

③ 1969

UNIT HISTORY

666TH TRANSPORTATION COMPANY (LIGHT TRUCK)

39TH TRANSPORTATION BATTALION (TRUCK)

26TH GENERAL SUPPORT GROUP, PHU BAI

C.Y. 1969

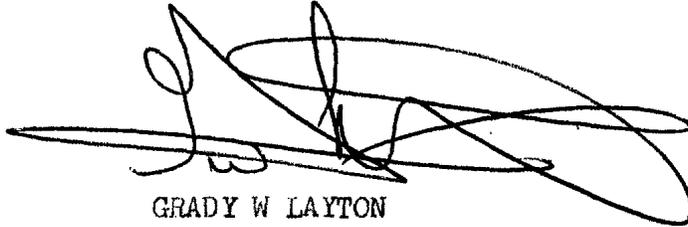
prepared by

DIXON L. SPAIN, 1LT

666TH TRANSPORTATION COMPANY (LIGHT TRUCK)

25 March 1970

approved by



GRADY W LAYTON

CPT, TC

Commanding

APO SF 96308

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DEPARTMENT OF THE ARMY
666TH TRANSPORTATION COMPANY (LIGHT TRUCK)
APO San Francisco 96308

25 March 1970

SUBJECT: Unit Annual Historical Summary 1969

TO: Chief of Military History
Department of The Army
Washington, D.C. 20315

1. Introduction:

The 666th Transportation Company (Light Truck) was activated at Camp Rucker, Alabama, on 31 August 1943, and was designed 666th Quartermaster Troop Transport Company. The unit was redesignated several times and finally on 1 July 1953, the unit received the designation of 666th Transportation Company (Light Truck) which is still in effect today. The unit is presently located at Gia Le Combat Base, I Corps, near the city of Hue, Republic of Vietnam. By December 1969 it had completed its second full year of service in Vietnam. In I Corps it has hauled in excess of 25 tons of cargo and traveled 75,000 miles on the average per month in its predominantly local haul mission.

2. Mission and Resources:

a. Mission of the Unit: The mission of the 666th Transportation Company is to provide transportation for the movement of general cargo and personnel by motor transport. At present the unit is providing direct administrative support to the 101st Airborne Division (Airmobile) in northern I Corps: The 1st Brigade at Camp Eagle, the 2nd Brigade at LZ Sally, and the 3rd Brigade at Camp Evans.

b. Assignment: From 1 January 1969 to 4 June 1969 the unit was assigned to the 54th Transportation Battalion (Truck) located in Cha Rang Valley near Qui Nhon, Republic of Vietnam. From 5 June 1969 to the present the unit has been assigned to the 39th Transportation Battalion (Truck) located at Gia Le Combat Base near Phu Bai, Republic of Vietnam.

c. Capabilities: Under ideal conditions with 75% of its 60 task vehicles making 4 round trips a day in local hauls or 2 round trips a day in line hauls, a 2 $\frac{1}{2}$ ton truck company can transport the following:

(1) For local hauls: 720 short tons of cargo (4 tons per truck) or 3600 passengers (20 per truck), daily on or off the highway.

(2) For line hauls: 360 short tons of cargo (4 tons per truck) or 1440 passengers (16 per truck), daily on or off the highway.

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(3) 112.5 short tons of cargo ($2\frac{1}{2}$ tons per truck) in one lift off the highway.

d. Organization: The unit was reorganized under MTOE 55-17GP22, effective 25 June 1969. The company consists of 3 light truck platoons, 1 maintenance section, and a headquarters section. The parent company is located at Gia Le Combat Base, with one truck platoon stationed at Camp Evans, about 40 miles north on QL #1, where separate living quarters, day room/operations building, and maintenance facilities are maintained.

e. Personnel: The unit is authorized 167 EM, 4 Officers and 1 Warrant Officer.

f. Vehicles and Equipment: Under MTOE 55-17GP22, the unit is authorized 66, $2\frac{1}{2}$ ton cargo trucks, 60 of which are used as task vehicles, and 6 for administrative purposes. The unit is also authorized 1, 5 ton wrecker and 5, $\frac{1}{4}$ ton trucks. Under this MTOE we are authorized the various items of equipment for the standard operations of a truck company of our type.

3. Operations and Training:

a. Training Exercises: Because of its tactical mission the unit participated in no training exercises during 1969.

b. Mandatory Subject Training: All personnel are given assistance in adjusting knowledge gained in their MOS experiences stateside to fit our tactical mission. Cross training programs are emphasized in all areas. As many men as possible are licensed as drivers. In addition, a weekly training schedule is maintained, with mandatory participation by all available E-5's and below. The unit holds daily safety briefings and conducts periodic CBR exercises and weapon firing familiarizations.

c. Combat Services Support Operations: The Company works 24 hours a day, 7 days a week to meet its tactical mission requirements. The maintenance and mess personnel work day and night shifts. Frequently limiting factor is cargo capability being the number of trucks on hand in the company.

d. Cargo and Passengers: While stationed in Cha Rang Valley, the unit carried its cargo mainly on highway #19 and highway #1, both of which had to be constantly patrolled by combat units because of their unsecure status. The company supported such places as An Khe, Pleiku, Kon Tum, Dak To, Phu Cat Air Base, LZ Uplift, Bong Son, Duc Pho, Song Cau, and Tay Hoa.

