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AUTHORITY

AGO ltr 29 Apr 1980

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

IN REPLY REFER TO

AGAM-P (M) (2 Feb 68) FOR OT RD-674028

7 February 1968

SUBJECT: Operational Report - Lessons Learned, Headquarters, 6th
Transportation Battalion (Truck), Period Ending 31 Oct 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 6c 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
as

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FEB 26 1968

*Office of the Adjutant General
for the Development of Staff
Wash. D.C. 20310*

DEPARTMENT OF THE ARMY
HEADQUARTERS, 6TH TRANSPORTATION BATTALION (TRUCK)
APO 96491

AVCA SGN AB A OP

SUBJECT: Operational Report for Quarterly Period Ending 31 October 1967
(RCS CSFOR 65) (WCKKAA)

THRU: Commanding Officer
48th Transportation Group (MT)
APO US Forces 96491

Commanding General
US Army Support Command, Saigon
APO US Forces 96491

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

FOR OTRO
67402B

SECTION I

SIGNIFICANT ORGANIZATIONAL OR UNIT ACTIVITIES

1. COMMAND:

a. Unit engaged in port clearance, logistical and combat service support operations for all 92 days of the reporting period.

b. Command Group Activities

(1) Major General Thomas H. Scott, Commanding General, 1st Logistical Command, was briefed on the 6th Battalion's missions and scope of operations on 31 August 1967.

(2) On 17 September 1967 General Creighton W. Abrams, Deputy Commanding General, MACV and Lieutenant General Bruce H. Palmer, Deputy Commanding General, US IV, visited the 6th Battalion to view the armor plated 2½ ton trucks that had been built by the 151st Transportation Company.

2. PERSONNEL, ADMINISTRATION, MORALE AND DISCIPLINE:

a. Assignments/Reassignments:

- (1) Maj John J. Wilmes, 24 Oct 67, Rotation, XO 6th Trans Bn
- (2) Cpt George R. Leonard, 23 Aug 67, Rotation, CO, 120th Trans Co
- (3) Cpt Frank N. Mancuso, 6 Sept 67, Rotation, CO 87th Trans Co
- (4) Cpt Gary L. Maris, 23 Aug 67, CO 120th Trans Co
- (5) Cpt Robert LeFevre, 3 Sept 67, CO 87th Trans Co
- (6) Cpt Arthur Willard, 29 Sept 67, CO 261st Trans Co
- (7) Cpt Robert H. Peterson, 29 Sept 67, CO 261st Trans Co to Asst S3
- (8) Maj David C. Burke, 24 Sept 67, Group S1 to XO

b. Shortcoming in TOE Structure: This battalion, because of mission requirements, has three additional tasks which must be performed for which no personnel are authorized. Driver personnel are being utilized to perform these missions, thereby reducing driver availability. The additional tasks are outlined below:

(1) Each company maintenance section in this battalion is using a TOE driver to do the required paperwork and maintain the PLL. Under TOE 55-17F only one shop clerk, MOS 71B20, is authorized per company. A second clerk is required for 24 hour shop operation. Both clerks maintain logbooks for sixty task vehicles, twelve administrative vehicles, three generators,

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SUBJECT: SIGNIFICANT ORGANIZATIONAL OR UNIT ACTIVITIES

one lubrication unit and one compressor. Additionally, these clerks compile the voluminous data for TABERS reports. Without the second shop clerk the overall effectiveness of a company maintenance program would be drastically reduced. The other man required is a PLL Clerk, MOS 76D20. This position is also being filled by a TOE driver. His duties include maintaining a PLL of 380 line items which is the full-time responsibility requiring 360 man-hours a month. Without this man a unit mechanic would have to assume the duties of maintaining the PLL Demand Data Cards and part bins. The battalion has seven companies with this requirement.

(2) A company operations section, by TOE 55-17F, is authorized one dispatcher. To operate 24 hours per day, each company requires two dispatchers. The additional dispatcher is provided from company assets. The battalion has seven companies with this requirement.

