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AUTHORITY
AGO D/A ltr, 29 Apr 1980

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OFFICE OF THE ADJUTANT GENERAL
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IN REPLY REFER TO
 AGAM-P (M) (18 Dec 67) FOR OT RD 670815 20 December 1967

AD 824628

SUBJECT: Operational Report - Lessons Learned, Headquarters, 8th Transportation Group, Period Ending 31 July 1967

TO: SEE DISTRIBUTION

1. Subject report is forwarded for review and evaluation by USACDC in accordance with paragraph 6f, AR 1-19 and by USCONARC in accordance with paragraph 6a and d, AR 1-19. Evaluations and corrective actions should be reported to ACSFOR OT 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
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Rev. attn. FOL-67-100. J. Wickham. P. C. 80 310

(Continued on page 2)

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DEPARTMENT OF THE ARMY
HEADQUARTERS, 8TH TRANSPORTATION GROUP (MOTOR TRANSPORT)
APO 96238

AVCA QN.TG

11 August 1967

SUBJECT: Operational Report for Quarterly Period Ending 31 July 1967
RCS CSTOR-65

THRU: Commanding General, US Army Support Command, Qui Nhon, ATTN:
AVCA QN-GC, APO 96238
Commanding General, 1st Logistical Command, ATTN: AVCA-GO-O,
APO 96307
Commanding General, United States Army Vietnam, ATTN: AVHOS-MH
APO 96375
Commander-in-Chief, United States Army, Pacific, ATTN: GPOF-OL,
APO 96558

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

SECTION I

SIGNIFICANT ORGANIZATIONAL ACTIVITIES

A. COMMAND

1. The 8th Transportation Group engaged in operations during the entire ninety-two days of this reporting period.
2. On 9 May 1967, the 64th Transportation Company (MM TRK) was moved to Pleiku and took over operation of the Pleiku Trailer Transfer Point. The 520th Transportation Detachment (TTPO) moved to An Khe.
3. On 21 May 1967, the 585th Transportation Company (MM TRK) was transferred to 8th Group from Cam Ranh Bay Support Command. It was attached to the 27th Transportation Battalion.
4. On 20 July 1967, the 563rd Transportation Company (MDM TRK) was moved to Pleiku.
5. On 24 July 1967, the 124th Transportation Battalion arrived from COMUS, was attached to 8th Group and moved to Pleiku. On 25 July 1967, the 124th Transportation Battalion assumed operational control of the 64th and 563rd Transportation Companies.

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R08 CSFOR-65

6. On 31 July 1967, the 57th Transportation Company (LT TRK) arrived from CONUS and was attached to the 54th Transportation Battalion.

B. PERSONNEL, ADMINISTRATION AND DISCIPLINE:

1. Arrival of a Transportation Truck Battalion Headquarters and one Medium Truck Company in late July increased strength by 222. The present Group authorized strength is 233 officers and men.

2. During the period of the report morale and discipline have been high.

C. INTELLIGENCE AND COUNTERINTELLIGENCE:

1. No significant changes have taken place in this area.

2. Random enemy harassment has had no significant effect upon operations.

a. The 64th Transportation Company came under attack in Pleiku on one occasion. Its perimeter was not penetrated and one casualty was incurred. The enemy's objective appeared to be an adjacent unit.

b. The only other activity has consisted of occasional sniper fire directed at convoys. There have been instances of vehicles striking road mines, with one vehicle totally destroyed.

D. PLANS, OPERATIONS AND TRAINING:

1. The Group was engaged in line haul operation during the entire reporting period.

a. Another medium truck company, the 585th Transportation Company, arrived from Cam Ranh Bay and was assigned to the 27th Transportation Battalion.

b. A serious problem affecting trailer operations was the inability to get empty trailers back from the Pleiku area. The 520th Detachment, operating the trailer terminal in Pleiku, was unable to generate a sufficient amount of empty trailers to supply shippers in the Qui Nhon Area.

