

Questionnaire answered by Lee Turner, December 27, 2002.

Killblane. How did you become a truck driver?

Turner. I became a driver when drafted in February 1969. I went to 64A10 and 64B20 MOS school, Light vehicle and heavy vehicle driver courses, at Ft Jackson, SC.

Killblane. When did you arrive in Vietnam?

Turner. I arrived Vietnam on 7/10/69.

Killblane. Where did you arrive?

Turner. I entered at Cam Ranh Bay.

Killblane. How did you feel about going to Vietnam?

Turner. I did not really want to go but felt a sense of responsibility at the time.

Killblane. What was your reception like?

Turner. My reception was a relief to the CO as drivers were needed.

Killblane. What unit were you assigned to and where?

Turner. My unit, 363rd Transportation Company, was located at Da Nang, with one Platoon TDY at Quang Tri. I went to this platoon.

Killblane. What other truck units were there and what command did you answer to?

Turner. I'm not real familiar with the other truck units other than the SEABEES. We were under the command of the 80th General Support Group. We wore the 1st Logistical Command patch, commonly referred to as "The Leaning Shithouse Patch."

Killblane. Who were your leaders?

Turner. A LTC Count was group commander. My CO's were a Captain Pierre' Kirk (Canada), 1LT David Broadhurst (North Carolina), Lt. Maxwell Mitchell (Georgia), Lt. Greg Pietraszak (Pennsylvania), 1st Sergeant was Willie J. Peggs. Section Sergeants were Galloway, who was wounded in a truck ambush, SSG Jerry Proffit (Tennessee), and SSG Lewis Knighton (Spartanburg, SC).

Killblane. What kind of vehicle did you drive? Was it any good?

Turner. We drove the 5 ton tractor with either diesel or multi-fuel engines. Multi-fuels were not worth a dam. No Power.

Killblane. What was the daily routine?

Turner. The daily routine wasn't bad. Up early, out on convoy going North or working hauling out of Tin Shau Ramp at Da Nang to the food storage or the ammo dump.

Killblane. How many hours sleep did you get and how did you manage to stay awake on the road?

Turner. Convoys far North were overnight. We slept in transit base camps or in an LZ inside the trucks.

Killblane. Did you drive every day?

Turner. We drove 13 days, off 1, unless bad weather. We did not run much during the Monsoon season.

Killblane. What were the routes and who did you support at each leg of the route? How long was the drive each way?

Turner. We convoyed North to Phu Bai, out of there to LZ Sharon Camp Eagle, Camp Evans, on further North to Hue, and on to Quang Tri to the 5th Mech Infantry Division bases and

on to the DMZ to Dong Ha. With Binoculars from here you could see the NVA across the DMZ.

Killblane. What were the roads like?

Turner. Roads. Highway 1, was paved one lane across Hai Van Pass between DaNang and Phu Bai. The rest of roads were terrible.

Killblane. Who did you pick up your trailers from?

Turner. We used our own trailers. They were loaded at pickup points.

Killblane. What was life like at each camp like? What was the best base camp and what was the worst?

Turner. The best camp I went to was the Air Force Base at Da Nang. There was a Dobb's House Restaurant there that sold cheeseburgers. The worst part of the camp at Da Nang at China Beach was you had to go by the Mortuary. I can still smell it today, 33 years later. This and human waste burning were the worst smells there.

Killblane. What phases of stress did you go through and how did you deal with it?

Turner. I didn't feel a lot of stress. I was removed from the road and served as dispatcher my last few months. Units were short of clerical personnel that could type. I did go on 1 last trip to Phu Bai, over the pass and back about ten days before I left.

Killblane. Were you ambushed? Could you describe the ambushes?

Turner. Ambushes consisted mostly of us being sniped at. We had a SSG Gallew a convoy commander hit by a sniper right before I left. He was hit in the knee. He was fine. We had a lot of support, depending on what we were carrying.

Killblane. Did your company have any guntrucks? What were they and how many per company?

Turner. Our company had 3 gun trucks, armor plated 2 ½-tons with a .50 cal. and two M60's on each. We also had several armored gun jeeps. Usually when crossing the pass, there were Cobra Choppers overhead.

Killblane. How did you feel about leaving Vietnam?

Turner. When I left, it was early AM on July 8, 1970. I left before anyone else got up, leaving my accumulated possessions beside each person's bed that I wanted to have them. That's the way we did it.