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FEB 16 1967
DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310

ACCESSION NO _____
PO REGISTR _____
IN REPLY REFER TO _____

AGAM-P (M) (30 Jan 67) FOR OT

2 February 1967

SUBJECT: Operational Report - Lessons Learned, 36th Transportation Bn.

TO: SEE DISTRIBUTION

1. Forwarded as inclosure is Operational Report - Lessons Learned Headquarters, 36th Transportation Battalion for Quarterly Period Ending 31 October 1966. Information contained in this report should be reviewed and evaluated by CDC in accordance with paragraph 6f of AR 1-19 and by CONARC in accordance with paragraph 6c and d of AR 1-19. Evaluations and corrective actions should be reported to AGSFOR OT within 90 days of receipt of covering letter.

2. Information contained in this report is provided to the Commandants of the Service Schools 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
a/s

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(Continued on page 2)

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

AVCA CRB-MT-36-CO

8 November 1966

SUBJECT: Operational Report for Quarterly Period Ending 31 October 1966

THRU: Commanding Officer
500th Transportation Group (Motor Transport)
APO 96312

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

SECTION I, SIGNIFICANT ORGANIZATION OR UNIT ACTIVITIES:

1. The 36th Transportation Battalion departed Fort Bragg, North Carolina, 6 July 1966, and traveled by air to Oakland Army Terminal, Oakland, California. The battalion departed Oakland on the USNS Gordon 7 July 1966, and arrived at Cam Ranh Bay, RVN, 31 July 1966. The major problem encountered during preparation for overseas movement was the lack of replacements to fill key senior NCO positions. Upon departure the battalion was short one E-9 Sergeant Major, one E-8 Maintenance Sergeant, and one E-8 Operations Sergeant. This seriously hampered the capabilities of the battalion during the critical period immediately following arrival in this command. The experience and leadership normally provided by personnel in these positions resulted in lower ranking NCO's and EM shouldering responsibilities that were many times beyond the level of their background and knowledge. Another less serious problem occurred when part of the Red TAT containing expendables and blank forms was lost in shipment.

2. The 36th Transportation Battalion (Truck) became operational at Cam Ranh Bay, RVN, on 1 August 1966. At that time the following units were assigned:

- a. 63rd Transportation Company (Light Truck)
- b. 151st Transportation Company (Light Truck)
- c. 515th Transportation Company (Light Truck)
- d. 564th Transportation Platoon (Light Truck)*

* Attached to the 515th Transportation Company (Light Truck)

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Operational Report for Quarterly Period Ending 31 October 1966
(RCS CSFOR-65)

3. The primary mission of the 36th Transportation Battalion (Truck) was (and is) to support port and beach clearance operations. For the most part this involves local hauls from piers and beach to intransit yards, storage points and field depots. On occasion the mission involves line haul of cargo to the sub areas of Nha Trang and Phan Rang. Passengers are moved by both local haul and line haul.

4. On 12 August 1966, the main body of the 86th Transportation Company (Light Truck) arrived at Cam Ranh Bay, with assignment to the 36th Transportation Battalion (Truck). On 15 September 1966, one platoon of the 86th Transportation Company (Light Truck) was sent to Tuy Hoa to operate vehicles located there in support of the sub area. Prior to receipt of unit equipment, the 86th Transportation Company (Light Truck) was detached and sent to Saigon on 16 September 1966. The 86th Transportation Company (Light Truck) was reassigned to the 6th Transportation Battalion (Truck) per General Order # 37, Headquarters, 1st Logistical Command, APO 96307. As a result, the 564th Transportation Platoon (Light Truck) was sent to Tuy Hoa to replace the platoon of the 86th Transportation Company (Light Truck). The exchange took place on 10 October 1966. On 25 October 1966, the 151st Transportation Company (Light Truck) was displaced to Tuy Hoa. Movement was made by road march over highway QL #1. (See attached action report of the road march).