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(1) To counteract this, as a first phase, the 64th Transportation Company (MIM TRK) was sent to Pleiku and augmented by an additional thirty tractors and drivers. The 520th Transportation Detachment (TTPO) was moved to An Khe, the halfway point in the 110 mile route from Qui Nhon to Pleiku. The remaining four medium truck companies moved trailers to An Khe exchanging loaded trailers for empties brought from Pleiku. A portion of vehicles leaving the Qui Nhon area were throughput to Pleiku and exchanged loaded trailers for empties at that point, thus preventing a backlog of trailers in An Khe.

(2) This had the following beneficial effects:

(a) The larger number of tractors in Pleiku allowed a more effective sweep of the area for empty trailers.

(b) The driving time of approximately 12 hours for the tortuous 220 miles round trip was broken into two shorter trips, each being half the distance and time. Drivers could be changed after the first trip if necessary.

(3) It allowed for a greater number of convoys to include round-the-clock operation between Qui Nhon and An Khe.

c. With the receipt of an additional battalion headquarters, the 124th Transportation Battalion from COMUS, the operation in Pleiku was further expanded. The 563rd Transportation Company (MIM TRK) was transferred from the 54th Transportation Battalion in Qui Nhon to Pleiku, and together with the 64th Transportation Company, placed under control of the 124th Battalion.

3. During the reporting period, 8th Group drivers traveled a total of 4,857,138 miles and moved 286,346 tons of cargo. Tonnage for the month of July reached a new high of 100,400 short tons. The accident rate dropped from a high in May of 1.27 per 100,000 miles to a new low of .50 per 100,000 miles in July.

4. An experimental vehicle, the M8002 Conex Transporter, 16 ton capacity, is presently undergoing tests in 8th Group line haul operations, hauling conexes and large pallets to An Khe and Pleiku. Testing continues.

E. LOGISTICS:

Replacement of major and end items of equipment has greatly improved. Supply procedures and filling of requisitions are being filled at a faster rate from available stock. The availability and issuing of comfort items to troops during this reporting period has increased.

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COMMANDER'S OBSERVATIONS AND RECOMMENDATIONS

SECTION II, PART I

OBSERVATIONS (LESSONS LEARNED)

A. PERSONNEL, ADMINISTRATION AND DISCIPLINE:

None.

B. INTELLIGENCE AND COUNTERINTELLIGENCE:

None.

C. PLANS, OPERATIONS AND TRAINING:

1. ITEM: Stake and Platform Trailer Sideboards.

DISCUSSION: Loss of sideboards due to shipper damage, improper placement, rough roads, or arrival in the theater without sideboards has led to a large number of the trailer fleet being employed as flatbeds, i.e. without sideboards. Dropsideboards were fabricated and are presently being tested on one trailer. It is being used with great success.

OBSERVATION: A trailer utilizing hinged dropsideboards can effectively reduce the loading and unloading time of palletized cargo and sustains less damage and no loss of the sideboards.

2. ITEM: Training of Multifuel Engine Mechanics and Operators

DISCUSSION: Almost 95% of the task vehicles assigned to the Group are equipped with multifuel engines. Operating and mechanical differences between multifuel engines and conventional engines require a week training period for incoming replacement mechanics and drivers.

OBSERVATION: A familiarization and training period should be afforded mechanics and drivers in multifuel engines prior to being deployed to Vietnam.

D. LOGISTICS:

1. ITEM: Water Trailer 400 Gallon

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DISCUSSION: Experience indicates that the present authorized 400 gallon water trailer is not adequate to provide the required amount of potable drinking water for the attached units. Due to the limited number of water points, the present 400 gallon trailer can only make one trip per day. The water trailer must be towed by a 2½ ton truck which must also pick-up rations and other administrative use. The distance and waiting periods at the water points preclude more than one trip per day for water.

OBSERVATION: To eliminate this inadequacy, a Truck, Water, 2½ ton, 1,000 gallon, is being requested by MTCB.

2. ITEM: Fire Extinguishers

DISCUSSION: All 2½ ton and larger vehicles are required to have two fire extinguishers, but due to the limited facilities available for recharging or refilling some types, many vehicles are short extinguishers. Fire extinguishers are normally readily available in CONUS.

