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AD 503 247-2

**Lessons Learned, Headquarters, 8th Transportation  
Group (Motor Transport)**

**ADJUTANT GENERAL'S OFFICE (ARMY) WASHINGTON DC**

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IN REPLY REFER TO

691350

AGAM-P (M) (6 Jun 69) FOR OT UT ~~SECRET~~ 13 June 1969

SUBJECT: Operational Report - Lessons Learned, Headquarters, 8th Transportation Group (Motor Transport), Period Ending 31 January 1969 (U)

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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:

C. A. STANFIELD  
Colonel, AGC  
Acting The Adjutant General

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**8th Transportation Group**

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DEPARTMENT OF THE ARMY  
HEADQUARTERS, 8TH TRANSPORTATION GROUP (MOTOR TRANSPORT)  
APO 96226

AVCA QN-TO-3

7 February 1969

SUBJECT: Operational Report of the 8th Transportation Group (Motor Transport)  
for the period ending 31 January 1969, RCS CSFOR-65 (R-1)

THRU: Commanding General  
US Army Support Command, Qui Nhon  
ATTN: AVCA QN-00-H  
APO 96238

TO: Assistant C of S for Force Development  
Department of the Army  
Washington D. C. 20310

SECTION I

Operations: Significant Activities

A. COMMAND: (U)

1. The 8th Transportation Group (MT) engaged in operations during the 92 days of this reporting period.
2. LTC William R. SARBER, Jr. assumed command of the 5th Transportation Battalion on 8 January 1969.
3. The principal staff members assisting Colonel Garland A. Ludy, Group Commander were: LTC Raymond L. Farmer, Deputy Commander; Major Dwayne D. Cudo, S-3; Major Glenn W. Long, Signal Officer/Asst S3; Captain Chester A. Bishop, Jr., S-1; Captain Thomas S. Klibanc, S-2 and Captain Robert P. Coloman, S-4.
4. The following visitors were recorded on the Group visitors' register on the dates indicated:

7 Nov 68 - COL John M. Bennett, Trns Div, MACV J-45

21 Nov 68 - Mr. Binder, Editor, Army magazine

21 Nov 68 - COL Marshall M. Motes, CO, USAD

25 Nov 68 - COL John S. Murray, DOT, Com Binh Dry

1 Dec 68 - BG Charles W. Ryder, Jr., G1, USARPAC

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- 12 Jan 69 - COL V.C. Guerin, Acting G4, USARPAC
- 12 Jan 69 - COL Burton F. Hood, Deputy G4, USARPAC
- 14 Jan 69 - BG Elry E. Roberts, DCS/Plans & Opns, USARPAC
- 16 Jan 69 - LTC Cheng, G4, ROK Engineer Division
- 24 Jan 69 - COL Thoms T. Evertor, CO, 593rd Gen Spt Gp
- 24 Jan 69 - COL John E. Truog, CO, 5th Trans Comd

## B. PERSONNEL, ADMINISTRATION, MORALE AND DISCIPLINE: (U)

1. During the reporting period, the 8th Transportation Group (MT) was under strength an average of 222 personnel.
2. In December and January, an intensive program was undertaken to rewrite all 8th Group standard operating procedures, policy letters and other directives as regulations. This program has been successfully completed.
3. The number of court martial cases increased significantly in this reporting period: November (1), December (6), and January (12). Over half the cases concerned charges of sleeping on guard or other sentinel offenses.
4. 8th Transportation Group assumed special court martial jurisdiction of the 124th Transportation Battalion on 5 December 1968. Previously, the Floikig Sub Area Command, now the 45th GS Gp, had jurisdiction.

## C. OPERATIONS: (C)

1. During this reporting period, task vehicles of this command traveled 4,375,581 miles hauling 260,455 tons of cargo, 6,431,562 gallons of POL and 7,405 passengers. The 8th Group crissed a total of 16,761,474 ton miles.
2. The number of hostile incidents in which 8th Group convoys were involved are as follows:

Ambushes - 6

Sniping - 15

Mining - 3

The net results of those encounters were:

Friendly KM - 5      WMA - 17

Enemy (known) - KHA - 2

Vehicles Damaged - 39

RKM's - 353

Tonnage not moved due to enemy activity - 3176 S/T's

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3. The volume of enemy hostility required the continued presence of gun trucks in order to lay down a suppressive base of fire in the critical first 10-15 minutes of an ambush prior to the arrival of the tactical reaction force. This internal firepower coupled with the command's policy to keep moving if caught in the kill zone, coupled with an enforced 100 meter interval between vehicles, contributed significantly to keeping down the number of friendly casualties in ambushes sprung by company sized NVL/VC forces.