(3) Twenty-four hour operation dictates that a company arms room be open at all times. The TOE of a truck company provides one armorer when two men are necessary to staff their function. This additional man is also provided from company assets. The battalion has seven companies with this requirement.

c. The use of Local Nationals increased during this quarter as four LN mechanics were authorized for each company maintenance section. The Local Nationals were added to aid the unit's ability to cope with the additional maintenance burden encountered in 24 hour a day operations. Some of the Local Nationals are school trained by CTI and are able to perform all organizational maintenance activities. The rest are used as mechanics/helpers and perform tire repair and vehicle lubrication.

3. OPERATIONS:

a. During the reporting period, the truck companies attached to this battalion were operating around the clock, seven days per week.

b. The major units supported were: USASUPCOM, Saigon, 4th Terminal Command, USARV, MACV, 1st Infantry Division, 9th Infantry Division, 25th Infantry Division, 11th Armored Cavalry Regiment, 173rd Airborne Brigade (REAR), 199th Infantry Brigade and Philippine Civil Action Group. Total tonnage moved and miles are shown below:

	<u>MILES</u>	<u>TONS</u>	<u>TON MILES</u>	<u>PAX</u>
August	725,749	71,663	980,217	38,319
September	516,316	48,419	806,152	33,185
October	591,441	52,749	714,644	35,769
TOTALS	1,833,506	172,831	2,501,013	107,273

AVCA SGN AB A OP

SUBJECT: SIGNIFICANT ORGANIZATIONAL OR UNIT ACTIVITIES

(2) Actions in the event of ambush.

(3) First Aid procedures.

c. In September, this unit was given the requirement to train 30 APC drivers. These drivers will be utilized to handle APC drive-away commitments, as required in port clearance and port call-forwards.

d. The 1st Logistical Command CTFI Team inspected the following units:

<u>UNIT</u>	<u>DATE</u>	<u>RATING</u>
1. 543rd Transportation Company	7 August 67	Satisfactory
2. 87th Transportation Company	4 September 67	Satisfactory
3. 120th Transportation Company	22 August 67	Satisfactory
4. 151st Transportation Company	19 October 67	Satisfactory
5. 261st Transportation Company	20 October 67	Satisfactory

e. The USASUPCOM, Saigon, Inspector General, inspected the following unit:

<u>UNIT</u>	<u>DATE</u>	<u>RATING</u>
120th Transportation Company	6 October 67	Satisfactory

f. On 10 August 1967, the battalion was notified of the attachment of the 363rd Transportation Company, formerly stationed at Fort Riley, Kansas. The advance party arrived 24 August 1967. The main body arrived at Bien Hoa Air Base on 2 September 1967. The unit became operational 21 September 1967.

g. The organization of the 6th Battalion, as of 31 October 1967, is shown in Inclosure 1.

5. Intelligence: None

6. LOGISTICS:

a. The 6th Battalion was given the mission to armor plate twenty 2½ ton trucks and two ¼ ton trucks in preparation for night convoys. Since standard armor plating kits were not available, a kit was fabricated locally to provide the necessary armor protection. The project began 20 August 1967 and was completed 4 September 1967.

b. In addition to the armor plating, the battalion had to fabricate

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SUBJECT: SIGNIFICANT ORGANIZATIONAL OR UNIT ACTIVITIES

machinegun mounts for the armor plated trucks. The battalion maintenance section constructed all of these mounts using 1½ inch steel pipe and salvaged .50 caliber machinegun tripod pintles. A diagram of the tripod is attached. (Incl 2).

7. OTHER: No reportable items

NONE

SECTION 2 - Part I

9

OBSERVATIONS (LESSONS LEARNED)

1. PERSONNEL, ADMINISTRATION, MORALE AND DISCIPLINE:

None

2. INTELLIGENCE AND COUNTERINTELLIGENCE:

None

3. OPERATIONS:

a. ITEM: To determine whether the dropside bed 2½ ton truck would facilitate rapid loading and unloading of cargo and decrease turn around time when palletized loads are used.

b. DISCUSSION:

(1) This battalion compared, on a mission basis, eight dropside body and eight standard 2½ ton trucks for a 60 day period. The evaluation was conducted in areas representative of normal operations of a truck unit. The comparison was under the auspices of ACTIV. Statistical data derived from the test are as follows:

