

Jun-Dec
1966

669TH TRANSPORTATION COMPANY (LIGHT TRUCK)
APO 96238

24 March 1967

UNIT HISTORY

1 June - 31 December 1966

The 669th Transportation Company (Light Truck) (5 ton) was organized 1 June 1966 at Fort Campbell, Kentucky per General Orders number 156, Headquarters, Third United States Army, dated 29 April 1966 and amended by General Orders number 195, dated 18 May 1966. The unit was organized under TOE 55-17F.

The unit was organized and commanded by Captain John H. Heider, [REDACTED]. Other officers and key non-commissioned officers are as follows: First Lieutenant James V. McConnell, [REDACTED], First Lieutenant Peter Howell, [REDACTED], and Second Lieutenant Thomas H. Clark, [REDACTED], CWO Calvin J. Myers, [REDACTED], and Sergeant First Class Bill E. Strunk, [REDACTED].

Prior to leaving Fort Campbell, Kentucky for deployment to South East Asia, Lieutenant Howell was promoted to Captain and was reassigned to the 27th Transportation Battalion, APO San Francisco 96238. Lieutenant McConnell was non-deployable due to a profile on his right knee; therefore, he was reassigned to Headquarters and Headquarters Company, Fort Campbell, Kentucky. Second Lieutenant Floyd D. Herron, [REDACTED], and Second Lieutenant Joseph C. Lyon, [REDACTED], joined the unit as replacements on 31 August and 16 September 1966 respectively.

During the period of 1 June 1966 through 19 September 1966 the unit received its cadre, filler personnel and equipment for training and deployment to South East Asia.

During the organization and training phase many difficult and discouraging problems arose but were settled through untiring and persistent efforts on the parts of all the officers and enlisted men of the company. Some of these problems included the arrival of filler personnel before the unit was organized or even before the cadre arrived, the late arrival of a major portion of the cadre, untrained and inexperienced drivers, cooks, mechanics, and clerks, the non availability of the 5 ton cargo truck, M54A2 to give adequate training to each driver. These are but a few of the problems experienced by the company.

On 10 September 1966 the unit completed loading the last of the vehicles and bulk equipment of the unit aboard rail cars at Fort Campbell. The bulk equipment was consigned for delivery to the Port of Mobile, Alabama for further shipment by vessel to the Republic of Vietnam.

After the eight weeks of training were complete each individual of the company was authorized and received a fifteen day POM leave. Fifty percent of the company went during the period 13 August 1966 to 27 August 1966. The other fifty percent went during the period 30 August 1966 to 14 September 1966.

On 27 September 1966 the unit with a total assigned strength of 179, with 172 deploying with the unit, boarded the commercial aircraft at Campbell Army Airfield for Oakland International Airport, Oakland, California. By 2230 hours, 26 September all deploying members of the unit had been signed aboard the USNS General William Wiegel. At 1430 hours, 28 September 1966 the anchor of the General Wiegel was weighed and the voyage to unknown ports in the South Pacific began. The weather on this memorable day was beautifully sunny and warm.

As our ship sailed past San Francisco and the Golden Gate Bridge many thoughts were turned to loved ones left behind in scattered cities and towns across America the beautiful.

The first few days at sea proved that most of us were not sailors at all. The dispensary and pharmacy aboard ship were kept rather busy during the first weeks of the voyage.

Aboard the ship, the unit was billeted in Compartment 4-6. During the voyage members of the unit were detailed for permanent KP duty in the troop mess. Entertainment aboard ship consisted of movies, games, cards, sun bathing and talent exhibitions. On the 6th day of October all officers of the unit were initiated into the Domain of the Golden Dragon as the ship passed latitude 28°, longitude 180°. All survived the initiation.

On 16 October the ship stopped at Okinawa for the night. Liberty was given to all deserving aboard. An enjoyable time was had by all concerned. At 0600 hours, 20 October the ship weighed anchor and set a course for the first stop in South Vietnam. Stops for the ship consisted of Vung Tau, Cam Rhan Bay, Tuy Hoa and finally Qui Nhon.

Our ship arrived at the Bay of Qui Nhon on the evening of 22 October. On the morning of 23 October the company debarked the ship into a BARC for the trip to shore. Upon arrival ashore we were welcomed to Qui Nhon by Lieutenant Colonel Melvin Wolfe, Commander of the 54th Transportation Battalion of which the company was being assigned to.

From our arrival point in Qui Nhon the company was transported by bus to our base camp located approximately twenty two miles west of Qui Nhon on Route 19. Base camp consisted of a barren side of a hill with about sixteen general purpose tents pitched with wooden floors which had been set up earlier by the company's advance party, consisting of Lieutenant Clark, Chief Warrant Officer Myers, Sergeant First Class Strunk, and Sergeant Nadeau.

For the next two and one half weeks the company concentrated on the improvement of the area.

On 1 November 1966, the unit's task vehicles began to arrive at the port. After deprocessing and servicing the vehicles the unit's first commitment in the Republic of Vietnam was on 2 November for 13 vehicles hauling Class II and IV from Qui Nhon Depot to An Khe.

In the preceeding months since the company's first commitment the company initiated a crash building program to improve the living conditions. This was accomplished in a very short span of time.

Since the first commitment the company has committed in line haul operations between Qui Nhon, An Khe and Pleiku, and Qui Nhon, Phu Cat and Bong Son.

Major units supported by the company have been elements of the 1st Cavalry Airmobile Division, 4th Infantry Division, and the 101st Airborne Division.

During the period of this report no wounded or casualties had been experienced by the unit.

The following are movement statistics for the first two months of operations:

NOVEMBER 1966			DECEMBER 1966		
<u>MILES</u>	<u>TONS</u>	<u>PERSONNEL</u>	<u>MILES</u>	<u>TONS</u>	<u>PERSONNEL</u>
117,517	3,163	726	134,735	5,557	1,406