4. The 50th Transportation Company of the 27th Transportation Battalion was brought to zero balance in equipment and personnel on 2 November 1968.

5. The 529th Transportation Company (Light Truck-2 1/2 Ton) in Phu Hlop, RVN and the 545th Transportation Company (Light Truck-5 Ton) Vung Ro Bay, RVN were assigned to the 8th Transportation Group and attached to the 54th Transportation Battalion on 1 December 1968.

6. The Gear Company (Provisional) in Pleiku was dispatched TDY to Chu Lai, I. CTZ on 8 December 1968.

7. On 12 December 1968, the 529th Transportation Company became inoperable due to a virtual zoning out of its personnel and equipment in order to bring other units within the command up to strength.

8. The 359th Transportation Company (Medium Truck-Tanker) in Pleiku was assigned to the 8th Transportation Group on 1 January 1969. The 8th Group attached this unit to the 124th Transportation Battalion.

9. On 10 January 1969, the 545th Transportation Company received orders for a permanent change of station from Vung Ro Bay to the better physical facilities of Phu Hlop which had been vacated by the 529th Transportation Company. This move also enabled the 545th to achieve a better defense posture due to terrain advantages.

10. On 28 January 1969, a Trailer Transfer Point was established at the 44th Division Camp Entri to expedite trailer turnaround time.

D. TRAINING: (U)

1. Training was conducted in accordance with the master training schedules and applicable training directives to the maximum extent possible. Due to the rotation of the 8th Transportation Group units nearly all training was conducted in the evenings. There were exceptions for driver training and for the initial in-country orientation. There were 92 days of training in this reporting period.

2. Driver training was conducted on a continuing basis by each battalion. It consisted of classroom orientation and on-the-job training which included driving in convoys while under the supervision of a trained driver. Due to the absence of school trained 5 Ton Tractor drivers in the replacement stream, much valuable time was spent on training such drivers, whereas if training had been received in CONUS it would have substantially shortened such training and consequently would have resulted in an increased operational output.

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for the period ending 31 January 1969, RGS CSFOR-65 (R-1)

3. In addition to continued emphasis on weapons familiarization and battle-sight scoring, the Group required all convoy commanders to attend forward observer school in An Kho. Also, the Group conducted classes on gunship/dustoff procedures.

#### E. INTELLIGENCE AND SECURITY: (C)

1. Based on the wide-spread road net traveled by units of the 8th Group to reach many varied destinations each day, convoy commanders and other personnel afforded the opportunity to gather important intelligence information. Information concerning road and bridge conditions, suspected enemy locations and anticipated enemy activity was gathered and disseminated to all convoy commanders and to all units. The Highway 19 Coordinator has been an excellent source of information concerning enemy activity on that route.

2. During the reporting period there have been two major attacks and numerous sniping incidents in Sub-Installation Bravo, a 50 square mile defense sector for which 8th Transportation Group is responsible. On 21 November 1968, an estimated VC platoon ambushed an 8th Group night shuttle convoy with rockets, automatic weapons, small arms and grenades resulting in 3 US KIA, 10 US MIA, 11 vehicles damaged and 1 enemy KIA. The second major attack occurred in the early hours of 23 January 1969 when an estimated VC sapper squad attacked an adjacent unit, the 66th MP Company, with rockets, satchel charges and automatic weapons resulting in 1 US MIA, an NCO club completely destroyed, 2 enemy KIA, 21 hand grenades, 3 satchel charges and 3 unexploded B-40 rounds GIL. In scattered actions throughout Sub-Installation Bravo during the reporting period, 5 more VC were confirmed as KIA.

3. An intensive physical security inspection campaign has been conducted in Sub-Installation Bravo by field grade officers, unit security officers, company grade officers and NCO's in preparation for a possible Tet offensive. The 8th Transportation Group SITOC (Sub-Installation Tactical Operations Center) has coordinated this campaign and implemented it with many security directives including comprehensive physical security regulation.