5. Present deployment of this battalion is as follows:

- a. Cam Ranh Bay, RVN
- (1) HHD, 36th Transportation Battalion (Truck)
 - (2) 63rd Transportation Company (Light Truck)
 - (3) 515th Transportation Company (Light Truck)
- b. Tuy Hoa, RVN
- (1) 151st Transportation Company (Light Truck)
 - (2) 564th Transportation Platoon (Light Truck)
- c. Phan Rang, RVN
- (1) Eight 5 ton cargo vehicles of the 515th Transportation Company (Light Truck)
- d. Phan Thiet, RVN
- (1) Six 2½ ton cargo vehicles of the 151st Transportation Company (Light Truck)
- e. Nha Trang, RVN
- (1) One 2½ ton cargo vehicle of the 63rd Transportation Company (Light Truck)

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AVCA CRB-MT-36-00

8 November 1966

SUBJECT: Operational Report for Quarterly Period Ending 31 October 1966
(RCS CSFOR-65)

6. During the period 1 August thru 21 October 1966, units of this battalion moved the following tonnage and passengers:

- a. Local Haul: 105,200 S/T
- b. Line haul: 1,152 S/T
- c. Passengers: 49,180 Pax

7. Present task vehicle status for this battalion is as follows:

	<u>AUTHORIZED</u>	<u>ON HAND</u>
a. 2½ Ton Cargo	200	49
b. 5 Ton Cargo	0	101

8. Density of Equipment: Extreme shortages of vehicles have been experienced almost constantly since 1 August 1966. Contributing factors have been:

- a. Phase out of truck, cargo, M35.
- b. Lack of depot stock and maintenance float replacements.

c. Command evacuation policy when 8b above exists. The three truck companies currently assigned are each authorized 66 cargo vehicles (or a total of 198). The shortage of vehicles, coupled with the number of trucks deadlined for organizational and support maintenance, makes a high state of vehicle maintenance difficult to preserve. Frequently the same vehicles are committed to a 20-hour day with only 4 hours available for organizational maintenance within any given 24-hour period.

9. Unit deadline rates have remained relatively stable, and normally within 10% of the total equipment. Deadlining of vehicles has been primarily due to defective equipment received from the factory, and subsequent down time attributed to lack of repair parts. The most frequently experienced problems on truck, cargo, 5 ton, M-54 and M-54A2 are:

- a. Blown headgaskets due to lack of proper torque prior to issuance to units.
- b. Improper adjustment of starters at the factory resulting in premature failures.
- c. Failure of injector pumps due to impurities in fuel.
- d. Air shifter valves leaking on M54A2 5 ton cargo trucks.
- e. Fragile cargo beds on M54A2's. The beds crack easily because of the light weight material used in their manufacture.

AVCA GED-III-70-00

8 November 1966

SUBJECT: Operational Report for Quarterly Period Ending 31 October 1966
(RCS CSFOR-65)

10. Long range activities to solve maintenance problems include the following:

a. EIR's are being prepared and submitted when defective equipment or components are found.

b. Aggressive follow-up action on repair parts requisitions is being emphasized in order to establish a smooth flow of repair parts to the unit level.

c. Requirements for hardstand and lighting of motor park areas have been reported to higher headquarters for assistance. Upon receipt and installation of the materials to make hardstand and to illuminate the motor park areas, the standard of material maintenance is expected to increase.

11. During October 1966, the following units received issue of the new series radios:

a. 63rd Transportation Company (Light Truck)

b. 515th Transportation Company (Light Truck)

c. 564th Transportation Platoon (Light Truck)

12. Lateral transfer of several new radios was made in order to give each subordinate unit long range communication capability. Presently, the battalion NCS nets with the two assigned companies at Cam Ranh Bay and the company at Tuy Hoa on a daily schedule. The new radios have been used extensively for convoy control with very favorable results. Successful communication has been established with a range of approximately 60 miles.

