerable lines of communication. By utilizing small, well trained and highly motivated units, he can attack profitable "soft" targets at relatively little cost to himself in manpower or equipment. Therefore, transportation units operating in hostile areas should be provided with organic escort vehicles which are designed specifically for the mission. The XM706 armored car meets all the requisite features of maneuverability, fire power, communication equipment, armor protection and functional design. This command forwarded a letter, subject; Organic Armored Vehicles for Transportation Units (U), dated 2 Aug 1969 through CG, USARV and Commander-in-Chief, USARPAC to Assistant Chief of Staff for Force Development, Department of the Army recommending that serious consideration be given to the inclusion of four (4) XM706 armored vehicles within the TOE for each Transportation Truck Company, Light (2½ and/ or 5 ton) (TOE 55-17G) and Transportation Truck Company, Medium (TOE 55-18G).

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AVCA GO-MH (6 Nov 69) 3d Ind 22 DEC 1969
SUBJECT: Operational Report - Lessons Learned of the 36th Transportation Battalion for period ending 31 October 1969 RCS CSFOR-65 (R2)(U)

3. (U) Concur with the basic report as modified by this and previous indorsements.

FOR THE COMMANDER:

TEL: LBN 4839

C.D. STAFFORD
1LT, AGC
Asst, AG

CF:
USASUPCOM, CRB
124th TC Comd
36th Trans Bn

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AVHGC-DST (6 Nov 69) 4th Ind
SUBJECT: Operational Report of the 36th Transportation Battalion (Truck) for the Period Ending 31 October 1969, RCS CSFOR-65 (R2)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375 20 JAN 1970

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

1. This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 October 1969 from Headquarters, 36th Transportation Battalion (Truck) and comments of indorsing headquarters.

2. Reference item concerning "Problem Area", page 5, paragraph 1c(4) and 2d Indorsement, paragraph 1a; concur.

a. The 7½ ton refrigerator trailers are of a continuing concern. DA is aware of existing problems and shortages and is presently conducting new equipment testing in RVN on a replacement item.

b. The towbar referenced in paragraph 1c(4)(b) is a TACOM item which is in short supply. Wire rope (FSN 2540-202-2427) is suggested for use as an acceptable substitute.

FOR THE COMMANDER:

C. E. MICHELS
MAJ, AGC
Assistant Adjutant General

Cy Furn:
36th Trans Bn
1st Log Cmd

GPOP-DT (6 Nov 69) 5th Ind
SUBJECT: Operational Report of HQ, 36th Transportation Battalion (Truck) for Period Ending 31 October 1969, RCS CSFOR-65 (R2)

HQ, US Army, Pacific, APO San Francisco 96558 27 JAN 1970

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

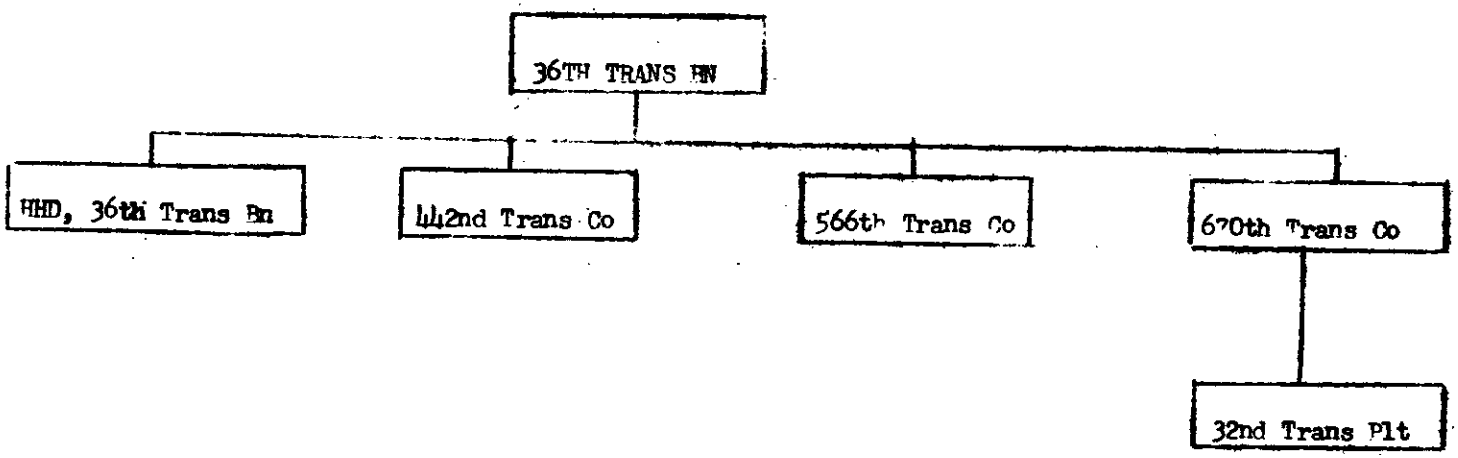
This headquarters concurs in subject report as indorsed.

FOR THE COMMANDER IN CHIEF:

C. L. SHORTT
CPT, AGC
Asst AG

AVCA CRB TG TM AP
SUBJECT: UIC WCKTOA, Operational Report of the 36th Transportatoin (Truck) for the Period Ending 31 October 1969, RCS CSFOR (U)

ORGANIZATIONAL STRUCTURE



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Security Classification

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(Security classification of title, body of abstract and indexing annotation must be entered when the overall report is classified)

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3. REPORT TITLE

Operational Report - Lessons Learned, HQ, 36th Transportation Battalion

4. DESCRIPTIVE NOTES (Type of report and inclusive dates)

Experiences of unit engaged in counterinsurgency operations, 1 Aug 69 to 31 Oct 69.

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

CO, 36th Transportation Battalion

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