4. Units within Sub-Installation Bravo also upgraded physical security plans. These units also continued to feed spot intelligence reports to SITOC.

5. 8th Transportation Group instructed all Sub-Installation Bravo units to conduct comco checks between the guard towers and the CP every 30 minutes in order to keep the guards alert and provide continuous testing of comco equipment. However, subordinate units of this command were instructed to make provision for the serving of hot soup and coffee to guards on night duty once before and once after midnight.

#### F. LOGISTICS: (U)

1. Since the last reporting period, 8th Transportation Group has experienced increased difficulty in obtaining necessary replacements of mission essential vehicles required to perform our line haul mission.

2. The discolization of our light and medium truck companies during this period

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for the period ending 31 January 1969, RCC CSFOR-65 (R-1)

come to a complete halt. The high wash out rate of multifuels has caused an appreciable loss to our overall load carrying capacity. At present 8th Transportation Group total assets on hand are 40.6% of total authorized strength for 5 Ton Cargo Trucks and 80% for 5 Ton Tractors, of which 7.3% are multifuel vehicles.

3. Since the implementation of the Centralized Trailer Maintenance Facility the deadline rate has been reduced, better accountability has been established, and the overall trailer maintenance posture of the 8th Group 12 ton S&P semitrailer fleet has greatly improved.

4. Within the last 92 days 8th Transportation Group has established both a CPMI and IGI team. Personnel making up the team have come from the various staff sections of this headquarters. A detailed schedule has been implemented whereby every unit within 8th Group is inspected on a recurring basis.

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SECTION II

Lessons Learned: Command's Observations, Evaluations and Recommendations

A. PERSONNEL (U): None

B. OPERATIONS (U)

1. ITEM: Modification of Hardened Vehicle Concept

(a) OBSERVATION: The 6th Transportation Group under the leadership of Colonel Gerald A. Ludy modified, in November, the "Hardened Vehicle Concept" which it innovated in October of 1967. This concept called for the armor plating and arming of task force vehicles for interspersal within the convoy in order to provide a suppressive base of fire against hostile ambush forces. The concept originally called for a march unit of ten task vehicles headed by a radio "gun jeep" and a "hardened vehicle", known by the drivers as a "gun truck". The original concept also called for a command truck, upon which a quad-fifty would be mounted, to take up the middle space in the march unit and for another radio "gun jeep" in the rear to provide control. The quad-fifty was deleted as an essential part of the march unit due to the scarcity of these potent quad-fifties within the command. Instead, the quad-fifty is used on an "as available" basis and usually assigned to the convoy front when at Pleiku which consists of many march units. Also, the lead "gun truck" was replaced by a reconnaissance gun jeep whose mission is to scout the terrain ahead of the march unit for signs of enemy forces or obstacles such as blown out bridges preceding the march unit. The replaced "gun truck" still remains in the march unit, but now varies position throughout the march unit daily so that the enemy ambush units will not be able to anticipate placement of this potent retaliatory force. Experience indicated that when the "gun truck" was in the lead it was more susceptible to enemy and enemy fire. Enemy gunners would know, after several days of observation, where the "gun truck" would be in the column and consequently they frequently took under fire the convoy's retaliatory firepower as the primary initial target. By not being in the front of the column, the "gun truck" can move up to the rescue of ambushed task vehicles in its march unit for more easily, especially in places to the rear of the unit. The original concept provided the enemy the opportunity to permit the "gun truck" to pass through the kill zone and then unleash their firepower on the trailing, comparatively helpless task vehicles. Finally, a control vehicle (also a jeep w/s mounted M-60 machine gun) has been retained in the march unit but it has been directed to police the column rather than remain in a static position in the unit as had been the practice previously.

(b) COMMENTARY: The "Hardened Vehicle Concept" has been modified to accommodate itself to the tactical situation and the number of improvised hardened vehicles available, as well as to enable better control, security and reconnaissance.

(c) REMARKS/TIPS: That other units which are engaged in convoy operations in RVN review their hardened vehicle policy to ensure that such policy corresponds with the modification in the "Hardened Vehicle Concept" successfully implemented by the 6th Transportation Group.

2. ITEM: Integration of Assets

(a) OBSERVATION: The 359th Transportation Company (Medium Truck-Tanker) was

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detached from the 240th QM Battalion and assigned to the 8th Transportation Group on 1 January 1969.