OBSERVATION: Units that are scheduled for deployment to RVN should have an adequate number of fire extinguishers on hand prior to deployment.

E. MAINTENANCE:

1. ITEM: Insecure Battery Boxes on 5 Ton Tractors

DISCUSSION: This command has experienced a considerable number of battery box losses due to rough roads and insecure battery box doors and wing nuts. The battery box door, as well as the two (2) wing nuts which secure the box to the body, have proven ineffective in containing the battery box over rough roads on convoy operations. To remedy this, a field fix has been developed which utilizes tire chain secured through the battery box handles to the undercarriage. A lock on the chain permits the operator to pull out and inspect his batteries.

OBSERVATION: Present battery box door and wing nuts are ineffective in securing the batteries and box over rough roads. Use of tire chain, properly secured, will help to prevent such losses.

2. ITEM: Welding of Engine Side Panels to Vehicle Body

DISCUSSION: Engine side panels fall down and break off at the hinges from travel over rough roads. This condition interferes with the internal cooling structure on the engine and can cause the engine to operate excessively hot. It can be alleviated by welding the panels to the body.

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SUBJECT: Operational Report for Quarterly Period Ending 31 July 1967
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OBSERVATION: Side panels continue to fall off vehicles with present securing device. Use of spot welding secures panel to body and can alleviate this condition.

3. ITEM: Installation and Use of Rifle Mounting Kits

DISCUSSION: Vibration and rough roads result in severe damage to rifles and rifle stocks. Use of rifle mounting kits in all vehicles eliminates this damage and renders the weapon handy to the operator.

OBSERVATION: All vehicles should be equipped with Rifle mounting kits to safeguard the weapon during daily vehicle operation and provide ready access to the driver.

4. ITEM: Daily Cleaning of Air Cleaners on Multifuel Vehicles

DISCUSSION: The air cleaner element on multifuel (diesel) vehicles must receive a complete cleaning daily under present conditions. In this regard two (2) filter elements are on hand for all units and are alternated daily to allow ample time for proper cleaning and servicing.

OBSERVATION: The air cleaner elements require a complete cleaning daily in order to obtain best performance from multifuel vehicles. This requirement is satisfied by providing two (2) elements per vehicle and alternating the elements to allow proper time for a thorough cleaning.

5. ITEM: Right Fender Brace for 5 Ton Vehicles

DISCUSSION: The air cleaner mounted on the right fender of 5 ton trucks is an excessive weight for the fender when the vehicle is operated over rough roads and causes the fender to develop cracks at certain stress points. The construction of an angle iron brace using the same hole openings presently used for the air cleaner may be fitted beneath the fender to reinforce it.

OBSERVATION: This field fix has been submitted as an EIR and has been successful in preserving the life of the right fender on the 5 ton trucks and reducing organizational welding previously required.

6. ITEM: Arc-Welding Capability at Organizational Level

DISCUSSION: An arc-welding capability is a critical need at organizational level. The damage sustained from rough roads and vibration to fenders, exhaust pipes, mirror arms, spare tire racks, fifth wheels, and cabs requires extensive arc-welding. Units are not presently authorized this equipment and must receive DSU support to repair their vehicles. This results in excessive down time and reduces operational capability.

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OBSERVATION: Arc-welding is required at unit level. MTOE has been submitted recommending addition of arc-welding capability to units in-theater.

SECTION II, PART II

RECOMMENDATIONS

1. That units scheduled for deployment to RVN be required to have sufficient fire extinguishers to equip all 3/4 ton and smaller vehicles with one extinguisher, and all 2 1/2 ton and larger vehicles with two (2).
2. That engine side panels be welded to vehicle bodies to preclude damage to and loss of panels. This procedure further allows for proper cooling of engine.
3. That rifle mounting kits be extensively employed in vehicles when operating over rough roads. Kits save damage and wear to rifle stocks and render the weapon readily available.
4. That air cleaner elements on multifuel vehicles be thoroughly cleaned daily. In this regard, use of two (2) elements per truck proved efficient for complete cleaning.
5. That a familiarization and training period be afforded mechanics and drivers in multifuel engines prior to being deployed to Vietnam.
6. That the EIR field fix for 5 ton vehicle fenders mounting air cleaners be approved and engineering be developed to construct sturdier fender mounts or change air cleaner mounting area.
7. That arc-welding equipment be approved for all Transportation truck units in Vietnam.

