

1966

ANNUAL HISTORICAL SUMMARY

2ND TRANSPORTATION COMPANY (MDM TRK) (COMP)

1 JANUARY 1966 - 31 DECEMBER 1966

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U.S. ARMY SUPPORT COMMAND QUI NHON, VIETNAM
1ST LOGISTICAL COMMAND, SAIGON, VIETNAM
UNITED STATES ARMY, VIETNAM

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FOREWARD

The year 1966 was the most productive, profitable, and event filled year for the 2nd Transportation Company since the closing days of W.W. II. It was a year of major accomplishment, a year of endless, back-breaking work, a year of joy, and a year of sorrow.

It was a year which saw the completion of the first twelve month period spent by the unit in participation in ~~the~~ Vietnam Conflict.

It was a year in which the Second Trans. "Dragons" drove millions of miles and hauled millions of tons of cargo in support of the Allied Combat Forces in Southeast Asia.

It was a year in which the company received numerous commendations for its outstanding contribution to the combat operations of the Free World Troops.

It was a year in which the officers and men of the 2nd Transportation Company grieved the loss of one of its finest men - - O'Neal Addison, the first "Dragon" to be slain by the enemy.

It was a year in which the unit took complete responsibility for the more than 200 trailers of the 27th Transportation Battalion, which were the major support media for all the units in Central Vietnam.

It was a year in which the 2nd Transportation Company proved its motto:

"SECOND TO NONE"

PART I

NARRATIVE SUMMARY

By the end of the year 1965, the 2nd Transportation Company had shown itself to be a unit more than capable of combat operations. Arriving in Qui Nhon, Vietnam in August 1965, it had assimilated itself quickly into a supply system plagued by a lack of fast and efficient transportation. By the end of that year it had participated in numerous major operations, among them: "Ramrod", with the 1st Cavalry Division; "Highland", with the ROK Tiger Division; "Bluebeard", with the 25th Infantry Division; and "Dan-Thong", "Plei Me", "Long Reach", and "Silver Bayonet" - termed by Lieutenant General Nguyen Van Thiew, Chairman of the National Leadership Committee, as one of the most successful campaigns of the war.

The arrival of 1966 saw command emphasis being placed on the expansion and continuation of the same type of missions. Throughout this year the lowlands surrounding Qui Nhon through linehaul and local shuttle operations. The "Dragons" began to haul more and more POL, Ammunition, and General Cargo to the Highland cities of Pleiku, An Kho and Kontum - supporting the 25th Division, 4th Division, 1st Cavalry Division, Air Force Installations and the various Sub Area Commands.

The majority of commitments in line haul operations were still centered around the exacting Highland Convoys. Starting at 0300 hours everyday the "Dragons" would begin the tiring and dangerous 18 hour round trip to the central logistical support city of Pleiku. As the months passed by and the trucks continued to roll up the 101 miles of Highway 19, the roads became rougher, dustier, and more dangerous. Traveling in convoys of as many

as 60 tractors and trailers, the "Dragons" would traverse the relatively easy 30 miles from Company Headquarters to the base of the An Khe pass - 5 miles of narrow twisting dirt road up the first range of central mountains. Crawling at 10 miles an hour, with the heat in the cab of the roaring tractor virtually unbearable at 120° to 130° and visibility almost nil due to the dry choking dust rising from the hundreds of wheels, the drivers of the Second were called on day after day to prove the skill which they were renowned.

From the top of the pass it was a slow, rough, and dusty run into the mountain town of An Khe - home of the "First Team". Here the convoy would stop for a short time while security was increased, radios checked, and coordination completed before starting into the Viet Cong riddled wilderness between An Khe and the Mang Gai Pass. The drivers know that the road would be better but that the danger of enemy contact would be greatly increased along this infamous stretch of Highway 19 - scene of numerous ambushes and almost constant sniper fire. As the tractors and trailers pulled out, each "Dragon" would check his steel pot and flak jacket, and insure that his weapon was loaded and close at hand.

At the end of this 20 mile stretch - uninhabited except for the small security forces at the Baily Bridges - the convoy would begin the second long pull - up the Mang Giang Pass fraught the same dust and heat of the longer An Khe Pass, but with danger greatly increased by the sheer cliffs on either side.

From the top of the pass the beautiful Central Plateau, home of the aboriginal Montgnard opened up before the convoy as it built up speed for the last 90 minute pull into Fleiku. Arriving at this city, home of the

"Famous Fourth", and the 25th Mechanized Infantry Division, at around 1200 hours the Dragons would have a few hours to unload their trailers, eat chow, and grab a few minutes sleep before starting out again on the long road home - a road which would put them back at the company sometime after 9 PM - over 18 hours after the trip began.

Day after day, week after week, the "Dragons" would pull the same workload - 18 hours on the road - 5 hours sleep - then 18 more long hot hours. And it continued for months - everyday of 1966 saw the men and trucks of the 2nd Trans. on the road. The trips of Pleiku would often be interspersed with the shorter but more dangerous hauls to Phu Cat and Bong Son - the towns in the Eastern Lowlands just north of Qui Nhon where the 1st Cav and the 101st "Screaming Eagles" were courageously trying to crush the Viet Cong threat to the Vietnamese people. During the months of April and May 1966 the "Second" had been running convoys in this area in support of the 1st Cavalry Division's Operation "White Wing". On May 4, as the convoy slowly round its way along the narrow single lane of Highway 1, north of Phu Cat, sniper fire rang out from the waist high elephant grass along both sides of the road. The deadly bullets tore up and down the convoy, finally concentrating on the commander's gun jeep. As the jeep driver accelerated, fighting desperately to clear the kill zone, three bullets tore open his chest, killing him instantly. O'Neal Addison, Specialist 5th Class from West Ensley, Alabama, slumped over the wheel, the first Dragon to fall in Vietnam. Camp Addison, Headquarters of the 54th Transportation Battalion, is now named after this gallant soldier.