(b) EVALUATION: The addition of this tanker company not only gave this Group more versatility but also greatly enhanced the Group's flexibility and responsiveness to customer demand. If there is a heavy demand for POL, all tankers in the 359th can now be utilized since 5 ton tractors can be supplied from the Group's Medium Truck (Cargo) Companies to replace any of the 359th's deadlined tractors. Conversely, if POL demand is light, the 359th tractors are pressed into both shuttle and line haul for the Medium Truck (Cargo) Companies.

(c) RECOMMENDATION: That support commands examine the feasibility of placing all transportation companies under the transportation group in its area in order to obtain versatility, increased flexibility and more efficient utilization of transportation assets.

3. ITEM: Litters and First Aid Containers in Gun Trucks.

(a) OBSERVATION: 8th Transportation Group has experienced ambushes where men have been wounded and had to be overcutted out of the kill zone by gun trucks in order to reach a secure area where medevac could then pick them up.

(b) EVALUATION: 8th Group now requires each gun truck to carry two litters and a first aid container in order that the gun crew may be prepared to both administer first aid and to overcutte cur wounded out of the kill zone to a more secure area.

(c) RECOMMENDATION: That this requirement be adopted throughout RVN in convoy operations.

G. TRAINING (U)

ITEM: School Trained 5 Ton Tractor Drivers

(a) OBSERVATION: Very few of the many 5 ton tractor driver replacements that arrive at this Group are school trained for their job.

(b) EVALUATION: Much valuable time that could be spent fulfilling operational requirements is devoted instead to training 5 ton tractor driver replacements who have never been school trained in that capacity. Moreover, it would probably improve the safety factor if replacement drivers were schooled in how to drive a 5 ton tractor and how to pull a 12 ton S&P prior to arrival in RVN.

(c) RECOMMENDATION: That COMARC institute a training program to ensure that replacements for 5 ton tractor driver TOE positions are school trained prior to arrival in RVN.

L. INTELLIGENCE (U)

ITEM: Guard Tower Coordinates

(a) OBSERVATION: The SITOC has the grid coordinates of each numbered guard tower in Sub-Installation Drive posted in its operations bunker.

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(b) EVALUATION: Ready access to these grid coordinates has proven invaluable in calling in artillery fire into the area where hostile fire has been detected. Since the guard tower number can be swiftly translated into grid coordinates, fire direction and adjustment are rapid.

(c) RECOMMENDATION: That all units have ready access to the coordinates of their manned positions in order to rapidly provide accurate fire missions to both artillery and gunships.

E. LOGISTICS (U)

1. ITEM: Low Priority of Issue

(a) OBSERVATION: The 15 combat losses of various types of mission essential vehicles, vehicles that have become unserviceable due to fair wear and tear, and accidental damages have greatly reduced the 8th Transportation Group's overall desired capability in our line haul mission.

(b) EVALUATION: In the overall operation of the task vehicle fleet it is becoming increasingly clear that the present wash out rate will seriously hinder our load carrying capability in performing our line haul mission.

(c) RECOMMENDATIONS:

1. That a higher priority be placed on the issuing of replacement task vehicles to insure movement of all types of supplies in the combat zone.
2. That wash out criteria should be established for each specific type of vehicle so an orderly withdrawal can be made of these vehicles and suitable replacements be made available on a timely basis.
3. That a number of vehicles equivalent to 10% of our overall fleet be held in depot stock for combat losses and other emergency replacements.

2. ITEM: Dieselization of 5 Ton Truck Cargo and 5 Ton Truck Tractor.

(a) OBSERVATION: The multifuel 5 ton vehicles have become an increased maintenance problem because of age, mileage, wear and tear, and other malfunctions. This causes a very high number of multifuels to be washed out at a time when there are no Mack Diesel Trucks in this Support Command available as replacements. The 8th Group has 240 of the 5 ton cargo trucks authorized and 97 on hand, 42 of which are multifuels. In most cases these multifuel vehicles should be returned for rebuild and/or washed out of the system. The 563rd Transportation Company, a medium truck unit, containing multifuel 5 ton tractors, is operating at below 50% capability.