<u>TYPE VEHICLE</u>	<u>NR TRIPS</u>	<u>TOTAL PALLETS/PIECES</u>	<u>TOTAL TONS</u>	<u>TOTAL HRS LOAD TIME</u>	<u>TOTAL HOURS UNLOAD TIME</u>
DROP SIDE	1,016	5,228	1,788	348	384
STANDARD	963	3,785	1,455	600	615

It is evident from the above figures that the dropside truck has a considerably larger carrying capacity and offers a distinct time saving in loading and unloading. The relatively small difference in number of trips made is not considered to be of any real significance due to the circumstances under which the evaluation was conducted. Wait to load/unload times are excessive and this accounts for the small difference in number of trips made. It is evident from the difference in load/unload times between the two type trucks that the turn around time for the drop-side would be considerably faster if it were not for the excessive wait to load/unload time.

(2) Ease of loading and unloading is the biggest advantage of the drop side truck. With both sides and the tail-gate lowered MHE operators have all around access to the cargo bed. In loading the standard truck, pallets must be loaded from the rear then pushed forward to the proper position. In order for the maximum number of pallets to be loaded, a considerable amount of time and effort must be spent to get the pallets in the proper position. With the all around access afforded by the dropside, the MHE operators can place each pallet in the proper location and no further handling is required.

AVCA SGN AB A OP

SUBJECT: SIGNIFICANT ORGANIZATIONAL OR UNIT ACTIVITIES

The same situation applies in reverse when offloading. The all around access allows for utilization of 2 fork lifts simultaneously, one on each side of the truck, and has the additional advantage of being able to load/offload without unhooking the trailer when one is being towed.

(3) For a ten day period the sides and tail-gates were removed from the vehicles and they were utilized as flatbeds. A $\frac{1}{2}$ inch wire cable was put around the cargo body to give a tie down point at any location on the truck bed. While there was no significant increase in capability it does give four more inches of cargo bed width (4.08 sq ft) and permits the loading of boxes/containers that will not fit in the bed with the sides on. The flexibility offered by the ability to convert to a flatbed is a definite asset.

(4) Universal Tie-Down Straps were used to secure loads when necessary. They did not come with the trucks and had to be obtained separately.

(5) The drop-side trucks presented no maintenance difficulties not realized with fixed bed cargo trucks; however, MHE operators must be careful to avoid damaging the sides when they are dropped.

c. OBSERVATIONS:

(1) The drop side body $2\frac{1}{2}$ ton truck proved to superior to the standard $2\frac{1}{2}$ ton truck in all respects.

(2) It is adaptable to all missions that can be assigned to the $2\frac{1}{2}$ ton truck.

(3) The final evaluation of the Drop Side Body $2\frac{1}{2}$ ton truck was forwarded, through channels, to Headquarters, USAFV on 20 October 1967.

4. TRAINING AND ORGANIZATION

None

5. INTELLIGENCE

None

6. LOGISTICS

None

7. OTHER

None

SECTION 2 - PART II

RECOMMENDATIONS

1. PERSONNEL, ADMINISTRATION, MORALE, AND DISCIPLINE

a. It is recommended that TO&E 55-17F be changed in the following manner:

(1) That an additional armorer be added to each company for 24 hour operations.

(2) That an additional dispatcher be authorized for each company for 24 hour operations.

(3) That a PLL clerk and a TAERS clerk be added to each company.

b. An MTOE will be submitted on the above recommendations.

2. OPERATIONS

The following recommendations were contained in the evaluation of the Drop Side 2½ ton truck.

a. That the present fixed cargo beds on all existing 2½ ton and 5 ton cargo trucks be replaced with dropside cargo bodies.

b. That future procurement be limited to dropsides.

c. That the Universal Tie-Down Strap be made a part of the OVE of the vehicle.

