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

ADJUTANT GENERAL'S OFFICE (ARMY) WASHINGTON DC

19 AUG 1970

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DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
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AGDA - A (M) (12 Mar 71) FOR OT UT 703270 ✓

18 March 1971

SUBJECT: Operational Report - Lessons Learned, Headquarters, 8th
Transportation Group, Period Ending 31 July 1970 (U) ✓

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3. Information of actions initiated as a result of your evaluation should be forwarded to the Assistant Chief of Staff for Force Development, ATTN: FOR OT UT within 90 days of receipt of this letter.

BY ORDER OF THE SECRETARY OF THE ARMY:

Verne L. Bowers

VERNE L. BOWERS
Major General, USA
Acting The Adjutant General

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

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AVCF-TG-3

Operational Report of the 8th Transportation Group (Motor Transport)

19 August 1970

SUBJECT: Operational Report of the 8th Transportation Group (Motor Transport) (U)
for the period ending 31 July 1970, RSC CSFOR-65 (S-1)

4. Operations Report for period ending 31 July 70.

THRU: Commanding General, US Army Support Command, Qui Nhon,
ATTN: AVCF-GO-H, APO 96238

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

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

Commanding General, 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

SECTION I

Operations: Significant Activities

A. COMMAND: (U)

1. Colonel Alex T. Langston Jr., commanded during the entire period. The principle staff officers were: Major John W. Ridor replacing LTC Gordon W. Anderson as Executive Officer; 1LT Klein replaced 1LT John S. Maynard as Adjutant; 1LT Richard L. Mayer replaced 1LT Patrick M. Klein as Assistant Adjutant; 1LT Richard L. Mayer replaced 1LT Patrick M. Klein as Adjutant; 1LT Allen J. Loseak replaced 1LT Richard L. Mayer as Assistant Adjutant; Captain Jess Pores Jr. replaced Captain Timothy J. Traub as S-2; Major Douglas C. Reed as S-3; Major John W. Ridor as Signal Officer; Captain Gerald W. Edgar III replaced Captain Robert M. Weiss as S-4; with LTC Joseph A. Davis as Group Chaplain.

2. The 8th Transportation Group (MT) successfully performed its mission of line haul, local haul, and combat operations during the reporting period.

3. The 8th Transportation Group received visits from the following dignitaries on the dates indicated:

5 June 1970 - BG Arthur H. Sweeney Jr., CG, US Army Support Command, Qui Nhon. (Initial Orientation)

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19 August 1970

SUBJECT: Operational Report of the 8th Transportation Group (Motor Transport)
for the Period Ending 31 July 1970, RCS CSFOR-65 (R-1)

13 June 1970 - BG Arthur H. Sweeney Jr., GC, US Army Support Command, Qui Nhon.

1 July 1970 - MG Walter J. Woolwine, Assistant Deputy Commanding General for Logistics, US Army Vietnam.

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

1. During the reporting period, the 8th Transportation Group (MT) was under strength an average of 143 enlisted men, and has been short 33 officers and 7 warrant officers.

2. There were no special courts-martial during the reporting period, the same as the previous reporting period.

3. Morale continued to be high throughout the 8th Transportation Group.

C. OPERATIONS: (C)

1. During the 92 day period, the 8th Transportation Group compiled 21,594,229 ton miles, traveling 2,103,792 miles, hauling 178,427 tons of cargo, 31,121,003 gallons of petroleum and 9,347 passengers.

2. The command was involved in two (2) major ambushes, thirty five (35) sniping incidents and one (1) mining incident during the reporting period. The statistical results of the encounters were:

KIA (US) - 2

WIA (US) - 16

KIA and WIA (Enemy) - 0

POW's - 0

Vehicles destroyed - 9

Vehicles damaged - 28

ROE due to enemy action - 69

Tonnage not moved due to enemy action - 858 S/T

3. Periods of concentrated enemy actions: 2-23 May 1970, during which we had two major ambushes.

4. Our continued convoys to Chu Lai and Da Nang introduced on 17 March 1970 continued to progress with no significant problems.

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5. The Eighth Group Express provided rapid handling and delivery of sensitive, high priority cargo to units in the field and has been an asset to Commanders of units throughout Northern II Corps. This service was established on 19 March 1970 by the present Group Commander.