13. During the period 15 August 1966 thru 17 October 1966, elements of this battalion participated in Operation Stable. Operation Stable involved the reception, debarkation and processing of the 9th Infantry Division (White Horse) ROKA. The battalion commander was project officer for the operation. The battalion was also involved in Operation Robin which consisted of receiving, debarking, and processing the U.S. 4th Infantry Division. The battalion executive officer was the project officer.

14. The battalion's personnel strength at the beginning and end of the quarter, and at the close of each month, was as follows:

	<u>1 Aug 66</u>	<u>31 Aug 66</u>	<u>30 Sep 66</u>	<u>31 Oct 66</u>
HHD, 36th Trans Bn	31	32	33	37
63rd Trans Co	169	168	183	217
86th Trans Co	0	168	0	0
151st Trans Co	171	161	160	156
515th Trans Co	155	168	172	166
564th Trans Plt	53	54	53	51

TOTALS:

627

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AVCA CRB-MT-36-00

8 November 1966

SUBJECT: Operational Report for Quarterly Period Ending 31 October 1966
(RCS CSFOR-65)

15. Personnel replacements and rotations for the quarter were as shown below:

	<u>Aug 66</u>	<u>Sep 66</u>	<u>Oct 66</u>	<u>Total for Quarter</u>
GAINS:	133	59	77	269
LOSSES:	133	39	49	221

16. All promotion allocations received were utilized. The allocations received from 1 August through 31 October 1966, were:

<u>ALLOCATIONS</u>	<u>PROMOTIONS</u>
(E-4)	51
(E-5)	30
(E-6)	1

17. The number of reenlistments effected within the battalion during the reporting period are listed by month:

- Aug 66 - 2
- Sep 66 - 1
- Oct 66 - 3 (2 1st Term)

18. Present personnel shortages are:

- 1 E-8 64C50 Operations Sergeant
- 1 E-8 63B50 Battalion Maintenance Sergeant
- 2 E-6 76K40 Supply Sergeants
- 1 CPT 0660 Maintenance Officer
- 3 LT 0660 Platoon Leaders

SECTION II, COMMANDER'S OBSERVATIONS AND RECOMMENDATIONS:

Part I, Observations (Lessons Learned)

ITEM: Loss of Red TAT

DISCUSSION: A portion of this unit's Red TAT was lost in shipment. Included in the lost items were all the expendable supplies and blank forms. It took between two and three months before these items could be reissued.

AVCA CRB-MT-36-CO

8 November 1966

SUBJECT: Operational Report for Quarterly Period Ending 31 October 1966
(RCS CSFOR-65)

OBSERVATION: Units departing CONUS should ship a three month's supply of expendables and blank forms in Yellow TAT in order to cover an unforeseen loss of supplies in shipment.

ITEM: False beds for cargo vehicles.

DISCUSSION: The majority of cargo discharged at Cam Ranh Bay, RVN, is unitized. The size of the standard pallet is too great to place two pallets side by side in the bed of a 2½ ton or 5 ton cargo vehicle. Therefore, standard issue vehicles are able to transport only three (3) pallets of cargo. Forklifts are unable to readily place or remove the two forward pallets. In order to overcome this problem, false wooden beds have been constructed which raise the level of the bed to the top of the cargo bed sides.

OBSERVATION: By utilizing false wooden beds, the capacity of each vehicle is increased to six (6) pallets. Time required for loading and off-loading is considerably reduced.

Part II, Recommendations

NONE

1 Incl
as

Richard D. Horton, Major, TC
for DANIEL K. BYRNE
Lt Colonel, TC
Commanding

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DEPARTMENT OF THE ARMY
HEADQUARTERS, 36TH TRANSPORTATION BATTALION (TRUCK)
APO US Forces 96312

AVCA CRB-P-36-S3

28 October 1966

SUBJECT: After Action Report RE: Movement of the 151st Transportation Company (Light Truck) from Cam Ranh Bay to Tuy Hoa

TO: Commanding Officer
Headquarters 500th Group
APO 96312

1. References:

- a. OPORD #1-66 dtd 23 Oct 66, Hq, 36th Trans Bn (Trk), APO 96312.
- b. Maps Vietnam 1:50,000, sheets 6833 III, 6833 IV, 6833 I and 6850 II.