(b) EVALUATION: To eliminate a serious maintenance problem and to get better performance out of a task vehicle, these multifuels should be replaced by Mack Diesel Trucks/Tractors. Not only would this standardize maintenance support in the combat zone but also would enable evacuation of these vehicles while still rebuildable.

(c) RECOMMENDATION: That an intensive effort be made to proceed with the dieselization program for all vehicles engaged in combat service support.

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**3. ITEM: Centralized Trailer Maintenance Facility**

(a) **OBSERVATION:** The progress made since the last reporting period has proven that the Centralized Trailer Maintenance Facility has accomplished more than previously expected. Through an expedient running repair shop and the establishment of scheduled services, the overall trailer deadline rate has been reduced to 2.5%.

(b) **EVALUATION:** At the present time 20% of the trailers in the fleet have received their scheduled service through the maintenance facility. Consequently, it is probable that the deadline rate will be even lower when all of the trailer fleet have received scheduled services.

(c) **RECOMMENDATION:** That consolidated trailer maintenance be considered for Army wide planning of trailer transfer operations.

**4. ITEM: Inspection Tours**

(a) **OBSERVATION:** Prior to the initiation of the 8th Group CMI and AGI Tours, units being inspected by higher headquarters were in most cases marginal and in some cases unsatisfactory. This was due in part to the shortage of qualified personnel at company level.

(b) **EVALUATION:** Every unit of the 8th Group has been inspected either as a courtesy or as a Pre-AGI/CMI. As a result of these inspections units have received higher scores by visiting headquarters and the overall proficiency, which includes supply accountability, records management, utilization of manpower and equipment, better living conditions, mess management and maintenance management, is considerably higher. These inspections have also served as a very important tool in the training of newly assigned personnel and establishing goals which are consistent with the accomplishments of our mission.

(c) **RECOMMENDATION:** That continual emphasis be placed by group and battalion headquarters on skilled advice and inspections of subordinate units in order to insure that high standards are being maintained.

**F. ORGANIZATION:** None

**G. OTHER:** None

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SECTION III

Headquarters, Department of Army Survey Information

This organization has had no escape, evasion and survival experience during this reporting period or prior reporting periods.

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*Garland E. Ludy*  
GARLAND E. LUDY  
Colonel, TC  
Commanding

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Department of the Army  
Washington, D. C. 20310

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AVCA QN-GO-H (7 Feb 69) 1st Ind  
SUBJECT: Operational Report of the 8th Transportation Group (Motor Transport) for the Period Ending 31 January 1969, RCS CSFOR-65 (R-1)

DA, HEADQUARTERS, US ARMY SUPPORT COMMAND, QUI NHON, APO 96238 2 \* MAR 1969

TO: Commanding General, 1st Logistical Command, ATTN: AVCA GO-O, APO 96384

The Operational Report - Lessons Learned for Quarterly Period Ending 31 January 1969 from the 8th Transportation Group (MT) has been reviewed and is considered adequate with the following comments:

- a. SECTION 1, paragraph E5: Concur. More widespread employment of this policy might improve guard post security at other installations.
- b. SECTION 2, paragraph E1: Nonconcur. The positioning of the hardened vehicles (gun trucks) will vary according to road conditions, number of vehicles in the convoy, and numbers of hardened vehicles available. The positioning of the gun trucks does not change the concept.
- c. SECTION 2, paragraph E2: Concur. This policy would also clarify a number of chains-of-command.
- d. SECTION 2, paragraph E3: Concur. Recommend higher headquarters initiate action on this matter.
- e. SECTION 2, paragraph C: Concur. The burden of training drivers should not be placed upon units in the field. Action by higher headquarters is required.
- f. SECTION 2, paragraph D: Concur. Failure to have accurate coordinates of fixed positions readily available could easily prove crucial in event of attack.
- g. SECTION 2, paragraph E1: Concur with recommendations (c) 1 and 2. A policy presently in effect establishes higher priority for combat losses and replacements for washouts when organizational shortages reach the critical stage. Nonconcur with recommendation (c) 3 of paragraph E1. This matter is controlled by the Department of the Army, Distribution and Allocation Committee. The supply system is currently unable to fill existing shortages; due to this critical posture, distribution is limited to established authorizations only.