6. Milvans were received on 26 June 1970. The Milvan chassis arrived at Qui Nhon Port, where they were off loaded, moved to the 8th Transportation Group Central Trailer Facility for assembly by 8th Group personnel. A total of 150 chassis were receipted for by 8th Group S-4 personnel and immediate assembly was initiated to facilitate off loading of Milvan ships as soon as it docked for delivery to customers. The initial availability for movement of vans was 50 chassis within two weeks after the initial date of arrival. This unit has moved approximately 1000 tons of Milvan cargo to date.

7. The continued conversion of gun trucks to armed maintenance vehicles brings our total to 21.

8. 1 July 1970, the 12th Transportation Battalion relocated (from Camp Wilson, RVN to Camp Addison, RVN). During the same period 1 - 15 July 1970, HHD, 54th Transportation Battalion was zeroed and the assets of personnel and equipment were redistributed to the remaining two battalions as indicated on the attached organizational chart.

D. TRAINING: (U) Training was conducted on each of the 92 days of the reporting period in accordance with the master training schedule and other applicable directives. As in the past, the majority of the training was conducted in the evening after the convoy had returned.

E. SECURITY AND INTELLIGENCE (C)

1. During the months of May and June seismic intrusion devices were introduced into the Compound Complex Charlie (CCC) perimeter defenses. Type of units employed were Miniature Seismic Intrusion Devices (MINISID), a product approved by the Defense Communications Planning Group (DCPG) and available to all services. The other type device is a Seismic Intrusion Device III (SID-III). This product was designed by the Army for Army use only. Employment of these two devices were as follows; along the south-eastern perimeter MINISIDS were implanted. Along the southern perimeter SID-III's were employed. Additional Seismic Intrusion Devices are planned for possible enemy avenues of approach. Sensor activations are reacted upon with 81mm mortar fire. H&I firing coupled with sensor devices has completely eliminated sniper fire into CCC.

2. An additional 81mm mortar was added to CCC firing capability in late June. This expands our capability of firing on major enemy infiltration routes into the Phu Tai Valley.

3. No noteworthy enemy activity on CCC during the reporting period.

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F. LOGISTICS: (U)

1. The 12 ton M127 series semi-trailers sent to Okinawa for rehabilitation in June 1970 have not been returned to the 8th Transportation Group. The AC of S Maintenance in USASUPOCM, CM states that two of them are with the 48th Group in Saigon and two are still in Okinawa. The waste of these resources for this extensive period precludes any consideration of future actions of this nature.

2. The 8th Transportation Group played a decisive role in the logistical support of the operations into Cambodia from the II Corps Tactical Zone. Vehicles were on the road day and night. Most were operated with minimum of maintenance being performed by contact teams. Emergency repairs were accomplished to keep them on the road to support the tactical forces. At the end of the operation commitments remained extremely high. The units used extensive night maintenance in order to perform necessary repairs and services while meeting all commitments. The difficult terrain caused considerable deterioration to the vehicles. This included cracked frames, broken torque rods, and substantial wear to engines and transmissions.

3. The present operating level, mission requirements and vehicle assets tax the capability of the personnel assets of the Group. Maintenance personnel are continually pressed to complete running repairs. There are periodic shortages of trained qualified personnel but the most pressing shortage is in the area of experienced maintenance warrant officers to give professional depth to the maintenance program.

SECTION II

Lessons Learned: Commander's Observations, Evaluations and Recommendations.

A. COMMAND: (U) None

B. PERSONNEL: (U) None

C. OPERATIONS: (C) None

D. TRAINING: (U) None

E. INTELLIGENCE and SECURITY: (C) None

F. LOGISTICS: (U)

1. ITEMS: Vehicle Assets: Commercial Vehicles

a. **OBSERVATIONS:** In June the 8th Transportation Group was presented with 58 Pontiac 20 ton semi-trailers, three (3) T-950 Ford 10 ton tractors, six (6) F-700 Ford 5 ton tractors, and four (4) Ford tractors with hydraulic fifth wheels. These assets were gleaned from the Philco Ford inventory.