2. Mission: To move the 151st Transportation Company (Light Truck) with all TO&E equipment from Cam Ranh Bay to Tuy Hoa.

3. Convoy Data:

- a. Operations Order Number and Date Directing Movement: Reference paragraph 1a.
- b. Date of Convoy Operations: 25 October 1966.
- c. Number of Task Vehicles Used: 77, see Annex A.
- d. Personnel: 215, see Annex B.
- e. Cargo: Unit impedimenta.
- f. Total Distance from SP to RP: 97 miles.
- g. Time: Crossed SP 0700 - RP 1600.

4. Remarks:

- a. Status of roads:

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AVCA CRB-MT-36-S1

28 October 1966

SUBJECT: After Action Report RE: Movement of the 151st Transportation Company (Light Truck) from Cam Ranh Bay to Tuy Hoa

(1) Cam Ranh to Nha Trang - rough surface with bumps and potholes which tend to reduce convoy speed. Two way traffic can be maintained with little difficulty, except at bridge crossings which are for one way traffic only.

(2) Nha Trang to Ninh Hoa - for approximately 5 miles outside the city limits of Nha Trang the road is natural earth of stabilized soil. From that point the road is hard surfaced with superficial asphalt or tar covering. Two way traffic is no problem except at bridge crossings.

(3) Ninh Hoa to Tuy Hoa - the road is hard surfaced with superficial asphalt or tar covering and is in excellent condition. Will permit two way traffic with caution in that the road is narrower over the greater portion of this road.

b. Bridges: In general the bridges are in poor condition. Forging was required at CP 030953 and CQ 233195. These fords would be impassable after a heavy rain. From Ninh Hoa to Vung Ro bridges were passable to one way traffic, one vehicle at a time. Bridge classifications are unknown as the bridges were unmarked and an engineer study was not possible due to the limited time frame in preparing for the march.

c. Enemy Situation: No enemy action was encountered. However, the road from Ninh Hoa to Vung Ro Bay is not considered secure and offers the possibility of excellent ambush sites over the greater portion of this road. The Korean Army is establishing security outposts along portions of the route, but at present are too far apart to afford much assistance should the enemy attempt to ambush the convoy in one of the more remote areas.

d. Communications: Throughout the operation the communications were poor between serials due to the fact that the unit was using the AN/VRC-9 with the exception of the company commander who had a AN/VRC-47. Communications were relayed throughout the convoy by way of the aircraft overhead who were escorting the convoy. The AN/VRC-47 in the company commander's vehicle performed in an outstanding manner by maintaining contact with the base station (36th Trans Bn) all the way to Vung Ro.

e. Maintenance: Maintenance support was provided by the 69th Maintenance Battalion as far as Ninh Hoa. For this reason 16 trailers were left at Cam Ranh to allow for towing capability outside Ninh Hoa. A total of seven (7) breakdowns occurred during the march but all vehicles were towed to Tuy Hoa with no difficulty with the exception of one truck involved in an accident in Nha Trang (see para 5).

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AVCA CRB-P-36-S3

28 October 1966

SUBJECT: After Action Report RE: Movement of the 151st Transportation Company (Light Truck) from Cam Ranh Bay to Tuy Hoa

f. Security: The military police provided two machine gun jeeps, the 151st Trans Co had 5 1/4 ton trucks with machine guns mounted. Dispersed throughout the march units were other automatic weapons and grenade launchers. Two armed helicopters and a Forward Air Controller (FAC) provided overhead cover.

