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| AGO D/A 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

AGDA (M) (20 Nov 69) FOR OT UT 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:

1 Incl  
as

*Kenneth G. Wickham*

KENNETH G. WICKHAM  
Major General, USA  
The Adjutant General

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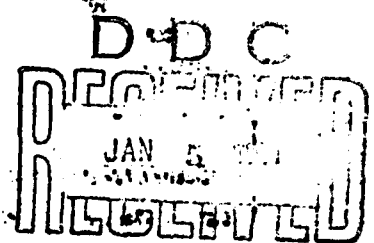
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500th Transportation Group

|                                 |                                                  |
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DEPARTMENT OF THE ARMY  
HEADQUARTERS 500TH TRANSPORTATION GROUP (MT)  
APO 96312

AVCA CRB-TG-SO

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-O,  
APO San Francisco 96384  
Commanding General, US Army Vietnam, ATTN: AVHCG-DST,  
APO San Francisco 96375  
Commander-In-Chief, US Army Pacific, ATTN: GPCP-GT,  
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 was formally 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.

FOR OT UT  
693001

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AVCA CRB-TG-SO

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

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.

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

p. Manages the Vietnamese Labor Fund.

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 Mustered Guard on 15 July 1969. The purpose of this guard is to provide exterior physical security to the Army portion of Cam Ranh Peninsula for all tenant units. All units residing in this area provide a pro rata share of the guard based on their respective unit strength which is calculated on a monthly basis. The Mustered Guard thus provides all post security in pre-designated defense positions through the listed element.

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AVM CRB-TG-SO

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

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 COMUS, 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/CRC-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 receipted 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 headquarter's 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/MRC-117, three each FC-666, and one each AN/FRC-93. The AN/MRC-117 has two transceivers completely independent of each other. In addition, all parts/components are in

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

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 alleviate 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,  $\frac{1}{4}$  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  $\frac{1}{4}$  ton use as a "gun jeep" and as a control vehicle is common on convoy operations. Armored hardening kits are available in a limited quantity. A test was conducted within this command to determine the suitability of the V-100 for convoy security and control. The conclusions reached include the following advantages. The mere 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 fire power, 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 exposed 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 PX Gift Certificate (Support Command).

(2) 20,000 miles: Certificate of Safety, \$15.00 PX Gift Certificate (HQ, 1st Log Comd).

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

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

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

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:

  
JOHN F. NANTROUP  
MAJ, ADA  
Adjutant

1 Inclosure  
Group Organization Chart

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AVCA CRB-GO-0 (6 Aug 69) 1st Ind  
SUBJECT: Operational Report of 500th Transportation Group RCS CSFOR-  
65 (RI)

DA, Headquarters US Army Support Command Can Ranh Bay, APO 96312 25 AUG 1969

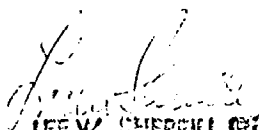
TO: Commanding General, 1st Logistical Command, ATTN: AVCA GO-0, APO  
96304

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: M-151's were  
originally configured with two AM/GRC-106 Radio Sets per vehicle. Also,  
AM/PRC-93 Radio Sets operated by the Signal Office, HQ USASUPCOM-CRB  
provide sufficient back up capability. The PU-306 power supply appears  
to have merit but should be further justified.

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

FOR THE COMMANDER:

  
LEE W. CHERRILL JR  
1 LT, AGC  
ASST AG

CF. 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 : 50071569

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 84.4% 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 Indorsement. The power unit PU-666, is not an Army adopted item of equipment and would be very difficult to obtain. A similar type 3-KW 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 V-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 1969, 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 XM705 (V-100) armored vehicles within the tables of Organization and Equipment for each light and medium truck company.

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SUBJECT: Operational Report - Lessons Learned of the 500th Transportation Group for Period Ending 31 July 1969 RCS CSFOR-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: IB 14839

CF:  
USASUPCOM CRB  
500 Trans Gp

*[Signature]*  
C. D. STAFFORD  
1Lt, AGC  
Asst Adjutant General

AVHGC-DST (6 Aug 69) 3d Ind  
SUBJECT: Operational Report of 500th Transportation Group (Motor  
Transport) for Period Ending 31 July 1969, RCS CSFOR-65 (R1)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375 22 OCT 1969

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 (MT) and concurs with the report as indorsed.

FOR THE COMMANDER:

  
B. A. GOODWIN  
MAJ. AGC  
Assistant Adjutant General

Cy furn:  
500th Trans Gp  
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

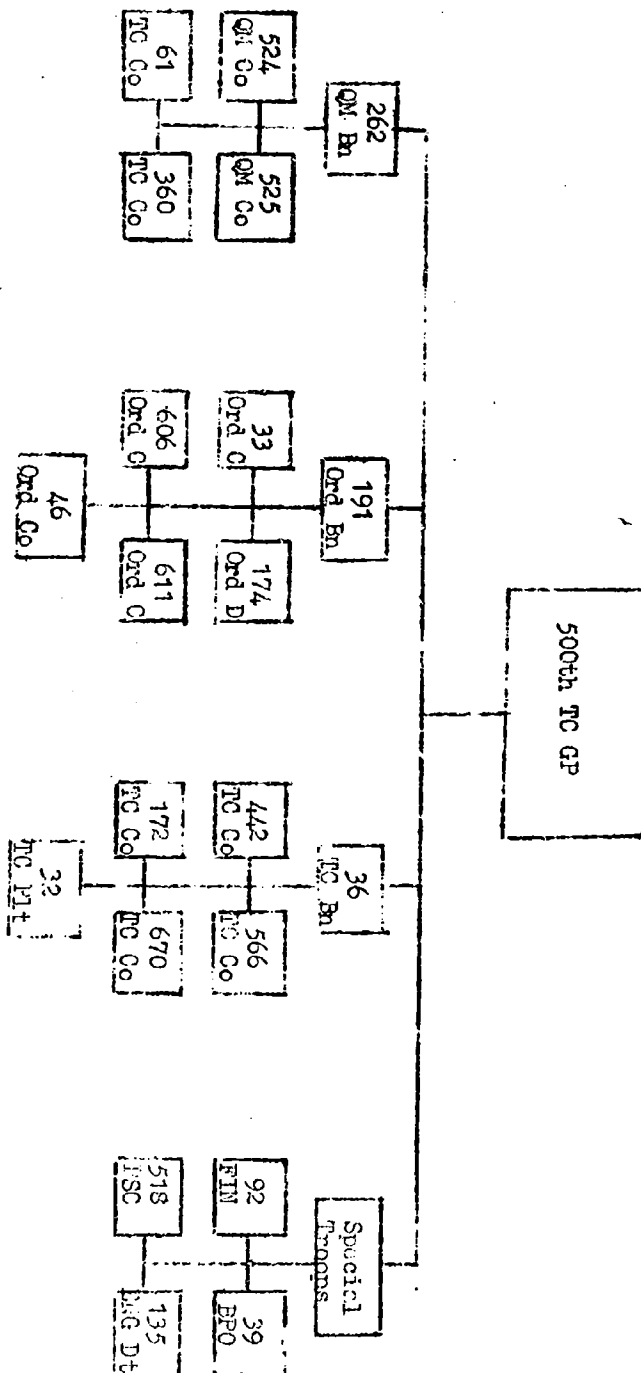
TO: Assistant Chief of Staff for Force Development, Department  
of the Army, Washington, D. C. 20310

This headquarters concurs in subject report as indorsed.

FOR THE COMMANDER IN CHIEF:



C. L. SHORTT  
CPT, AGC  
Asst AG



Inclosure 1

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