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SUBJECT: Operational Report of the 8th Transportation Group (Motor Transport)
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b. **EVALUATION:** None of the tractors arrived at Qui Nhon in operable condition. Many of the semi-trailers came minus landing legs, lugs, and wedges. There was little information available on establishing a PII or requisitioning the parts needed to remove these vehicles from a deadline status. No manuals of any kind came with the equipment. The DSU sent personnel to Saigon to perform liaison with the warehouse that is to support the parts supply operations. They returned with little in the way of encouragement. Presently, through controlled cannibalization and careful searches through Property Disposal Facilities, enough parts have been found to get three tractors in running condition. The semi-trailer parts have been equally difficult to obtain. Every PDD within 100 miles was scoured to locate rims, lug nuts, and wedges.

c. **RECOMMENDATIONS:** Action should be taken through appropriate supply channels to obtain an adequate source of repair parts available to the 8th Transportation Group. The commercial assets are a valuable part of the 8th Group fleet and should be supported by an appropriate PII and ASL. A continuing effort should be made to obtain these parts from any and all possible sources.

2. **ITEM: Semi-trailer Assets: MILVANS**

a. **OBSERVATIONS:** In June 1970 the Sea Train Puerto Rico called at Qui Nhon harbor and discharged eleven bundles of MILVAN chassis. Each bundle contained 10 chassis in the 40 foot configuration. These were moved by conveyer from the port to the 8th Transportation Group's Central Trailer Maintenance Facility where they were separated and assembled into a 20 foot long chassis with a single axle bogie.

b. **EVALUATION:** The arrival of the MILVANS was anticipated. A liaison visit was made to Cam Ranh Bay to see sample chassis and determine how to assemble them. A few photographs and a supplemental parts manual were available, without the basic manual. The MILVANS are uncomplicated pieces of equipment and were not difficult to assemble. The parts supply procedure again presented a minor problem. All repair parts were sent to Cam Ranh Bay to be split up between the various support commands. By the end of July no parts were yet available to Qui Nhon.

c. **RECOMMENDATIONS:** Parts for all new equipment shipped into the theater should arrive prior to or simultaneously with the equipment to be supported. Controlled cannibalization should be authorized in the interim until the parts supply system is finally established and functioning properly.

3. **ITEM: Vehicle Assets; Multifuel Tractors**

a. **OBSERVATIONS:** With the reduction of forces and increased consciousness of costs replacement vehicles are normally rebuilt models. The majority of these rebuilds are arriving with multifuel engines and transmissions.

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b. **EVALUATION:** These rebuilt vehicles are expected to perform in a thoroughly satisfactory manner, however, not to the high standards of the hard pulling MACK diesel. A program to familiarize the drivers with the idiosyncrasies of the multifuel has been initiated.

c. **RECOMMENDATIONS:** Tractor and cargo truck assets are critical. Drivers can be trained to operate either a MACK diesel or a multifuel engine properly. PML and maintenance problems are minor. Continued availability of replacement vehicles regardless of engine type, assists in mission performance.

4. **ITEMS:** Vehicle Assets; 3/4 Ton Trucks

a. **OBSERVATION:** The 8th Transportation Group operates convoys throughout the II Corps Tactical Zone. These convoys require armed escorts and armed control vehicles. In the past 1/4 ton trucks fitted with armor kits were used as control vehicles. Due to the road conditions, constant operation, and detrimental weight of the armor plating, the vehicles did not last for more than 60,000 miles. They normally wore out before any replacement was available. To relieve the pressure caused by the shortage of 1/4 ton trucks, twenty-three 3/4 ton trucks were obtained in lieu of jeeps for use as gun/control vehicles.

b. **EVALUATION:** The 3/4 tons have thus far proven satisfactory in their new role. They carry the weight of the armor without difficulty, are much more stable on the roads and have more room for radio equipment, guns and ammunition.

c. **RECOMMENDATIONS:** During a shortage or absence of 1/4 ton trucks, 3/4 ton cargo trucks can be effectively used as control and gun vehicles. Consideration of their permanent use for this purpose in transportation truck units is appropriate.

5. **ITEMS:** Convoy Movement

a. **OBSERVATION:** In support of the move of an Engineer Battalion from the Pleiku and Kontum areas to Dilinh, south of Da Lat, the 8th Transportation Group operated a number of convoys over the entire distance, a one-way road distance of 469 miles. The convoys travelled through Qui Nhon, Tuy Hoa, Nha Trang, Cam Ranh and Da Lat, requiring ten days to make each round trip. Appropriate gun-security vehicles and radio-communications vehicles accompanied each convoy, and all convoys completed their missions without incidents. Appropriate contact was maintained at all times with US, ROK and RVN forces along the route in case assistance was required.

b. **EVALUATION:** It is now possible, throughout most of Vietnam, to operate properly controlled and protected convoys, over long distances, interectionally, with little or no danger of serious enemy interdiction,

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SUBJECT: Operational Reports of the 8th Transportation Group (Motor Transport)
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provided proper coordination is effected and maintained with combat forces and other security elements along the route.

c. **RECOMMENDATION:** That convoy operations of an intersectoral nature continue to be expanded as a method of opening up both military and civilian traffic on all major roads throughout Vietnam. The sight of regular military convoys, operating successfully over all routes will encourage similar civilian traffic and contribute substantially to the rebuilding of the transportation segment of the local economy as well as to free US forces and RVN forces from former "logistic island" concepts and restrictions.