As the year progressed, and more transportation companies came to Vietnam and were added to the 27th Transportation Battalion, it became clear that more control would be needed over the trailers being hauled to An Khe and Pleiku. The Second Trans., which had assumed operational responsibility for the Trailer Transfer Point in Qui Nhon was now called upon to organize and operate similar stations in the Highlands. Throughout most of the remaining year the 2nd Transportation Company retained complete operational control of the trailers of the 27th Battalion, including all maintenance, spotting, and local shuttle. Although this put a great strain on the Company's ability to perform line haul missions, the "Dragons" were still able to maintain a record of line haul miles driven and tons pulled comparable to the other companies.

In August, 1966 the "Second" was assigned the responsibility of constructing of an automotive service station outside of Qui Nhon on Highway 19. The project, commenced early in the month, was sufficiently completed by August, to permit the beginning of service operations. Once again, though engaged in several other major tasks, the trucks of the 2nd Trans. continue to move the vital materials of war to deployed combat units.

This then was the year 1966 for the 2nd Transportation Company. It was a year of excitement and toil. The "Dragons" performed in a manner unsurpassed by any other unit in the United States Army. To say that they were the best would be boastful; to say that they were the most vital would be untrue; for the 2nd Trans., "Dragons" served the best and the most vital military units in the world - the combat troops of the United States Army - and they served them proudly.

OPERATIONS

- a. Operation "Masher" and "White King"; January.- March; support of 1st Cav.; Bong Son.
- b. Operation "Mouler"; February; support of 1st Cav.; Bong Son.
- c. Operation "Moseby"; April - May; support of 25th Sub Div.; Kontum.
- d. Operation "Longfellow"; April - May; support of 25th Div.; Pleiku.
- e. Operation "Crazy Horse"; May - June; support of 1st Cav.; Happy Valley.
- f. Operation "Davy Crockett"; May; support of 151st Cav. Div.; Phu Cat.
- g. Operation "Hooker I & II"; May - July; Pleiku.
- h. Operation "Baldegord"; June - July; Pleiku.
- i. Operation "Hawthorne"; June - July; Pleiku.
- j. Operation "Henry Clay"; July; support of 1st Cav.; Bong Son.
- k. Operation "Thayer - driving I"; Sept.; support of 1st Cav.; Bong Son.
- l. Operation "Paul Revere IV & V"; Oct. - Dec.; support of 1st Cav.; 25th Sub Div.; Kontum.
- m. Operation "Pickett"; Nov.; support of 101st Airborne Division; Kontum.
- n. Operation "Thayer-driving II"; Dec.; support of 1st Cav.; Bong Son.
- o. Operation "Sam Houston"; Dec.; support of 4th Division; Kontum.

PART III

COMMENDATIONS

a. Letter of Commendation from Brigadier General C. W. Eifler, Commanding General, 1st Logistical Command, Vietnam, dated 9 February 1966, for participation in the movement of two brigades of the 25th Infantry Division into Vietnam.

b. Letter of Commendation from Brigadier General C.W. Eifler, dated 27 February 1966 for "the part in establishing an outstanding record for the discharge and movement of vital supplies to our combat elements" during January 1966.

c. Letter of Commendation from Brigadier General C.W. Eifler, for participation in operations "Masher" and "White Wing" from January to March 1966.

PART IV

COMMANDING OFFICERS

- a. 1st Lieutenant Roger K.T.F. [REDACTED], commissioned upon graduation in 1963 at the University of San Francisco; July 65 - April 66.
- b. 1st Lieutenant Adolph G. Hajovsky; [REDACTED]; commissioned upon graduation in 1964 at the University of [REDACTED]; May 66.
- c. Captain Patrick H. Gorman, [REDACTED] commissioned upon graduation in 1959 at Rutgers University; May 66 - 1. [REDACTED]
- d. Captain James W. Becker, [REDACTED]; commissioned upon graduation in 1963 at Creighton University, Omaha, Neb; Dec 66 to Present.

PART V

STATISTICS

1. MONTH	Miles Driven	Short Tons Hauled
Jan	125,449	19,703
Feb	106,312	23,192
Mar	96,551	25,451
Apr	148,098	31,742
May	128,859	29,532
Jun	185,307	21,633
Jul	166,894	29,761
Aug	143,552	30,316
Sep	107,291	44,731
Oct	115,603	30,727
Nov	106,403	18,154
Dec	106,071	14,588

TOP DRIVERS OF 1966

SP4 Robert Lawrie	25,000 Miles
SP4 Gary D. Trumbo	24,000 Miles
SP4 Carl F. Liebig	24,000 Miles
SP4 Ricardo Rodriguez	21,000 Miles
SP4 Jack B. McElroy	20,000 Miles
SP4 David D. Snyder	19,000 Miles
SP4 Douglas R. Brown	17,000 Miles
SP4 Gary L. Woodruff	15,000 Miles
SP4 Robert Snyder	15,000 Miles
SP4 David S. Clay	15,000 Miles

James W. Becker

JAMES W. BECKER
Captain, TC
Commanding