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AGDA (M) (20 Nov 69) FOR OT U1 693001 8 December 1969
SUBJECT: Operational Report - Lessons Learned, Headquarters, 500th Transportation Group, Period Ending 31 July 1969

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:

[Signature]
KENNETH G. WICKHAM
Major General, USA
The Adjutant General

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   US Army Mobility Equipment Research & Development Center
   500th Transportation Group
DEPARTMENT OF THE ARMY  
HEADQUARTERS 500TH TRANSPORTATION GROUP (MT)  
APO 96312  

AVCA CRE-TG-80  

6 August 1969  

SUBJECT: Operational Report of 500th Transportation Group (Motor Transport)  
for Period Ending 31 July 1969, RCS CSFOR-65 (RI)  

THRU: Commanding Officer, US Army Support Command, Cam Ranh Bay,  
APO San Francisco 96312  
Commanding General, 1st Logistical Command, ATTN: AVCA-GO-0,  
APO San Francisco 96364  
Commanding General, US Army Vietnam, ATTN: AVHCQ-DST,  
APO San Francisco 96375  
Commander-In-Chief, US Army Pacific, ATTN: GCP-GY,  
APO San Francisco 96588  

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

1. Section I. Operations: Significant Activities  

On 1 May 1969, this group was given the responsibility of post, camp,  
and station functions which were formerly Cam Ranh Post. Reorganized, it  
became Special Troops and performs the following special missions and  
activities:  

a. Operates the officers' field ration mess.  
b. Operates the Army clubs and open messes within the Cam Ranh  
peninsula.  
c. Provides mess and billets for transient personnel.  
d. Provides Army personnel testing support for all US Army units  
within Cam Ranh Peninsula.  
e. Provides for religious services in the Main Post Chapel and  
provides chaplain coverage for Cam Ranh Peninsula.
SUBJECT: Operational Report of 500th Transportation Group (Motor Transport) for period ending 31 July 1969, RCS CSFOR-65 (HI)

f. Provides command and control (less operational control) for Army postal units, Army personnel service units, and Army finance units on Cam Ranh Peninsula.

g. Operates welfare and special services programs in the Cam Ranh Bay area.

h. Operates the Cam Ranh Transportation Motor Pool.

i. Operates a petroleum service station in conjunction with the Cam Ranh Transportation Motor Pool.

j. Processing outgoing and incoming shipments of personal property for all services in the Cam Ranh Bay area.

k. Supervise and operate a rifle and pistol range.

l. Provides replacement training for all 1st Logistical Command units in the Cam Ranh Bay area.

m. Provides logistical and administrative support to the USO, Red Cross and Civilian Personnel Office.

n. Operates an Army Education Center.

c. Provides Central Post Fund support to US Army elements in the Cam Ranh Peninsula area of support.


q. Maintains a consolidated property book for installation property for Army units and activities in the Cam Ranh Peninsula area.

r. Supervises the turn-in of installation property upon the departure of supported units or activities from the area.

By direction of US Army Support Command, Cam Ranh Bay, this headquarters established the Cam Ranh Bay Task Force on 15 July 1969. The purpose of this garrison is to provide improved logistical security to the Army portion of Cam Ranh Peninsula for all tenant units. All units residing in this garrison are made up of the garrison and is composed of a number of garrison elements. The 500th Transportation Group thus provides support to all garrison units in providing logistical support, and assumes training positions throughout the command.

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Enclosure: 2

SUBJECT: Operational Report of 500th Transportation Group (Motor Transport) for Period Ending 31 July 1969, RGS CSFGR-65 (AI)

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

a. Personnel:

(1) Observation: A critical shortage of qualified driver personnel exists.

(2) Evaluation: Drivers are being lost through normal rotation faster than qualified replacements are coming in.

(3) Recommendation: That driver requirements be met with personnel who have been trained as drivers in GSUS, and who are awarded driver MOS's prior to arrival in Vietnam.

(4) Observation: That awards require an extensive narrative description which increases the work load at unit level.

(5) Recommendation: That awards up to the Bronze Star Medal for service be awarded on basis of commander's recommendation.

b. Operations:

(1) Long Haul Communications

(a) Observation: Communications with long haul convoys are required in order to effect a greater command and control of convoys while away from commanders.

(b) Evaluation: At the present time continuous communications with convoys of this unit are maintained by HF/SSB equipment in the form of one each AN/FRC-93 at Headquarters, 500th Transportation Group (MT) and three each AN/CRG-106 mounted on three each M-151 vehicles which do not provide for back up in the event of equipment malfunction. The present AN/FRC-93 is hand received and there is no authorization to requisition the needed spare. When communications are lost, it is impossible to exercise adequate command and control from this headquarters location. In addition, should the situation arise during an ambush, it would be impossible to effectively coordinate air and artillery strikes which would be needed to prevent a successful ambush.