Alex T. Langston, Jr.
ALEX T. LANGSTON, JR.
Colonel, TC
Commanding

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AVCF-GO-H (19 Aug 70) 1st Ind

SUBJECT: Operational Report of the 8th Transportation Group (Motor Transport) for the period ending 31 July 1970, AOS CSFOR-65 (R-1)

DA, Headquarters, US Army Support Command, Qui Nhon, APO 96236

17 SEP 1970

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

1. The Operational Report - Lessons Learned submitted by Headquarters, 8th Transportation Group for the quarterly period ending 31 July 1970 is forwarded.

2. Pertinent comments follow:

a. Reference item concerning commercial vehicles page 4, para II F1. Concur. Repair parts for commercial automotive equipment are provided by the consolidated commercial vehicle parts warehouse (CCVPA) in Saigon. CCVPA has been unresponsive to requests for repair parts submitted by elements of this command. Recommend supply of commercial vehicle repair parts through established military supply channels.

b. Reference item concerning Lilvans page 5, para II F2. Concur. Some repair parts have been received and passed to 8th Group. This headquarters has requested COMV G-4 to redistribute repair parts between Cam Ranh Bay and Qui Nhon in proportion to availability and demand. Recommendation should be considered by higher headquarters.

c. Reference item concerning multistep tractors page 5, para II F3. Concur. Action taken is considered to be adequate.

d. Reference item concerning 3/4 ton trucks page 6, para III F4. Concur. Recommendation should be considered by higher headquarters.

e. Reference item concerning convoy movement page 6, para II F5. Concur. Access to lines of communication is vital to development of the Vietnamese economy. Facilitating such access should be an element of our efforts here.

3. The report is considered adequate as modified by the above comments.

FOR THE COMMANDER:



R. E. SHIBLEY
CPT, USA
1st Adjutant General

CF:
8th Trans Gp
Adjutant, DA W Incl

AVHDO-DO (19 Aug 70) 2d Ind
SUBJECT: Operational Report of the 8th Transportation Group (Motor Transport)
for the period Ending 31 July 1970, RCS CSFOR-65 (R-1)

Headquarters, United States Army Vietnam, APO San Francisco 96375 6 DEC 1970

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 quarterly period ending 31 July 1970 from Headquarters, 8th Transportation Group (Motor Transport) and comments of indorsing headquarters.

2. Comments follow:

a. Reference item concerning "Vehicle Assets: Commercial Vehicles," page 4, paragraph F1 and 1st Indorsement, paragraph 2a. The large number and generally deteriorated condition of the former Philco-Ford commercial assets cause maintenance and repair parts for these vehicles to be a troublesome area. All commercial vehicle repair parts in Vietnam are procured through the Central Commercial Vehicle Parts Warehouse (CCVPW) in accordance with USARPAC Regulation 58-1. USARV Regulation 58-8, dtd 20 Aug 70, states that units responsible for maintenance of commercial-design vehicles are authorized a twenty (20) day stockage of repair parts based on demand experience compiled over a 90 day period. Coordination with CCVPW will be made to determine the status of requisitions and repair parts of the former Philco-Ford vehicles. Weekly visits to CCVPW are made by this Headquarters to check the status of all requisitions. Nonconcur with 1st Indorsement, paragraph 2a recommending integration of repair parts through the military supply system. Recommend closer coordination between supplier and requisitioning units on part numbers and order format to assure prompt response to needs. If persistent problems occur, this Headquarters will expedite response to orders. Unit has been so advised.

b. Reference item concerning "Semi-Trailer Assets: MILVANS," page 5, paragraph F2 and 1st Indorsement, paragraph 2b. USARV is currently planning redistribution of repair parts. USAMC has been requested to identify parts required in order to develop a maintenance allocation chart. When disposition instructions are requested for damaged MILVANS, this Headquarters intends to request permission from the Property Accountable Officer, Joint Container Control Agency, to cannibalize the damaged MILVANS. Unit has been so advised.