5. Incidents: The only incident occurred in Nha Trang where a 2 1/2 ton truck carrying a CONEX container was forced to swerve to avoid hitting an on-coming truck. The result was that the CONEX container caught on a tree limb tearing the tree down and pulling the load out of the bed of the truck. The vehicle sustained damage to the bed of the truck and body frame. It was left in Nha Trang for repair. It will be shipped to Vung Ro at a later date by sea. The load was transferred to another vehicle.

6. Recommendation for future operations:

a. In that communications in this particular convoy was the greatest problem it is strongly recommended that the new series of radios be used on future operations in that the old series radios do not have sufficient range to meet the requirements of a convoy of this size.

b. The aircraft posed a problem of having pilots who were *im-*properly briefed on the check points. Consequently, they had difficulty in identifying locations of march serials. It is therefore recommended that a representative from the aviation unit be present at any future convoy briefing. It is also recommended that the lead vehicle of each serial have attached to the hood a panel marker which can be seen from the air.

c. Engineer support was inadequate in that this headquarters had been informed that the engineers had prepared all bridges for the convoy the day before. Upon arriving at several bridge sites it was apparent that no work had been performed causing the convoy to halt and in one case at CP 030953 the vehicles had to make a fording because of the unsafe condition of a bridge spanning 10-15 feet. In view of the above it is recommended that an engineer study be made available to future convoy commanders. Further, if bridge conditions are in question an engineer detachment should accompany the march unit.

2 ANNEXES

- a. Convoy Organization
- b. Personnel

/s/ Charles B. Campbell
 /t/ CHARLES B. CHAPMAN
 Major, TC
 S-3

A TRUE COPY

Harmon B Chapman

HARMON B. CHAPMAN
Captain, TC

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ANNEX A

CONVOY ORGANIZATION

151st Transportation Company (Light Truck)

46 - 2½ ton trucks
18 - 5 ton trucks
5 - ¾ ton trucks
1 - 5 ton wrecker

Support Vehicles

2 - ¾ ton trucks - Ambulances
2 - ¾ ton trucks - Military Police
1 - ¾ ton truck - Ordnance Contact Team*
1 - 5 ton wrecker*

Other: 1 - 5 ton tractor W/reefer van

Total: 77 vehicles

*Left convoy at Ninh Hoa.

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ANNEX B

PERSONNEL

151st Truck Company

	<u>OFF</u>	<u>WO</u>	<u>EM</u>
151st Trans Co	3	1	167
Support Element	1		13
PIO	1		4
Passengers		1	21
Other	1 (S-3, 36th Trans Bn)		<u>2</u> (Reefer Van)
	6	2	207
Grand Total: 215			

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AVCA CRB-MT-S3 (3 Oct 66) 1st Ind
SUBJECT: Operational Report for Quarterly Period Ending
31 Oct 66 (Report Control Symbol RCS CSFOR-65)

HQ, 500th Trans Gp (MT), APO US Forces 96312 15 November 1966

THRU: CG, USASC, CRB, APO 96312
CG, 1st Log Cnd, APO 96307
CG, US Army, Vietnam, APO 96307
CG, US Army, Pacific, APO 96558

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

1. This headquarters was operational six (6) days during reporting period.
2. The lack of key senior NCOs during the preparation for overseas movement was similar to the problem found by this headquarters upon activation. It cannot be overemphasized, the importance of key NCO personnel during all phases for units scheduled for deployment.
3. Subject report is found to be accurate and factual.

