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DEPARTMENT OF THE ARMY  
512TH TRANSPORTATION COMPANY (LT TRK) (5T)  
APO 96238

18 March 1968

SUBJECT: Unit History, Annual Supplement 1967.

TO: See Distribution

### I. Introduction

The 512th Transportation Company (Light Truck) is located in the Cha Rang Valley, approximately 16 miles Northwest of Qui Nhon, Viet Nam, on highway 19. The unit's mission is to move cargo by means of the M54A2, 5 Ton Cargo Truck. The company continued to perform this mission in a highly commendable manner during 1967. During the year, the unit hauled cargo from Qui Nhon to An Khe, Pleiku, Phu Cat Air Base, and Bon Song in support of the 1st Air Cav, the 25th Infantry Division, the 4th Infantry Division and the 173rd Airborne Brigade and their operations in these areas. There were many hardships and difficulties during the year caused by weather, poor road conditions, and enemy activities, but these difficulties were readily dealt with and overcome.

### II. Mission and Resources

a. Mission: The primary mission of the 512th Transportation Company is the movement of general cargo and personnel. However, the unit very rarely engages in the movement of personnel.

b. Capabilities: The 512th Transportation Company varies from the 55-17F TO&E regarding its capabilities. The estimated long-haul capabilities of 540 short-tons was reduced approximately 50%. Due to the distance involved, Pleiku is 93 miles away, and the lack of good roads unit vehicles were able to accomplish only one haul per day. Unit capability was also reduced because the roads in the area were open for only 10 to 12 hours each day, due to the enemy situation. The road closing necessitated the overnight retention of approximately 1/3 of the convoy vehicles in Pleiku each night.

#### c. Organization and Utilization of Resources.

1. The unit is organized into three (3) truck platoons consisting of 20 task vehicles each, a maintenance platoon, and a company headquarters section. (see Annex B)

2. Due to its combat-support mission, the company must be operational 24 hours a day seven days a week. The truck platoons and the maintenance platoon provide mutual support in meeting the high daily commitments.

#### d. Personnel

1. The company experienced a large rotational hump in October and November 1967. These personnel were gradually replaced and the unit's mission was not seriously jeopardized by a shortage of personnel.

2. For three weeks during the month of November, eleven (11) Korean Army drivers and one (1) Korean officer were assigned to the company, and used the unit's vehicles to resupply ROK artillery batteries.

3. Many personnel in the unit were promoted during the year. The company is authorized 181 personnel (176 EM and 5 Officers). The assigned strength during the year was generally close to this strength.

#### e. Vehicles and Equipment

1. The company is authorized sixty (60) 5 ton cargo trucks. The average assigned strength for the year fifty-five (55). The unit was also authorized five (5) armor-plated gun trucks as a result of its involvement in the 2 September 1967 ambush. The assigned strength in gun trucks fluctuated between two (2) and five (5). The unit was also authorized one wrecker and five (5)  $\frac{1}{4}$  ton jeeps with  $\frac{1}{2}$  ton trailers.

2. The company started pulling fifty-five (55)  $1\frac{1}{2}$  ton cargo trailers in November. These trailers theoretically enabled the unit to increase its monthly tonnage by approximately 1,000 tons. The high Maintenance requirement on the trailers and other problems created by trailers seen demonstrated that the use of trailers was less than desirable.

#### f. Facilities

1. The unit had a maintenance section equipped with five (5) permanent type maintenance stalls with an adjoining operations and dispatching section.

2. The unit also has a permanent type mess hall.

3. The Company Headquarters and billets were all of a temporary nature and were scheduled to be replaced with permanent facilities early in 1968.

### III. Operations and Training

#### a. Training exercises

1. The company participated in numerous practice alerts during the year.

2. The unit also established a system whereby there would be cross-training between the driver and mechanics. This proved very successful. The unit also made maximum use of on-the-job training.

#### b. Mandatory Subject Training

1. The unit complied with all training schedules and master training plans.

#### c. Combat actions

The company was involved in 3 ambushes during 1967, the first of which occurred on 2 September. In this ambush the company suffered 3 men killed and 7 wounded, and lost five (5) 5 ton cargo trucks.