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AVCA QN-GO-H (7 Feb 69)

SUBJECT: Operational Report of the 8th Transportation Group (Motor Transport) for the Period Ending 31 January 1969, RCS CSFOR-65 (R-1)

h. SECTION 2, paragraph E2: Concur. The Mack diesel truck has increased the operational-ready rate of the five-ten truck fleet.

i. SECTION 2, paragraph E3: Concur. The observation and evaluation sections of this paragraph illustrate the potential value of consolidated trailer maintenance facilities.

j. SECTION 2, paragraph E4: Concur. The information on inspection improvement is correct.

k. SECTION 3, Escape, Evasion and Survival information for this reporting period was not required.

FOR THE COMMANDER:

TELE: QNL 2338

  
RICHARD A. DANIELS  
CPT, AGC  
Asst Adjutant General

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AVCA GO-MH (7 Feb 69) 2d Jnd  
SUBJECT: Operational Report - Lessons Learned of the 8th Transportation  
Group for Period Ending 31 January 1969 RGS CSPOR-65. 24 APR 1969

DA, Headquarters, 1st Logistical Command, APO 96384

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

1. The Operational Report - Lessons Learned submitted by Headquarters,  
8th Transportation Group for the quarterly period ending 31 January 1969  
is forwarded.

2. Pertinent comments follow:

a. Reference item concerning "hardened vehicles" concept, section II,  
page 6, paragraph b(1). Concur with paragraph b, 1st Indorsement. The  
concept of the hardened vehicles in convoys is not, and never was an  
issue. The observation points out that variation and avoidance of patterns  
are techniques used successfully to foil enemy ambush plans. These  
innovations will be submitted for publication in the USARV Transportation  
Newsletter for dissemination to TC units throughout Vietnam.

b. Reference item concerning litters and first aid containers in gun  
trucks, section II, page 7, paragraph b(3). Concur with actions taken to  
facilitate evacuation of casualties.

c. Reference item concerning school trained 5 ton tractor drivers,  
section II, page 7, paragraph c. Concur. Problems resulting from the  
shortage of trained heavy vehicle drivers have been reported to higher  
headquarters and programs designed to bring relief are being considered  
at Department of the Army and CONARC level. Until this problem is resolved  
and a training program is implemented, training of drivers will have to be  
accomplished within RVN.

d. Reference item concerning low priority of issue, section II, page 8,  
paragraph e(1). Concur with paragraph g, 1st Indorsement.

e. Reference item concerning dieselization of 5 ton truck cargo and 5  
ton truck tractor, section II, page 8, paragraph e(2). Concur. A maximum  
effort is being made to dieselise primarily the 5 ton tractors in Qui Nhon  
Support Command. The dieselization of 5 ton trucks is also receiving  
maximum attention, even though the criticality of this item Army wide makes  
it difficult to fill all requisitions with diesel vehicles. Therefore,  
some replacements may be either gas, multifuel or diesel.

AVCA GO-MH (7 Feb 69) 2d Ind  
SUBJECT: Operational Report - Lessons Learned of the 8th Transportation  
Group for Period Ending 31 January 1969 RCS CSFOR-65.24 APR 1969

f. Reference item concerning centralized trailer maintenance facility, section II, page 9, paragraph e(3). Concur. Decisions to operate centralized trailer maintenance facility should be made based on local operating conditions. This concept is being used in varying degrees throughout RVN and has proved successful.

3. Concur with the basic report as modified by this indorsement. The report is considered adequate.

FOR THE COMMANDER:

TEL: LBN 4839

LANNY K. KELSEY  
1Lt, AGC  
Asst Adjutant General

CF:  
USASUPCOM, Qui Nhon  
8th Trans Group

AVHGC-DST (7 Feb 69) 3d Ind

28 APR 1969

SUBJECT: Operational Report of the 8th Transportation Group (Motor Transport)  
for the period ending 31 January 1969, RCS CSFOR-65 (RI)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375

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 January 1969 from Headquarters, 8th Transportation Group (Motor Transport) and concurs with the report as modified by the preceding indorsements.