1 Incl
Operational Report for Quar-
terly Period Ending 31 Oct 66

H E Tistadt
H E TISTADT
Colonel, TC
Commanding

AVCA CRB-SPO (8 Nov 66)

2nd Ind

SUBJECT: Operational Report for Quarterly Period Ending 31 Oct 66
(Report Control Symbol RCS CSFOR-65)

HEADQUARTERS US ARMY SUPPORT COMMAND CAM RANH BAY, APO 96312 18 NOV 1966

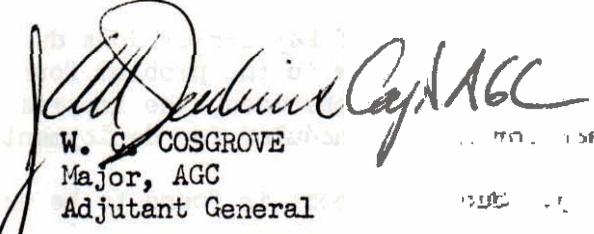
THRU: Commanding General, 1st Logistical Command, APO 96307
Commanding General, United States Army Vietnam, APO 96307
Commanding General, United States Army Pacific, APO 96558

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

The inclosed report is considered objective and factual.

FOR THE COMMANDER:

TEL: CRB 231


W. C. COSGROVE
Major, AGC
Adjutant General

S-2 Dec 66

AVCA GO-0 (8 Nov 66) 3d Ind
SUBJECT: Operational Report - Lessons Learned for Quarterly Period
Ending 31 October 1966 (RCS CSFOR-65)

HEADQUARTERS, 1st Logistical Command, APO 96307

22 NOV 1966

TO: Commanding General, US Army Support Command, Cam Ranh Bay, APO 96312

1. The Operational Report of Lessons Learned for the 36th Transportation Battalion (Truck) forwarded by your headquarters is returned for the following reasons:

a. The total number of days during the reporting period that the command engaged in training, troop movements and/or operations was omitted (USARV Regulation 870-2, paragraph 5(1)(b)).

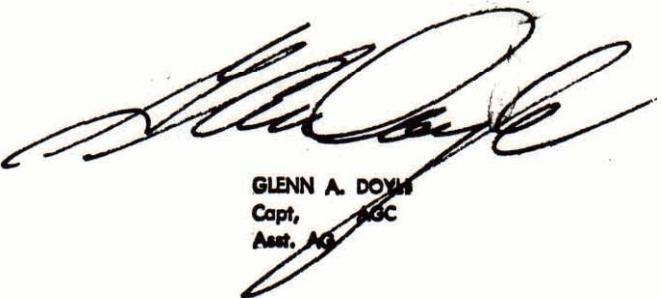
b. One comment in the ORLL and three recommendations in the after action report for the 151st Transportation Company (Light Truck) concerning problem areas were made without a statement as to what corrective action is being taken to correct them or to initiate corrective action by higher headquarters. These omissions pertain to the following items: ORLL paragraph 8, extreme shortage of vehicles; after action report, paragraph 6a, b, and c, recommendations for new radios, aviation representative and engineer studies.

2. Request your headquarters review USARV Regulation 870-2 and forward the omissions outlined in paragraph 1 above by indorsement to this headquarters NLT 2 Dec 66.

FOR THE COMMANDER:

TEL: Lynx 782/930

1 Incl
as



GLENN A. DOYNE
Capt, AGC
Asst. AG

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S-29 Nov 66

AVCA CRB-MT-S3 (8 Nov 66) 4th Ind MAJ Lynch/eau/519
SUBJECT: Operational Report - Lessons Learned for Quarterly Period
Ending 31 October 1966 (RCS CSFOR-65)

HQ, 500th Trans Gp (MT), APO US Forces 96312 29 November 1966

TO: Commanding Officer, 36th Transportation Battalion (Truck), APO
US Forces 96312

1. Attention is invited to the preceding 3rd indorsement.
2. Request you advise this HQ NLT 29 Nov 66 of the action taken or initiated by your headquarters to correct these problem areas.

FOR THE COMMANDER:

TEL: CRB 519

1 Incl
nc


JOHN H. COOK
Major, TC
Adjutant

AVCA CRB-MT-A-SI

5th Ind

SUBJECT: Operational Report - Lessons Learned for Quarterly Period
Ending 31 October 1966 (RCS GSFOR-65)

DA, HQ, 36th Transportation Battalion (Truck), APO 96312, 29 November 1966

TO: Commanding Officer, 500th Transportation Group (Motor Transport), APO
96312

1. Fourth (4th) indorsement herewith complied. The following information is submitted concerning omissions noted in paragraphs 1a and b, third indorsement.