As a result of this ambush, 8th Trans Gp required all of its units to convert five (5) 2½ ton cargo trucks into armor-plated gun trucks. These trucks afforded the convoy additional protection and firepower. The second ambush was on 24 November 1967. The 512th Trans Co had six (6) WIA's in this ambush and lost eight (8) 5 ton cargo trucks. The third ambush was on 4 December 1967. The unit did not lose any trucks or have any casualties in this ambush. Individuals from this unit received nineteen (19) Purple Hearts, two (2) Bronze Stars for Valor, one (1) Bronze Star for Meritorious Service, and three (3) Army Commendation Medals for Meritorious Service during the year. For a list of personnel receiving awards see annex C.

d. Weapons Training:

1. As each man entered the unit he drew a weapon. He familiarized himself with the weapon and zeroed it before going on the road.
2. Each machine gunner was required to fire his weapon before leaving on a convoy each morning.
3. The unit also had several mandatory classes and range-fire exercises with the M-14 rifle.

e. Mission Accomplishments: The unit continued to accomplish its mission by hauling cargo from Qui Nhon to An Khe and Pleiku over route 19, and from Qui Nhon to LZ English and Bon Song over route 1. The unit hauled approximately 25% to the Bon Song area. The condition of the roads over which the unit's vehicles traveled was improved approximately 60% by the end of the year. The improved road conditions contributed greatly to the unit's mission and to its maintenance effort.

IV. Intelligence and Security Activities

- a. The company's sector of the perimeter was improved by the construction of large bunkers.
- b. Maintenance of the bunkers on the units inner and outer lines is constantly supervised and corrected whenever necessary.
- c. Safeguarding of military information was continually stressed.
- d. The unit continued to strive to maintain alert, informed guards and an immediate reaction force.

V. Logistical Activities

- a. Logistical Problems: Materials necessary for unit improvements were difficult to obtain early in the year. The problems eventually were reconciled.
- b. Maintenance Activities:
  1. The unit maintenance section worked diligently throughout the year repairing vehicles. The effects of the weather and poor road conditions contributed greatly to maintenance problems.

2. Technical representatives from USATAC have visited periodically for direct consultation with drivers, mechanics, and supervisors in an effort to institute proceedings to alleviate maintenance problems peculiar to this area.

3. The maintenance section learned many field expedients during the year. The section learned that in spite of heavy commitments, marginal vehicles should be placed in maintenance or ordnance rather than on the road and subject to breakdown.

#### VI. Special Events

The company had four Company Commanders during the year: Captain Gerald M Kirsh, 1LT J.S.B. Jenkins, Captain William H Ferguson Jr, and 1LT William G Moser. These commanders successfully guided the unit in the accomplishment of its mission and through the Annual General Inspection and the quarterly Command Maintenance and Management Inspection.



PAUL H FORSTER  
CPT, TC  
Commanding

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ANNEX A

SUBJECT: Unit: Lineage, Honors, and History.

The 512th Transportation Company (Lt Trk) (5 Ten) was reactivated 1 June 1966 at Ft Campbell, Ky, by 3rd Army General Order 156. The 512th has a long war history dating from 31 July 1942 when it was constituted as C Company, 487th QM Battalion at Indian Gap, Penn. It was redesignated the 186th Port Company on 30 Jan 1943. The designation 512th was allocated on 1 October 1954 at Camp Leroy Johnson, Louisiana.

Campaign Bands Include: Normandy (with arrowhead), Northern France, Rhineland, Ardennes-Alsace.

Unit Decorations: a. French Croix de Guerre w/palm (Normandy).

b. Belgian Army order of the day (Antwerp).

CONUS Location: Indiantown Gap, Penn; Ft Hamilton, N.Y.; Camp Patrick Henry, Va; Ft Lawton, Wash; Camp Leroy Johnson, LA; Ft Eustis, Va; Ft Campbell, Ky.