1 Incl
Organizational Chart


NOBLE E. TAYLOR
Colonel, TC
Commanding

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AVCA-QN-GO-O (11 Aug 67) 1st Ind
SUBJECT: Operational Report for Quarterly Period Ending 31 July 1967
RCS CSFOR-65 (U)

HEADQUARTERS, US ARMY SUPPORT COMMAND, QUI NHON, APO 96238 25 Aug 67

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

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

The attached Operation Report for Quarterly Period Ending 31 July
1967 has been reviewed and is considered adequate with the following comments:

a. To overcome the current loss/damage rate for S&P semi-trailer sideboards, a repair/fabrication program was initiated by the 2d Logistical Command at the request of this Headquarters and Headquarters, 1st Logistical Command. Approximately 1,500 trailer sideboards, 400 tailgate boards and 100 headboards will be shipped to the US Army Depot, Qui Nhon during the six month period beginning in September 1967. The dropside semi-trailer was fabricated/modified in this command's general support maintenance shops. Despite this success, an "inhouse" program to modify the command's S&P semi-trailer fleet cannot be undertaken due to the prohibitive manhours required to perform this modification.

b. Experience with multifuel equipped vehicles has shown that at least 25 percent of multifuel engine failures can be prevented by thorough, conscientious, daily operator maintenance and through effective diagnosis and "trouble-shooting" by organizational and support maintenance personnel. In-country training programs have been established to insure that both operators and maintenance personnel are properly trained in the operation and maintenance of multifuel engine equipped vehicles under conditions found in the RVN. A major benefit to this command would result from special attention being paid to the following in CONUS schools and training centers:

(1) Daily operator before, during and after operation checks, to include cleaning of air filters, proper warmup procedures and the necessity for driver discipline in not exceeding allowable engine RPM's for a given gearshift position.

(2) Thorough and practical training of organizational and support maintenance mechanics in "trouble shooting" multifuel engines, cleaning fuel systems and visual recognition of the proper components of the various multifuel engines (i.e., which turbo chargers fit which engine types, etc).

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RCS CSFOR-65 (U)

c. Equipment Improvement Recommendations (EIRs) have been submitted on the insecure battery box problem. Pending US Army Tank Automotive Command evaluation and possible MWO action, the 8th Transportation Group's field fix has proven to be a highly reasonable solution that also secures batteries against possible theft.

d. EIRs have been submitted on the problem of engine side panels falling and breaking loose. Since the air flow into the multifuel engine is extremely critical, the welding of panels has been a necessary field fix pending USATAC MWO action.

e. The requirement for mounting rifles in vehicular rifle mounts is dependent on the individual unit mission and tactical situation. Use of weapon mounts for vehicles assigned to line haul operations is essential not only to prevent possible damage to the weapon but also to prevent possible accidents resulting either from accidental discharge of weapons or from the loose weapon's possible interference with vehicle operation.

f. The Commanding General, 1st Logistical Command, has approved command-wide installation of the field fix for 5 ton vehicle right fender braces developed by a member of the 8th Transportation Group. Fabrication and installation of this field fix has been initiated.

g. Concur with the requirement for an arc welder in transportation truck company organizational maintenance shops. Road and driving conditions experienced in the USASUPCOM, QN, geographic area have resulted in extensive requirements for body and welding type repairs among the vehicle fleet. So extensive has this welding requirement been, that support maintenance units have been pressed to assist organizational maintenance shops and perform welding jobs in support maintenance. Recommend approval of arc welding equipment included in MTOEs submitted by transportation truck companies.