2. This headquarters and its attached units were engaged in operations for a total of ninety-two (92) days during the reporting period.

3. Reference paragraph 6a, After Action Report, RE: Movement of the 151st Transportation Company (Light Truck) from Cam Ranh Bay to Tuy Hoa, dated 28 October 1966. New series radios have been approved by the 1st Logistical Command for the 151st Transportation Company (Light Truck). Shipment is to be made from Qui Nhon. As of this date, the radios have not been received; however, follow-up action on this matter is being taken daily. In the meantime, one new series radio has been provided the unit by this battalion resulting in direct contact from Cam Ranh Bay to the ROKA check point, vicinity of Vung Ro Bay. This involves a distance of approximately sixty (60) miles.

4. Reference paragraph 6b, After Action Report. Check points have subsequently remained constant. Forward Air Controllers are now able to readily identify the location of convoys by the check points.

5. Reference paragraph 6c, After Action Report. Inadequate Engineer support encountered during a convoy to Tuy Hoa by the 151st Transportation Company (Light Truck) on 25 October 1966, was reported to Headquarters, 500th Transportation Group (Motor Transport). The situation has since been rectified, with the Engineers having the specific mission of maintaining Highway QL #1 from Phan Rang to Minh Hoa." Responsibility for the highway's maintenance was set forth in two letters from Headquarters, 35th Engineer Group, dated 4 July 1966 and 11 July 1966 respectively.

6. Reference paragraph 8, ORIL. Higher headquarters has frequently been contacted concerning vehicle shortages. The end result of actions taken by this headquarters has been that 5 ton cargo vehicles have been issued to affected units in lieu of 2½ ton trucks which are not available in sufficient quantities to fill the battalion requirement. A request to reorganise the affected units under SRC 55-17F 420 has been forwarded through channels to

AVCA CRB-MT-A-S1

29 November 1966

SUBJECT: Operational Report - Lessons Learned for Quarterly Period
Ending 31 October 1966 (RCS CSFOR-65) (Cont)

align the unit grade structure and mechanic force with the additional maintenance requirement for the 5 ton cargo trucks. The command evacuation policy, lack of depot stocks and lack of maintenance float replacements still contribute to keeping the units operating at less than TOE authorization. Action is required at a higher command level to alleviate this problem.

FOR THE COMMANDER:

TEL: CRB 250

Harmon B Chapman
HARMON B. CHAPMAN
Captain, TC
Adjutant

AVCA CRB-MT-S1 (8 Nov 66) 6th Ind
SUBJECT: Operational Report - Lessons Learned for Quarterly Period
Ending 31 October 1966 (RCS CSFOR-65)

HQ, 500th Trans Gp (MT), APO US Forces 96312 30 November 1966

TO: Commanding General, US Army Support Command Cam Ranh Bay, ATTN:
AVCA CRB-SPO, APO US Forces 96312

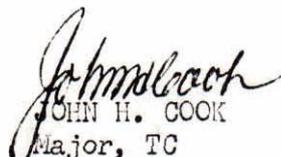
1. Attention is invited to the 5th Indorsement.

2. The request to reorganize two of the units under SRC 55-17F 420 is currently being staffed at this headquarters and will be forwarded for approval. Action is required at a higher level to alleviate the factors contributing to vehicle shortages.