(c) Recommendation: Request this headquarters be granted authorization to requisition three each AN/FRC-117, three each MT-666, and one each AN/FRC-93. The AN/FRC-117 has two transceivers completely independent of each other. In addition, all parts/components are in
modular form. This allows for instantaneous replacement with a spare or
switching in the event both sets were to malfunction allowing a workable
set to be obtained. The power units, PU-666, would be used at RGN site
to allow the power consumption on the vehicle and insure instantaneous
communications over a 24 hour basis.

(2) V-100 Commando Vehicles

(a) Observation: The M-151, 1/2 ton vehicle is marginally
satisfactory as a command and control vehicle, or as a security vehicle
when compared to the V-100 commando vehicle.

(b) Evaluation: The 1/2 ton use as a "gun jeep" and as a
control vehicle is common on convoy operations. Armored hardening kits
are available in limited quantity. A test was conducted within this
comm to determine the suitability of the V-100 for convoy security and
control. The conclusions reached include the following advantages. The
more presence of the V-100 increases the morale of all convoy personnel
by its armored appearance, and the quality of its weapon system. The armor
protection and increased firepower of the twin thirty (30) caliber machine-
guns make this vehicle far superior to an M-151 for firepower, and it is
a much more stable gun platform. The V-100 is no more trouble to operate,
can attain the same speeds, provides adequate maneuverability, and can
cross more difficult terrain than the M-151. No crewmen are directly ex-
posed to hostile fire and there is no chance of the crew falling from the
vehicle as exists, and has happened on many convoys with the armor plated
M-151. Crew fatigue is much less in the V-100.

(c) Recommendation: That the V-100 commando vehicle be
favorably considered for use in the 500th Trans Gp and all convoys in the
Republic of Vietnam because of the superior performance and protection it
provides.

(3) Safety

(a) Observation: Safety awards.

(b) Evaluation: Safety awards are given to a military
driver who accumulates mileage listed below without a recordable accident
or reportable incident where the driver was at fault:

(1) 12,000 miles: Certificate of Safety, $8.00 EZ Gift
Certificate (Support Command).

(2) 29,000 miles: Certificate of Safety, $15.00 EZ
Gift Certificate (Ex, 1st Log Cord).

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SUBJECT: Operational Report of 500th Transportation Group (Motor Transport) for Period Ending 31 July 1969, MCS GSFR-65 (HI)

(3) 30,000 miles: Certificate of Safety, $23.00 PX Gift Certificate (1st log Good or higher).

(a) Recommendation: That the mileage be dropped to 8,000, 18,000 and 26,000 miles of accident free driving. Many of our good drivers are leaving Vietnam without appropriate recognition. If this is not feasible then a driver's award should be given to departing upon 12 months of accident free driving regardless of mileage.

C. Training: None

D. Intelligence: None

E. Logistics:

(1) Food Service

(a) Observation: There are twelve mess facilities which utilize sumps for disposal of waste water. Drainage is not adequate and equipment to clean these sumps is inadequate.

(b) Evaluation: This presents a totally unacceptable situation in that sumps overflow and, if nothing more, create a sanitation problem. Mess stewards are expending much time in this area when it should be directed towards supervising the preparation and handling of food. Equipment necessary to eliminate this major problem area is not available within the resources of this command.

(c) Recommendation: That this problem be given command emphasis and that contractor responsibilities and performance in this area be critically reviewed.

(2) Maintenance Facilities

(a) Observation: Brackets for trailer lights are becoming a critical item due to the fact they are a non-supply item and are not in the Vinnell contract to be manufactured.

(b) Evaluation: The brackets which mount the service tail light, blackout tail light and the blackout stop light are being damaged at a high rate. This problem is due to adverse conditions under which operations are performed.

(c) Recommendation: That the light bracket for the M127 S&F trailer be brought into the supply system as a repair part. For immediate

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SULLJET: Operational Report of 500th Transportation Group (Motor Transport) for Period Ending 31 July 1969, RGS C5FGR-65 (P)

relief to the situation recommend that a contract be awarded the Vinnell Corporation to manufacture required brackets.

f. Organization: None

g. Other: None

3. Section III, Headquarters, Department of the Army Survey Information: Not required.

FOR THE COMMANDER:

[Signature]

JOHN F. NAMROU
MAJ, ADA
Adjutant

1 Inclosure
Group Organization Chart
TO: Commanding General, 1st Logistical Command, ATT: AVCA CO-0, APO 56312

1. The Operational Report-Lessons Learned submitted by Headquarters, 500th Transportation Group for the period ending 31 July 1969 is forwarded.

2. Reference Section II, paragraph b(1): Nonconcur: U-151's were originally configured with two AN/GRC-106 Radio Sets per vehicle. Also, AN/JRC-92 Radio Sets operated by the Signal Office, HQ USAISFORCR-56 appear to have merit but should be further justified.