FOR THE COMMANDER:

TEL: QNL 450/600

t/ WILLIAM R. ROSS
CPT, AGC
Asst Adj Gen

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AVCA-GO-O (11 Aug 67) 2d Ind
SUBJECT: Operational Report for Quarterly Period Ending 31 July 1967
(RGS CSFOR-65)

HEADQUARTERS, 1ST LOGISTICAL COMMAND, APO 96307 14 Sep 67

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

1. The Operational Report - Lessons Learned submitted by Headquarters, 8th Transportation Group, for the quarterly period ending 31 July 1967 is forwarded.

2. Reference page 4, paragraph C1: Non-concur on observation. Fabrication of drop side-side boards is an unauthorized modification and involves an excessive amount of man-hours to complete. Sufficient side boards are on requisition or on job order to satisfy in-country requirements.

3. Reference page 5, paragraph 2, and page 7, paragraph 1:

a. Empty fire extinguishers may be exchanged for full ones at any direct exchange point. If a full extinguisher is not available, the direct exchange point will have the empty one refilled and ready for pick up by the unit. Timely refill of extinguishers is the unit commander's responsibility.

b. Fire extinguishers are on the authorized stockage list and may be requested through normal supply channels.

c. Recommend that higher headquarters coordinate with USCONARC to insure deploying units have authorized quantities of full extinguishers on hand before deployment.

4. Reference page 5, paragraph E1: Concur on observation. Higher headquarters should expedite EIR Case #T744-0612-02, article 25, page 16, TB 750-981-2, dated April 1967.

5. Reference page 5, paragraph E2, and page 7, paragraph 2: Non-concur on observation. The side panels are designed for access by the operator and mechanic to the engine compartment. Welding would hamper this access. It is felt that the right fender modification will eliminate the malfunction.

6. Reference page 6, paragraph 3, and page 7, paragraph 8: The mounting kit, FSN 2590-045-9611, is a stockage list item and is used to provide a readily accessible location for storage of M14 and M16 rifles. Presently all depots have zero balances; however, status and availability has been requested from WECOM thru LCOP.

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SUBJECT: Operational Report for Quarterly Period Ending 31 July 1967
(RCS CSFOR-65)

7. Reference page 6, paragraph 6, and page 7, paragraph 7: Non-concur on observation. Arc welding is not an acceptable method of repairing light sheetmetal items such as listed. Gas welding is an acceptable method and the unit is authorized this capability within its TO&E. If arc welding is required by the organization, it is available on call from the supporting maintenance unit.

8. Reference page 7, paragraph 5: Concur on recommendation. Recommend that higher headquarters require that all personnel who will be expected to operate multifuel engine vehicles be trained in the operation of these vehicles prior to deployment to this theater of operations.

9. The UIC of the reporting unit is WFN3AAA.

10. Concur with basic report as modified by indorsements. The report is considered adequate.

FOR THE COMMANDER:

TEL: Lynx 430/782

t/TIMOTHY S. O'HARA
1LT, Inf
Acting Asst AG

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AVHCC-DST (11 Aug 67) 3d Ind
SUBJECT: Operational Report-Lessons Learned for the Period Ending
31 July 1967 (RCS CSFOR-65) (U)

HEADQUARTERS, UNITED STATES ARMY VIETNAM, APO San Francisco 96375 1 OCT 1967

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

1. (U) This headquarters has reviewed the Operational Report-Lessons Learned for the period ending 31 July 1967 from Headquarters, 8th Transportation Group (Motor Transport) (FN3A) as indorsed.
2. (FOUO) Pertinent comment follows: Reference item concerning multi-fuel engine vehicle training, page 7, paragraph 5 and paragraph 8, 2d Indorsement. Concur. Recommend appropriate service schools place additional emphasis on this area for personnel scheduled for assignment to Vietnam.
3. (U) Unit will be notified of actions and comments by routine indorsement which returns this report.

FOR THE COMMANDER:


STANLEY R. SCHULTZ
Major, AGC
Asst Adjutant General

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GPOP-DT (11 Aug 67) 4th Ind
SUBJECT: Operational Report for the Quarterly Period Ending 31 July 1967
from HQ, 8th Transportation Group (Motor Trans) (UIC: WFN3AA)
(RCS CSFOR-65)

HQ, US ARMY, PACIFIC, APO San Francisco 96558

4 DEC 1967

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.

