

1969

UNIT HISTORY

669 TRANSPORTATION COMPANY (LT TRK)  
54th TRANSPORTATION BATTALION (TRK)  
8th TRANSPORTATION GROUP (MT)  
USA Support Command, Qui Nhon  
(January 1969 To 31 December 1969)

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## 1. INTRODUCTION

The year of 1969 for the 669th Transportation Company was a good and prosperous year. The officers and men of the 669th have met the enemy at their own game of ambush and performed their mission in an outstanding manner in service to their country. Although the enemy, either the North Vietnamese Army, Viet Cong Main Force, or Viet Cong Local Force, put their utmost effort in trying to stop and destroy our convoys, he was unable to do so, because of the superior training, clear-headed thinking, and the immeasurable courage and devotion demonstrated by each man.

Throughout the year, our convoys have run to Pleiku, Tuy Hoa, An Khe, LZ English, Uplift, Chu Lai and LZ Oasis. The drivers often had to go on roads that were often wet, broken, rough and dusty. During the monsoon season, these roads were often muddy and slippery, making the driving conditions not only treacherous, but also very dangerous. Again the drivers demonstrated their dedication to their country by withstanding these and other burdens cheerfully and without complaint.

Once again, the greatest moral booster for the company was the gun trucks. These gun trucks proved their usefulness whenever a convoy was ambushed by going directly into the "kill zone" to protect our drivers and repulse the enemy. If it wasn't for these gun trucks with their M50's, M60's and armored plating, it would have made the task of routing the enemy much more difficult. The personnel who men these vehicles should be particularly recognized for their valorous deeds and their complete disregard for their own personal safety, which they display whenever it is necessary for them to meet the enemy.

The following is a historical record reflecting the pride and achievement of the officers and men of the 669th Transportation Company for the year of 1969.

## 2. MISSION

The mission of the 669th Transportation Company is to provide for the movement of general cargo and personnel through motor transport as outlined in TOE 55-176. This unit is also required to provide security for convoys through hostile areas to include operation of five armored gun trucks and three gun jeeps.

## 3. EQUIPMENT

The basis vehicle of this unit is the 5 Ton Cargo Truck. By the middle of the year, approximately 75 per cent of the assigned 5 ton trucks had registered over 50,000 miles. It was becoming a formidable task to hold the deadline into a rate less than 20 percent. In September we received the new type M54A1C to replace the old M54A1 trucks that we had. The remainder of the year proved the usefulness of the M54A1C, which is equiped with "dropsides", in that it reduced our loading and off loading times and decreased the amount of damaged cargo. These new trucks also enabled us to put more trucks on the road because of the lower deadline rate.

## 4. AREA OF OPERATIONS

The 669th Transportation Company provides line - haul support to the Qui Nhon Support Command Area from the Qui Nhon area to the Pleiku area, north to Bong Son, and south to Tuy Hoa. Some of the outfits that we've supported are the 4th Infantry Division, the 173rd Airborne Brigade, and the Republic of Korea Tiger Division. Our convoys run to Pleiku, An Khe, LZ Oasis, LZ Hardtimes, LZ Salem, LZ Two Bits, LZ English, LZ Uplift, North English, Tuy Hoa, Kontum, Song Cau and a shuttle to Phu Cat Air Force Base.

5. COMMAND AND SUPERVISION

	<u>GRADE</u>	<u>TITLE</u>
a. <u>Commanding Officers</u>		
Dahlfred, John E.	1LT	TC
Percival, Frederick E.	1LT	TC
Rogers, James A.	1LT	TC
Hammel, William H.	1LT	TC
Thompson, Ruben G.	1LT	TC
Traub, Timothy J.	CPT,	TC
b. <u>Platoon Leaders</u>	<u>GRADE</u>	<u>TITLE</u>
Aspland, Brian M.	1LT	TC
Hammel, William H.	1LT	TC
Jackson, William C.	1LT	TC
Scherrea, John H.	1LT	TC
Lopez, Pedro A.	1LT	TC
Lovelace, Philip L.	1LT	TC
c. <u>Maintenance Officer</u>	<u>GRADE</u>	
Micelotta, Joseph L.	CW2	
d. <u>1SG</u>	<u>GRADE</u>	
Risbon, John S.	1SGT	
e. <u>Truckmasters</u>	<u>GRADE</u>	
Turk, Augustus Jr.	SFC	
La Rose, James C.	SFC	
Jones, Jackie D.	SFC	
f. <u>Company Platoon Sergeants</u>	<u>GRADE</u>	
Bailey, Rudolphus	SFC	
Krieter, Raymond	SFC	
Milburn, Larry G.	SSG	
Booker, John D.	SFC	
Creech, Lanay B.	SSG	
La Rose, James C.	SFC	
Hedglin, John F.	SSG	
Price, Dewey C.	SSG	
Jones, Jackie D.	SFC	
Chatham, Edward V.	SSG	
Greene, Joseph Sr.	SSG	
Shawver, Rickey D.	SSG	
g. <u>Mess Steward</u>	<u>GRADE</u>	
Caldwell, Nathaniel.	SFC	

h. Maintenance Sergeants

Humphrey, Thomas W.  
Staley, Raymond J.  
Turner, Robert D.  
Van Balen, Koert

GRADE

SFC  
SSG  
SSG  
SSG

i. Supply Sergeants

Mueller, Donald R.  
Ladd, Lynn W.