3. Concur with the basic report as modified by this endorsement. This report is considered adequate.

FOR THE COMMANDER:

[Signature]
LEE V. CHERRY
1 LT, AGC
ASSISTANT COMMANDING

500TH TRANSPORTATION GROUP

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AVCA GO-MH (6 Aug 69) 2nd Ind
SUBJECT: Operational Report - Lessons Learned of the 500th Transportation Group for Period Ending 31 July 1969 RCS CSFOR-65 (U)

DA, Headquarters, 1st Logistical Command, APO 96384

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

1. The Operational Report - Lessons Learned submitted by Headquarters, 500th Transportation Group for the quarterly period ending 31 July 1969 is forwarded.

2. Pertinent comments follow:

a. Reference item concerning driver shortage, page 3, paragraph a(1). Concur. This command was at 54.4% of authorized strength in MOS 64A and 64B as of 31 July 1969.

b. Reference item concerning awards up to the Bronze Star Medal, page 3, paragraph a(4). Nonconcur. Meritorious service awards are awarded on a restricted individual basis in recognition of outstanding performance of duty. A recommendation must contain a concise description of what the individual has accomplished so that the Awards Board has a basis for evaluation of the recommendation. By including just the commander's recommendation, the Awards Board would not have a valid basis for judging whether or not the individual is deserving of the award.

c. Reference item concerning long haul communications, page 3, paragraph b(1). Concur with the comments in the 1st Indisment. The power unit FU-666, is not an Army adopted item of equipment and would be very difficult to obtain. A similar type 3-HW generator set would meet the same requirements for RON operations, however, further justification must be submitted to obtain this equipment.

d. Reference item concerning addition of Y-100 armored cars to transportation units, page 4, paragraph b(2). Concur. Organic transportation unit vehicles which are "hardened" by the addition of armor plating are not the most effective means of providing immediate response when the enemy initiates an ambush on a road bound convoy. In addition, the use of organic vehicles degrades the capability of the transportation units to provide adequate lift of combat essential items. On 6 August '69, this headquarters forwarded a command letter through service channels to the Assistant Chief of Staff for Force Development recommending that serious consideration be given to the inclusion of four XG1706 (Y-100) armored vehicles within the tables of Organization and Equipment for each light and medium truck company.
AVCA GO-MH
SUBJECT: Operational Report - Lessons Learned of the 500th Transportation Group for Period Ending 31 July 1969 RCS CSFPR-65 (U)

e. Reference item concerning safety, page 4, paragraph b(3). Concur. Action taken by forwarding headquarters is adequate. Safety regulation of this headquarters is being revised to require appropriate recognition of drivers who drive from 500 to 30,000 miles without a preventable accident. No recommended action by higher headquarters.

f. Reference item concerning Food Service, page 5, paragraph e(1). Concur. Mess personnel should not be used to clean sumps or handle waste material. Necessary equipment for cleaning sumps is on order by the contractor.

g. Reference item concerning maintenance facilities, page 5, paragraph e(2). Nonconcur. The addition of M127 S&P trailer light brackets to the repair parts supply system is not considered practical. The fabrication of this bracket thru commercial contract rather than by troop labor cannot be economically justified. Subject bracket may be obtained thru one of the following facilities:

1. Organization Maintenance. The bracket has a simple design and is within organizational maintenance capability to repair or fabricate.

2. Support Maintenance. Brackets may be job-ordered (DA Form 2407) to supporting DSU for fabrication.

3. CC&S Facility. Brackets may be requisitioned thru the supporting CC&S facility.

3. Concur with the basic report as modified by this and previous indorsement.

FOR THE COMMANDER:

TEL: (91) 4839

C. D. STAFFORD
Lt. AGC
Asst Adjutant General

CP:
USASUPCON CRB
500 Trans Gp

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

This headquarters has reviewed the Operational Report—Lessons Learned for the quarterly period ending 31 July 1969 from Headquarters, 500th Transportation Group (HT) and concurs with the report as indorsed.

FOR THE COMMANDER:

B. A. GOODWIN

MAJ. AGC
Assistant Adjutant General

Cy furn:
500th Trans Grp
1st Log Comd
GPOP-DT (6 Aug 69) 4th Ind

SUBJECT: Operational Report of HQ, 500th Transportation Group (Motor Transport) for Period Ending 31 July 1969, RCS CSFOR-65 (R1)

HQ, US Army, Pacific, APO San Francisco 96558 29 OCT 69

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. SHORT
CPT, AGC
Asst AG
Operational Report - Lessons Learned, HQ, 500th Transportation Group

Experiences of unit engaged in counterinsurgency operations, 1 May 69 to 31 July 69.

CO, 500th Transportation Group

6 August 1969

N/A

N/A

OACSFOR, DA, Washington, D.C. 20310