For the last half of 1969 the unit has operated out of 2 places: Gia Le Combat Base and Camp Evans, supporting the 1st, 2nd, and 3rd Brigades of the 101st Airborne Division (Airmobile). The company runs

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daily passenger shuttles from Phu Bai Aerial Port to Gia Le Combat Base, Camp Eagle, LZ Sally, And Camp Evans. Cargo is transported along highway #1 to FB Roy, Phu Bai, LZ Sally, Camp Evans, LZ Nancy and Quang Tri. Additional runs are made to Tan My Ramp and Eagle Beach along highway #551 and to FB Birmingham and FB Bastogne along highway #547.

Between 21 June 1969 and 21 December 1969, the unit carried over 12,300 tons of cargo and traveled over 256,000 miles. Since the mission of the 666th Transportation Company during this period was administrative support of the 101st Airborne Division, little tonnage was produced.

e. Combat Actions: The 666th Transportation Company has been directly involved in several major ambushes and frequent sniper activity over the past year. One such ambush took place on 15 April 1969 during a convoy along highway #19 from Qui Nhon to Pleiku. The Viet Cong attacked the 666th Transportation Company convoy with rockets, mortars and rifle fire. As result 7 friendlies were wounded in action, with 3 Army Commendation Metals for Valor and 1 Purple Heart awarded to men of the unit. In addition, several of the units 2½ ton trucks have been demolished by enemy mines. For the year 1969 the company has had 7 men receive the Army Commendation Metal with "V" for Valor, 1 man received the Army Commendation metal, and 2 men received the Bronze Star.

f. Weapons Training: The 666th Transportation Company is equipped with the M-16 rifle. The use of gun trucks and gun jeeps has necessitated that many personnel become proficient in the use of the M-79 grenade launcher, the .50 cal machine gun and the M-60 machine gun.

g. Mission Accomplishment: As a member of the 39th Transportation Battalion, the unit has maintained 2 bases of operations: The main company at Gia Le and the 1st Platoon at Camp Evans, where from 18 to 32 of the units 60 task vehicles are stationed. Facilities like operations, motor pool maintenance, day room and so forth had to be set up at each base. In addition, the company moved in midyear from the Qui Nhon area in II Corps to the Phu Bai area in I Corps. From a predominately line haul mission in Qui Nhon, the 666th Transportation Company mission has become local haul, administrative support of the 101st.

The 666th Transportation Company has accomplished its mission with an outstanding safety record. The company has awarded 22 Drivers Badges and 29 safety awards for accident-free miles (3 to drivers with 30,000 accident free miles, 2 for 20,000 miles, 3 for 12,000 miles and 21 for over 5,000 miles).

4. Personnel and Administration Activities:

MTOE 55-17GP22 came into effect 25 June 1969 authorizing 172 personnel, 3 less than the 175 authorized under the superceded TOE 55-17G, in effect since 31 March 1966. The unit has had a personnel shortage problem in

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all but 3 months of 1969 (October, November, and December). The months of May, June, and September saw unit strength drop below 55%. The average strength has been at 75% of authorized strength. There have been times during the year when practically everybody but platoon sergeants have been on the road. The unit has been hard pressed at times for lack of NCO's and Officers. But this shortage of personnel did not prevent the 666th Transportation Company from achieving its mission.

5. Logistical Problems:

a. Logistical Activities: The mission of the unit has been hindered at times by the non-availability of mission-essential such as tires, inner tubes, brake shoes, and mirrors.

b. Supply Activities: There has been a severe shortage of many items in the supply systems: weapon's parts, #2 common tool set components, TA-50 clothing, combat boots and rain gear. The unit supply has done an admirable job keeping stock levels up, following up on requisitions, and maintaining the unit property books and clothing records.

c. Maintenance Activities: Maintenance facilities at both Gia Le and Camp Evans have greatly improved since June 1969. At Gia Le the unit started from scratch and built an operations building, a PLL Building, a tire shop, and a grease rack. A pond was dug, fed by several springs, and used for a truck washing point. The maintenance section is to be commended on its efforts to keep the company's trucks on the road and the deadline rate as low as possible.

d. Transportation Activities: In the Qui Nhon area the unit was responsible for providing up to 5 armor-plated gun trucks for convoy security. When transferred to Gia Le, the company supplied 2 gun trucks for the daily convoys to FB Blaze, at the head of the A Shaw Valley near the Laotian Border. The mission of the unit has shifted in emphasis from line haul, convoy runs Qui Nhon, to local haul, free-float runs at Gia Le. At anyone time the 666th Transportation Company might have trucks dispatched to a dozen different places.

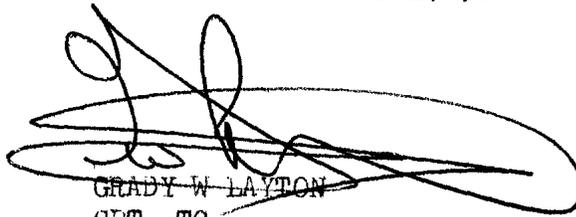
e. Food Service Activities: In Qui Nhon the company ran one of the best messes of the 8th Group. In Gia Le the unit utilizes a combined 39th Transportation Battalion mess. The unit has supported this mess with TOE equipment and personnel, and has donated countless man-hours and building materials for expansion and improvement of the mess hall facilities.

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6. Special Events:

1. Annual General Inspection (AGI): The company satisfactorily passed its AGI on 23 September 1969, despite a handicap of having under 60% authorized strength at the time.

2. Vehicle Roadside Spot Check: The 666th Transportation Company was commended by the commander of the 26th General Support Group in December 1969 for successfully passing 31 consecutive vehicle roadside spot checks during a period from October to Mid-November 1969.



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