3. TRAINING AND ORGANIZATION

None

4. INTELLIGENCE

None

5. LOGISTICS

None

6. OTHER

None

2 Incl
as



CLINTON K. JONES
LTC, TC
Commanding

AVCA SGN AB OP

1st Ind

SUBJECT: Operational Report for Quarterly Period Ending 31 October 1967
(RCS CS FOR 65) (WCKKAA)

DA, HEADQUARTERS, 48TH TRANSPORTATION GROUP (MT), APO 96491, 16 Nov 1967

THRU: Commanding General, US Army Support Command, Saigon, APO 96491

Commanding General, 1st Logistical Command, APO 96307

Commanding General, USARV, APO 96491

Commander-in-Chief, US Army Pacific, APO 09558

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

1. The Operational Report - Lessons Learned for the Quarterly Period ending 31 October 1967 prepared by the 6th Transportation Battalion (Truck) has been received and presents an accurate and impartial summary of the unit's activities.

2. No action or further comment is deemed necessary regarding this report.

TEL: Long Binh 3676

Charles T. Forrester Jr.
CHARLES T. FORRESTER JR.
Colonel TC
Commanding

AVCA SGN GO (undated)

2d Ind

SUBJECT: Operational Report for Quarterly Period Ending 31 October 1967
(RCS CSFOR-65)(6th Transportation Battalion WCKKAA)

DA, HQ, US ARMY SUPPORT COMMAND, SAIGON APO San Francisco 96491 28 Nov 67

TO: Commanding General, 1st Logistical Command, ATTN: AVCA GO O,
APO 96307

1. The Operational Report - Lessons Learned for the quarterly period ending 31 October 1967, of the 6th Transportation Battalion (Truck), is hereby forwarded in accordance with the provisions of paragraph 9, AR 1-19.

2. Lessons learned, observations, and recommendations are concurred with by this command.

FOR THE COMMANDER:

TEL: LB 2604

Robert L. Doherty

ROBERT L. DOHERTY
CPT, AGC
Asst AG

21 DEC 1967

15
AVCA GO-0

3rd Ind

SUBJECT: Operational Report for Quarterly Period Ending 31 October 1967
(RCS CSFOR 65) (UIC WCKKAA)

HEADQUARTERS, 1ST LOGISTICAL COMMAND, APO 96307

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

1. The Operational Report - Lessons Learned of the 6th Transportation Battalion for the quarterly period ending 31 October 1967 is forwarded.

2. Section 2, Part II, Paragraph 1. The MTOE, upon receipt, will be forwarded to USARV with recommended approval if it contains sufficient justification and identifies trade-off spaces.

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

FOR THE COMMANDER:

J R Knutson

TEL: ~~Lynt~~ ²⁷⁷⁹ 430/782

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

//

AVHGC-DST

4th Ind

SUBJECT: Operational Report for Quarterly Period Ending 31 October 1967
(RCS CSFOR 65) (WCKKAA)

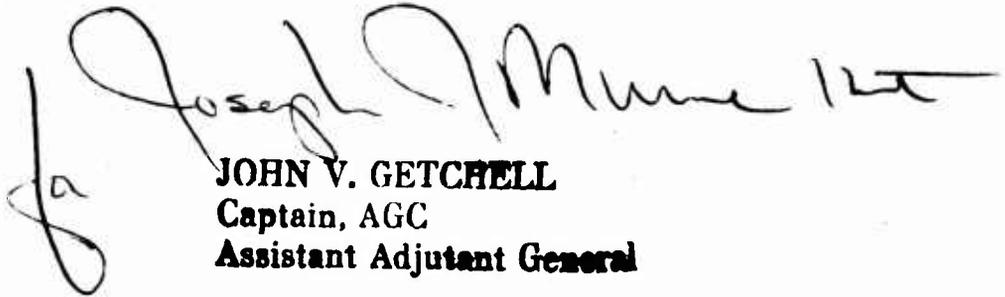
HEADQUARTERS, UNITED STATES ARMY VIETNAM, APO San Francisco 96375 27 DEC 1967

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 period ending 31 October 1967 from Headquarters, 6th Transportation Battalion (Truck) (CKKA) as indorsed.