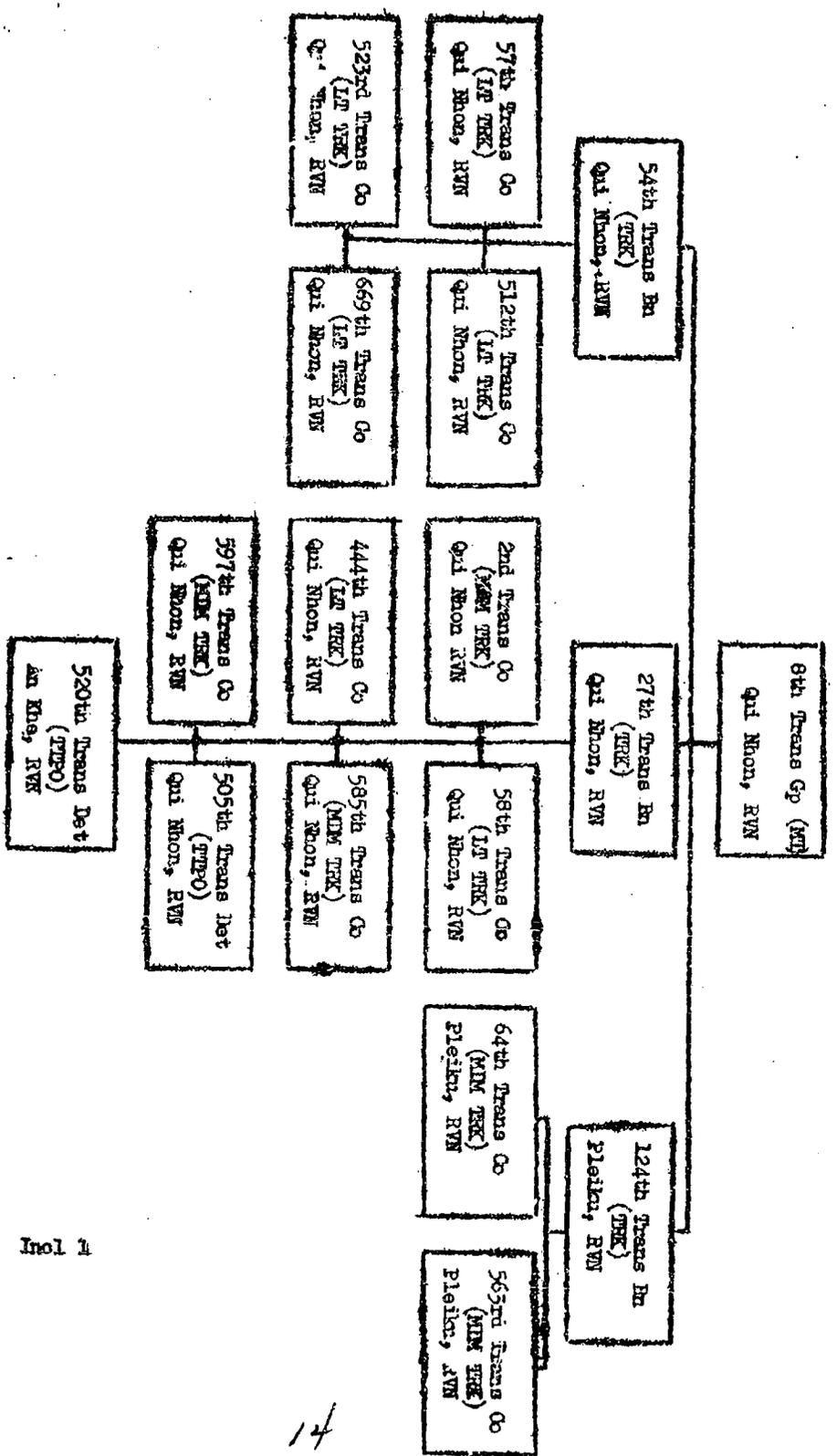
FOR THE COMMANDER IN CHIEF:



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HEAVRIN SNYDER
CPT. AGC
Asst AG

ORGANIZATION



Incl 1

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