FOR THE COMMANDER:



Clark W. Seavers Jr.
Captain AGC
Assistant Adjutant General

Cy furu:
USASUPCOM-GNH
8th Trans Gp

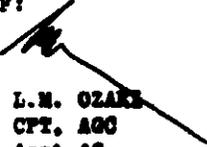
GPOP-DT (19 Aug 70) 3d Ind (U)
SUBJECT: Operational Report of HQ 8th Transportation Group
(Motor Transport) for Period Ending 31 July 1970,
RCS CSFOR-65 (R2)

HQ, US Army, Pacific, APO San Francisco 96558 12 JAN 1971

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

This headquarters concurs in subject report as indorsed.

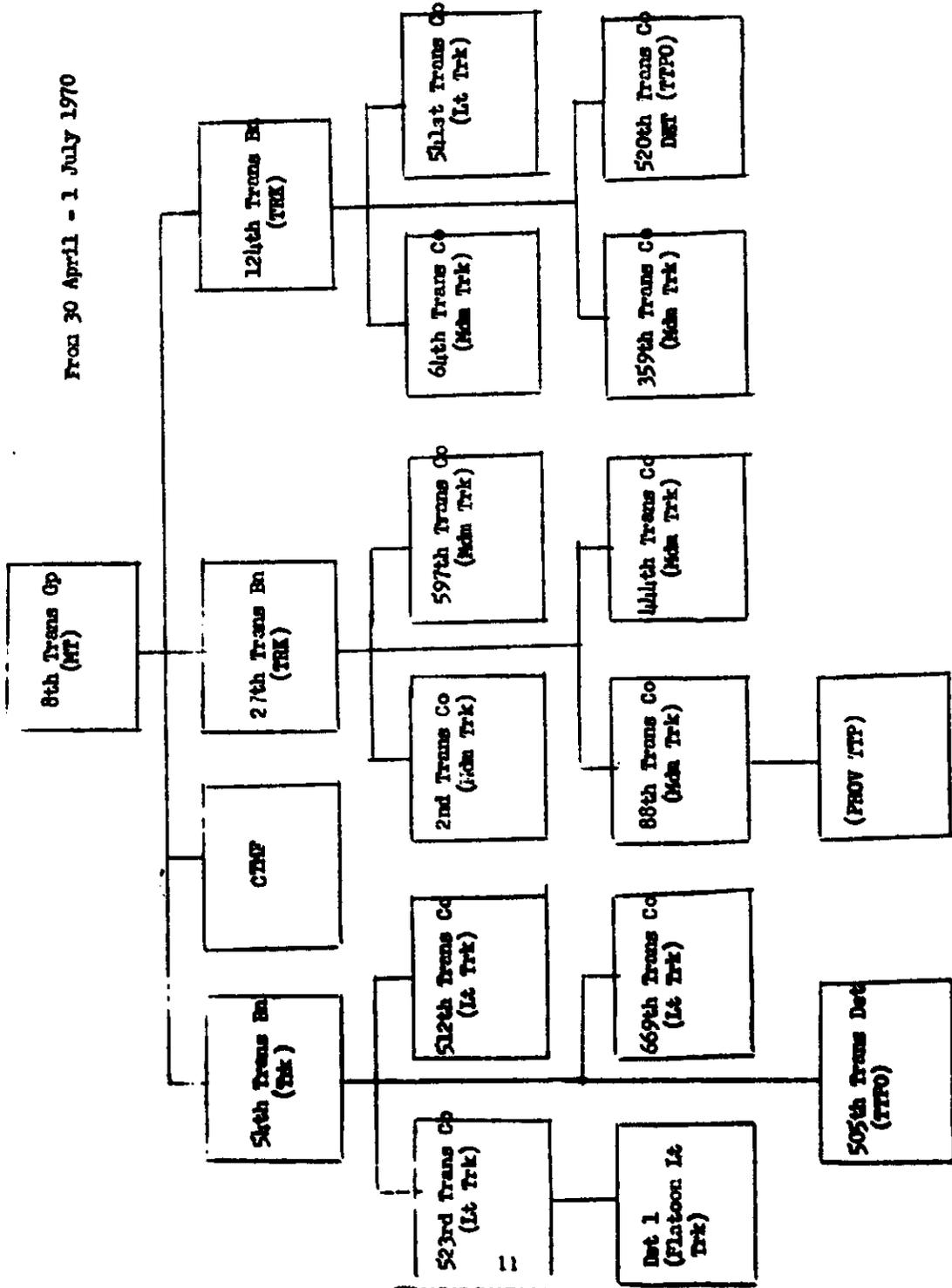
FOR THE COMMANDER IN CHIEF:


L.M. OZARK
CPT. AGC
Asst AG

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From 30 April - 1 July 1970

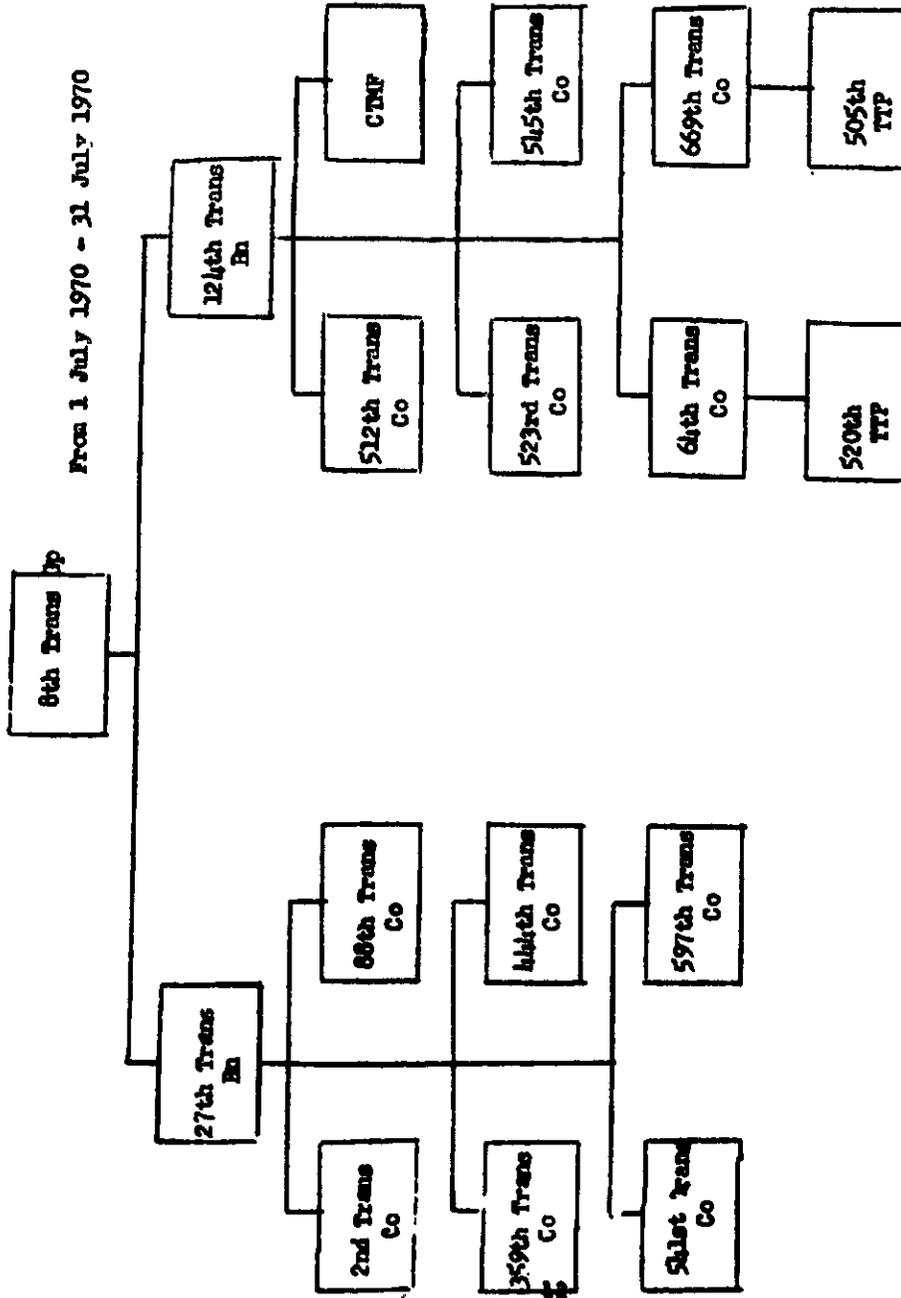


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