2. Concur with report as indorsed. Report is considered adequate.

FOR THE COMMANDER:



JOHN V. GETCHELL
Captain, AGC
Assistant Adjutant General

2 Incl
nc

Copies furn:

HQ, 6th Trans Bn (T)
HQ, 1st Log Comd

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270430

17
GPOP-DT(1 Nov 67)

5th Ind

SUBJECT: Operational Report for the Quarterly Period Ending 31 October
1967 from HQ, 6th Trans Bn (UIC: WCKKAA) (RCS CSFOR-65)

HQ, US ARMY, PACIFIC, APO San Francisco 96558 12 JAN 1968

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

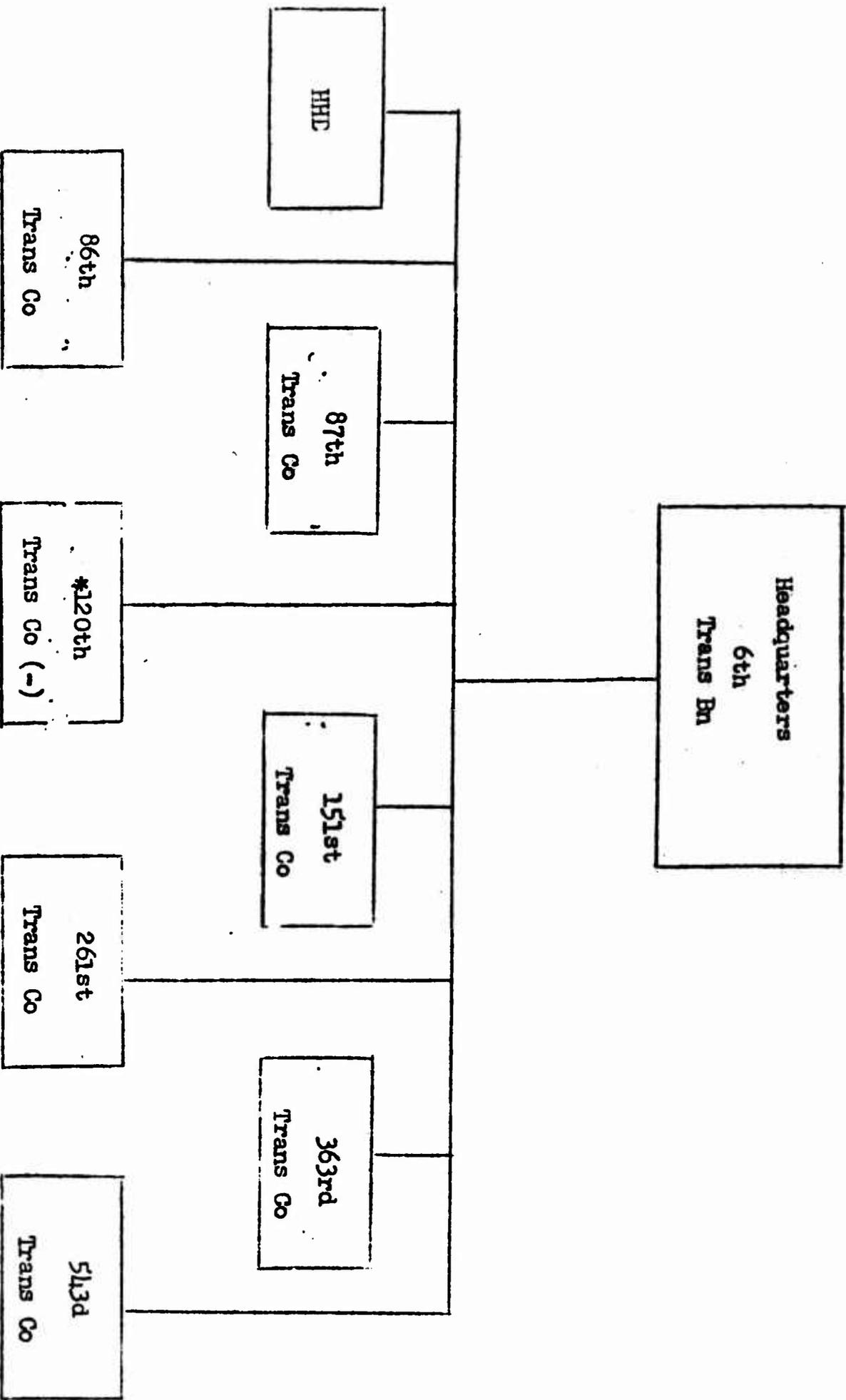
This headquarters has evaluated subject report and forwarding
indorsements and concurs in the report as indorsed.