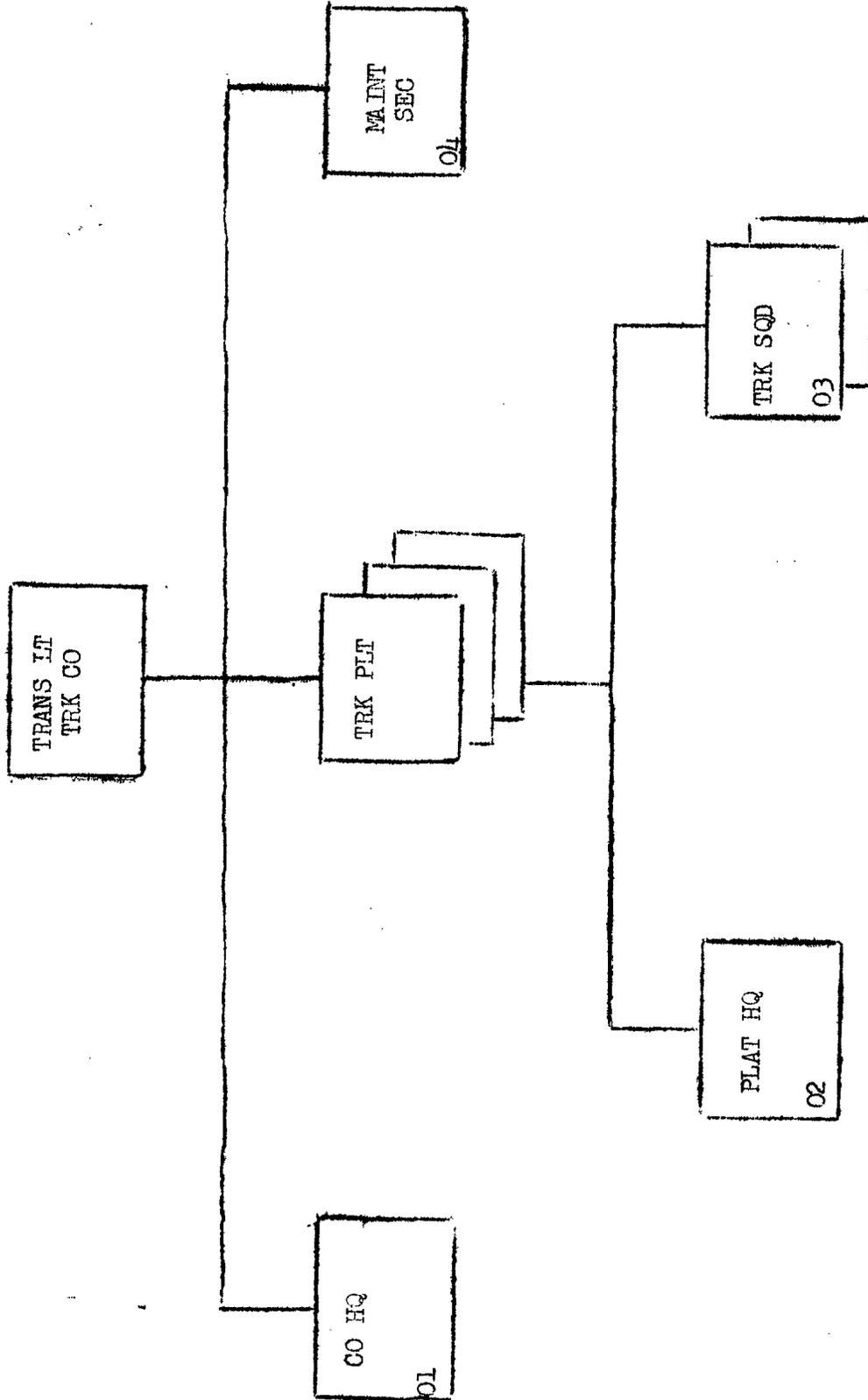
OS Locations: England, Belgian, France, Germany, Alaska, Newfoundland, Viet Nam.

Commanding Officer: CPT Paul H Forster

First Sergeant: Darrel E Shue

  
PAUL H FORSTER  
CPT, TC  
Commanding

512TH TRANSPORTATION LIGHT TRUCK COMPANY



ANNEX B  
MTOE 55-17F  
USARPAC  
UIC: WFT8AA

ANNEX C

SUBJECT: Awards and Decorations

1. The following individuals received Bronze Star "V"

Trevino, Raymundo	SP5 E5	
Panagis, Andreas	2LT	

2. The following individual received Bronze Star

Capps, Billy G	CW2	
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3. The following individuals received Army Commendation Medal

Gray, Gary C	1LT	
Yunker, Keith M	SSG E6	
Fennel, Jahue	SSG E6	

4. The following individuals received Purple Hearts

Collins, Claude	SSG E6	(Posthumous)
Reinhart, Arthur	PFC E3	(Posthumous)
Simmons, Ronald W	PFC E3	(Posthumous)
Conn, Steve J	SP4 E4	
Maples, Harold	SP4 E4	
Boraski, John W	SP4 E4	
Curry, Eugene	SP4 E4	
Osborn, James R	SP4 E4	
Orr, James O	SGT E5	
Pringle, Fred H	SP4 E4	
Capps, James E Jr	PFC E3	
Kline, Kenneth J	PFC E3	
Hakes, Micheal	SP4 E4	
Tillotson, Russel	PFC E3	
Panagis, Andreas J	2LT	
Millhofer, Frederi	SP4 E4	
Monday, Clay R	PFC E3	
Lindsay, Lawrence	SP5 E5	
Lavell, John E	PFC E3	