GRADE

SSG  
SSG

j. Sergeant of the Guard (54th Trans Bn)

Jackson, Jimmy R.

SSG

6. MAJOR ACHIEVEMENTS

a. During the period of 1 January 1969 to 31 December 1969, the 669th Transportation Company hauled all classes of cargo under the most difficult conditions. The company transported approximately 25,000 short tons of cargo for almost one million miles. Although hampered by adverse road conditions and periods of inclement weather, the company averaged only four accidents per month. Three times during the year, the plateau of 150,000 accident free miles were reached. Individual driver achievements would be too numerous to mention.

b. Enemy activity stepped up in early 1969, decreased in the summer months, and increased again in the last few months. The men of the 669th met this challenge and accomplished their mission very fortunately, without the loss of one man to the enemy. Very instrumental to this are the company's gun trucks, "Cold Sweat", "Bad Hombre", "Devil Woman", "Satans' Lil Angel" and "The Creeper". The crews of these vehicles cannot be commended too highly for their heroism and bravery in protecting our driver's lives and safeguarding their cargo. The men of the 669th fulfilled their mission regardless of the hardship.

7. AWARDS AND DECORATIONS

a. Bronze Star with "V" Device

NAME

Turk, Augustus Jr.  
Hammel, William H.  
Spurry, Douglas  
Parsons, James F.

RANK

SFC  
1LT  
SP5  
SP5

DATE

5 Jul 69  
1 Jul 69  
5 Dec 69  
5 Dec 69

b. Bronze Star

NAME

Turk, Augustus

RANK

SFC

DATE

8 Aug 69

<u>NAME</u>	<u>RANK</u>	<u>DATE</u>
Hammel, William H.	1LT	1 Jul 69
Micelotta, Joseph L.	CW2	7 Nov 69
Risbon, John S.	1SG	19 Dec 69

c. AGM with "V" Device

<u>NAME</u>	<u>RANK</u>	<u>DATE</u>
Smith, Douglas D.	SP4	5 Dec 69
Wellington, John D.	SP4	5 Dec 69
Lawson, Larry N.	PFC	5 Dec 69
Maddux, Perry W.	SP4	5 Dec 69
Pennington, Rayvelle	SP4	5 Dec 69
Fenley, Jack G.	SP4	5 Dec 69

d. Purple Heart

<u>NAME</u>	<u>RANK</u>	<u>DATE</u>
Watson, Nathan D.	SP4	17 Jul 69
Sparks, Jerry D.	PFC	17 Jul 69
Angel, John A.	SP4	25 Mar 69
Scharff, Charles E.	SP4	14 Feb 69
Mills, Gary	SP4	14 Feb 69

e. Service Medal

<u>NAME</u>	<u>RANK</u>	<u>DATE</u>
Whetstone, Leroy C.	PFC	10 Dec 69
Ryan, Kevin M.	SP5	15 Nov 69

8. MAJOR PROBLEMS

The major problems that the 669th Transportation Company had to face dealt primarily with personnel and equipment and were influenced by each other. Our trucks, in the first place, had to bear rather bad road conditions in the first part of the year, and because of the shortage of these trucks, many had to and have to run every day, sometimes 24 hours a day. This, in turn, hinders maintenance. ~~A just balance between operations and maintenance.~~ A Just balance between operating and maintenance had to be met. When the new trucks came in, new gun trucks were started immediately. This caused a few security problems, but were overcome through hard work and awareness of the time factor. Around September, a great number of people "deros'ed" and the influx did not make up for it till late in the year. During that period of personnel shortage our clerks even "ran" the road which shows how the men of the 669 meet all challenges. A noteworthy problem was the non-availability of supplies at all levels. Most prominent in relation to the company's mission were tires and tubes. It was only through the initiative of some of our personnel, that the shortages were met. Concerning safety, we had a lot of problems with gun jeeps and found that

the tactical tires used on these jeeps did not meet the safety standards for driving on the now improved roads. Also the tactical tires used on the 5 tons did not seem to meet the task. All in all, a greater emphasis was placed on safe driving techniques to try and lower the accident rate, low as it may be for the amount of miles accumulated by the drivers of the 669 Transportation Company.