FOR THE COMMANDER IN CHIEF:

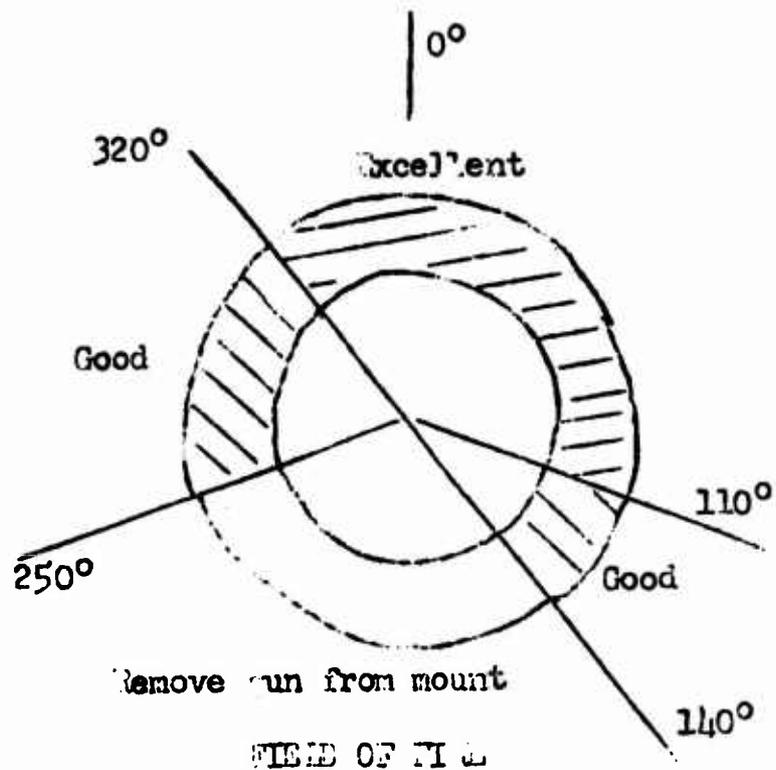
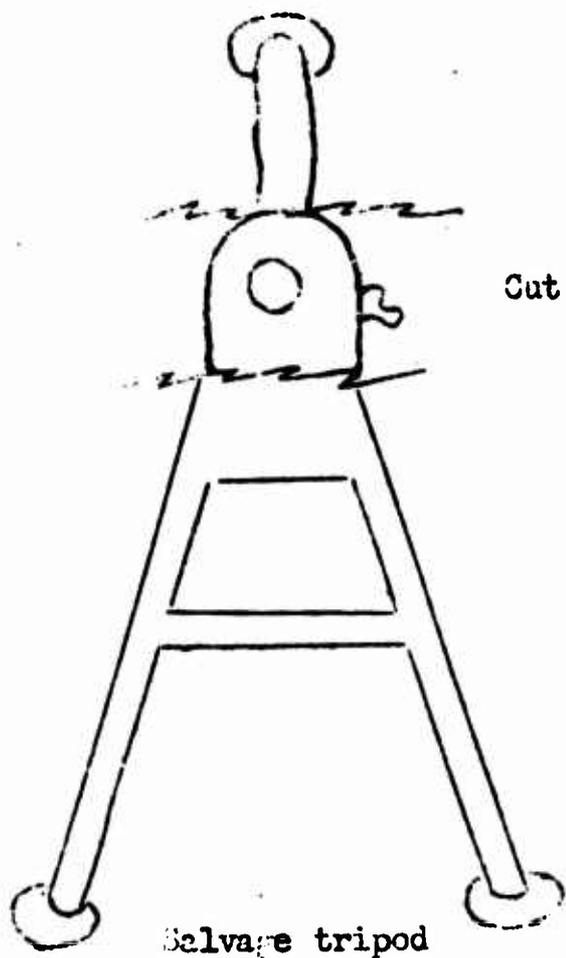
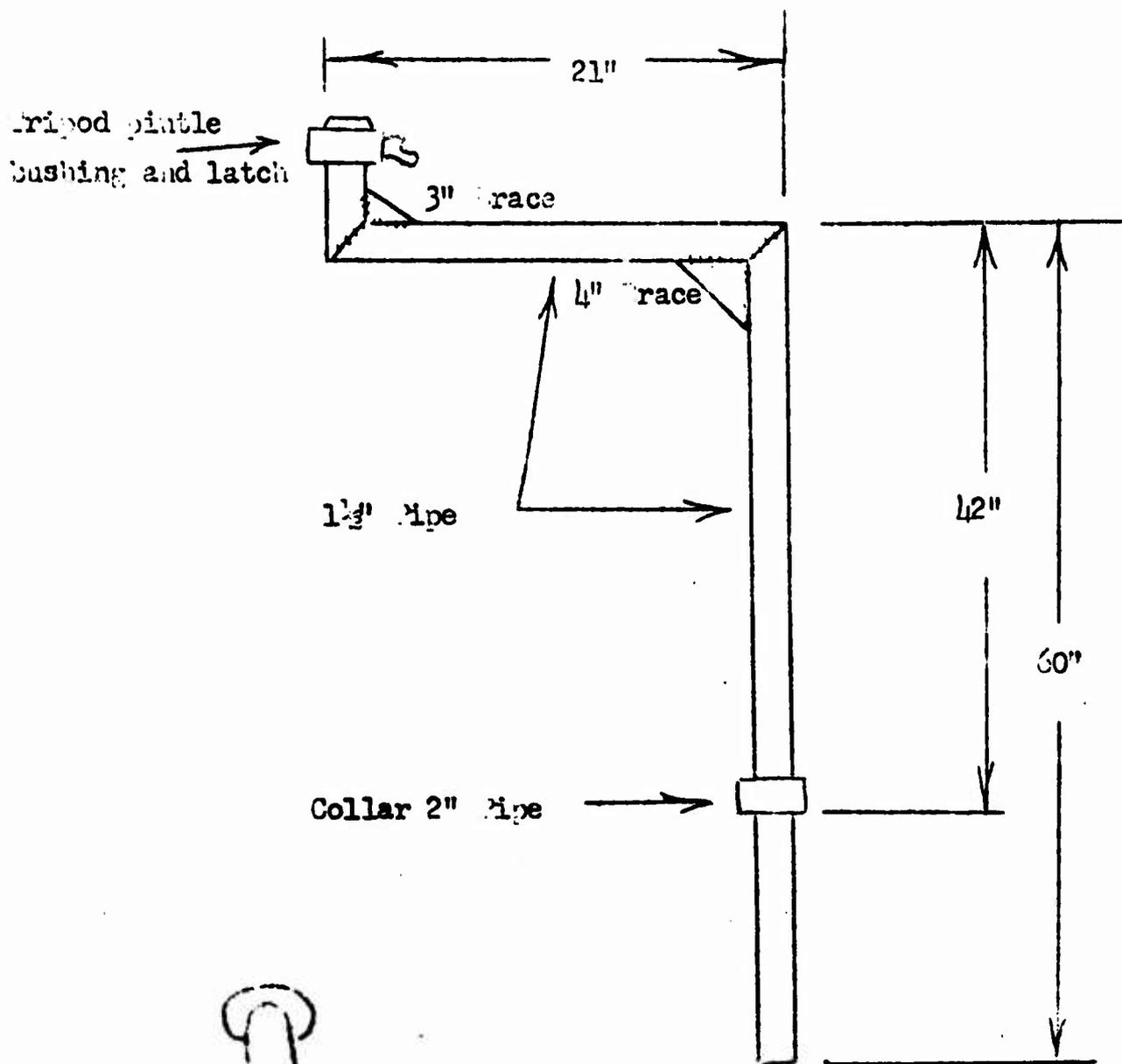


HEAVRIN SNYDER
CPT, AGC
Asst AG

2 Incl
nc



* One platoon TDY to 199th Infantry Brigade (LT)



If salvage tripods are not available, pintle bushings can be machined from bronze stock.

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

Experiences of unit engaged in counterinsurgency operations, 1 Aug - 31 Oct 1967

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

CO, 6th Transportation Battalion (Truck)

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