FOR THE COMMANDER:



C. D. WILSON  
1LT, AGC  
Assistant Adjutant General

Cy furn:  
8th Trans Gp  
1st Log Comd

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GPOP-DT (7 Feb 69) 4th Ind (U)

SUBJECT: Operational Report of HQ, 8th Trans Gp (Motor Transport) for  
Period Ending 31 January 1969, RCS CSFOR-65 (R1)

HQ, US Army, Pacific, APO San Francisco 96558 31 MAY 1969

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

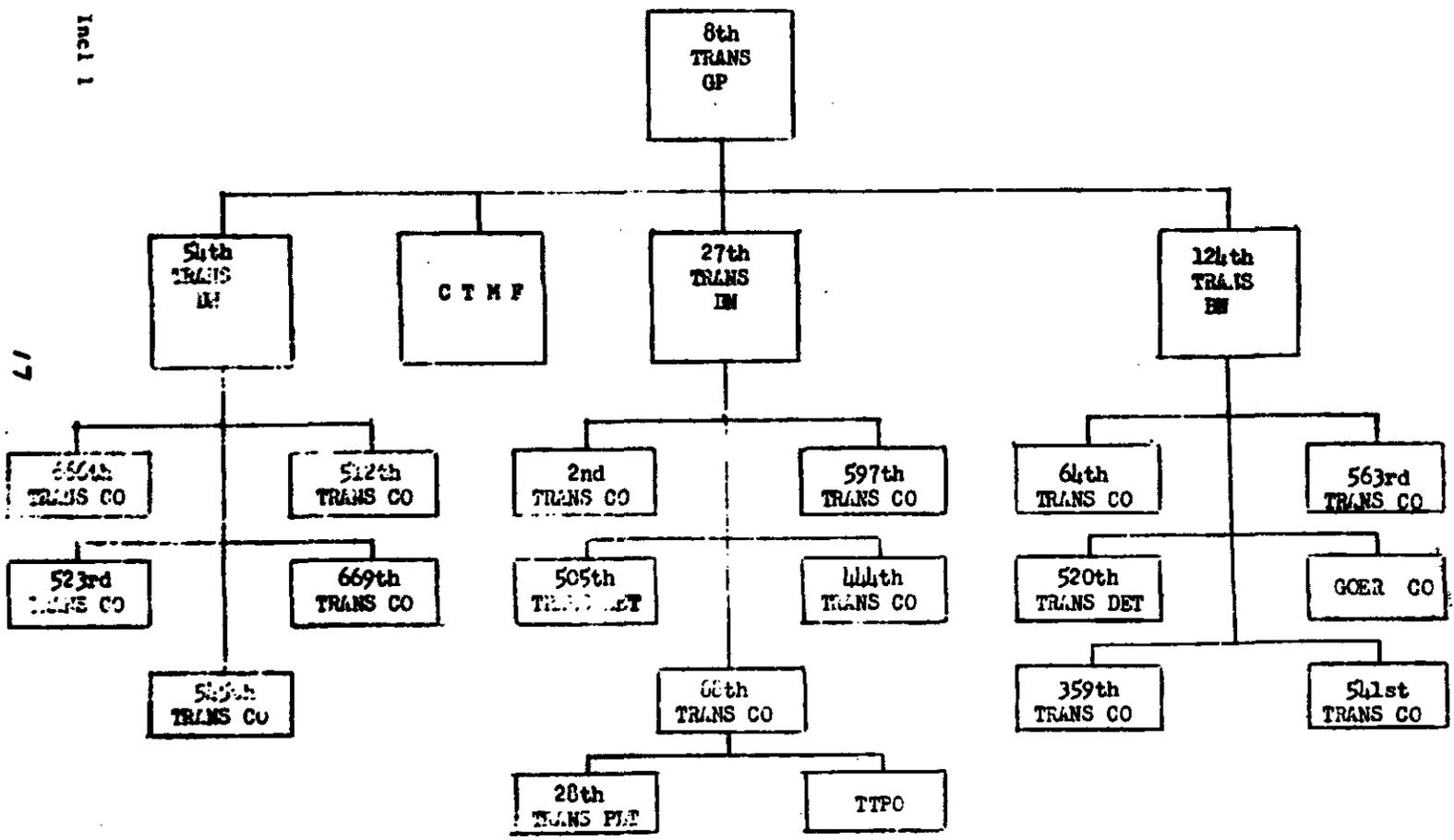
This headquarters has evaluated subject report and forwarding indorse-  
ments and concurs in the report as indorsed.

FOR THE COMMANDER IN CHIEF:

  
G. E. HOLEYFIELD  
MAJ, AGC  
Asst AG

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