FOR THE COMMANDER:

TEL: CRB 518

1 Incl
nc


JOHN H. COOK
Major, TC
Adjutant

AVCA CRB-SPO (8 Nov 66) 7th Ind
SUBJECT: Operational Report - Lessons Learned for Quarterly Period
Ending 31 October 1966 (RCS CSFOR-65)

HEADQUARTERS US ARMY SUPPORT COMMAND CAM RANH BAY, APO 96312 2 - DEC 1966

TO: Commanding General, 1st Logistical Command, APO 96307

1. Your attention is invited to the 5th Indorsement.

2. Paragraph 6 of referenced indorsement refers to the vehicle shortage in this command, particularly regarding 2½ ton trucks. This headquarters is well aware of the problem as was illustrated in letter, this headquarters, subject: Shortage of 2½ Ton Trucks, M-35A2, dated 26 October 1966, signed by General Gates and forwarded to Commanding General, 1st Logistical Command. As truck assets are made available to the command they will be issued on a pro-rata basis to the transportation units.

FOR THE COMMANDER:



WILLIAM R. JENKINS

CPT AGC

ASST AG

TEL: CRB 231

1 Incl
nc

AVHGG-DH (8 Nov 66) 9th Ind
SUBJECT: Operational Report-Lessons Learned for the Period Ending
31 October 1966 (RCS CSFOR-65)

HEADQUARTERS, UNITED STATES ARMY VIETNAM, APO San Francisco 96307 4 JAN '67

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

1. This headquarters has reviewed the Operational Report-Lessons Learned for the period ending 31 October 1966 from Headquarters, 36th Transportation Battalion (Truck) as indorsed.

2. Pertinent comments are as follows:

a. Reference Paragraph 8, Section I, Page 3; Paragraph 6, 5th Indorsement; and Paragraph 2, 7th Indorsement: The shortage of 2 1/2 ton trucks should be alleviated within the next 60 days. Two major shipments are currently enroute to RVN carrying a combined total of 148 trucks (Estimated Times of Arrival are 18 January and 5 February 1967). An additional 164 trucks are booked for departure from the East Coast prior to 1 January 1967.

b. Reference Paragraph 9, Section I, Page 3:

(1) Cylinder head gaskets: Cylinder head gaskets on the M54A2 truck have been found defective in design. New cylinder head gaskets are now in the supply system. "Show and Tell" teams from USATAC are expected in-country after 1 January 1967 accompanied by an adequate supply of replacement gaskets.

(2) Improper factory adjustment of starters: A portion of the starters for the M54 and M54A2 trucks were improperly adjusted at the factory; however, there is evidence that many failures are attributable to drivers' engaging the starter too long. This headquarters has called attention to this situation through the media of the Maintenance Information Summary.

(3) Failure of injector pumps: Failure of injector pumps due to impurities in fuel has been a matter of concern. These failures are directly attributable to drivers' not draining the filters daily and failure to change fuel filter elements as required. Replacement fuel

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filter elements have been airlifted to RVN to alleviate the shortage of this item. The Maintenance Information Summary has been used to stress the preventive maintenance aspect.

(4) Leakage of air shifter valves: Only a limited number of instances of leaking air shifter valves have come to the attention of this headquarters. Unless a definite trend is established, no further action is considered appropriate.

(5) Fragile cargo bed: Cracking of cargo beds on the M54A2 truck has not become a significant problem in RVN.

e. Reference Part I, Section II, Page 6: Fabrication of false beds for the 2½ and 5 ton truck in order to double pallet-carrying capability is commendable. As a possible long range solution to this problem, this headquarters is considering if there is a sufficient requirement in the theater to warrant issue of the drop type cargo body.

d. Reference Subparagraph 1b, 3d Indorsement; and Paragraph 3, 5th Indorsement: The 515th Transportation Company (Light Truck) and 564th Transportation Platoon (Light Truck) have been converted to new series radios. Data on additional units requiring conversion are currently being consolidated.

FOR THE COMMANDER:

W. K. Autrey
W. K. AUTREY
Cpt, AGC
Asst Adjutant General

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HQ, US ARMY, PACIFIC, APO San Francisco 96558 20 JAN 1967

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

This headquarters concurs in the basic report as indorsed.

FOR THE COMMANDER IN CHIEF:

G. L. D...
G. L. D...
CPT, AGC
Asst AG

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