

**UNIT HISTORY**

**563d Transportation Company  
124th Transportation Battalion  
USA Support Command, Qui Nhon  
(1 Jan 67 Thru 31 Dec 67)**

**Prepared By**

**DAVID E. HAND, OPT, TC**

**563d Transportation Company**

**25 March 1968**

**Approved By**



**DAVID E. HAND**

**OPT, TC**

**Commanding**

**APG 96318**

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563D TRANSPORTATION COMPANY (MEDIUM TRUCK CARGO)

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1. Introduction: This is the historical summary of the activities of the 963d Transportation Company (Medium Truck Cargo), for the year of 1967 in the Republic of Vietnam. During the past year the unit was faced with many new responsibilities and challenges, all of which were successfully met. Among these were two complete changes in assigned missions, relocation to a new area, development of a base of operations and development of new operational methods.

## 2. Mission and Resources:

a. Mission: The 963d Transportation Company (Medium Truck Cargo), faced three separate mission assignments in 1967. The first was a continuation of the mission performed in 1966, line haul transportation support between Qui Nhon, An Khe, Pleiku and other locations as directed. On 20 June 1967 the unit was given the mission of port clearance of Qui Nhon Fort. This mission placed the responsibility of spotting all empty 12 ton semi-trailers belonging to the 8th Transportation Group (Motor Transport), wherever they were needed in the Qui Nhon Fort or depot for loading and also of pulling loaded semi-trailers to the Qui Nhon Trailer Transfer Point, where they were picked up by the line haul tractors. Concurrent with this mission, the unit was occasionally called upon to haul to Phu Cat Air Force Base located twenty miles north of Qui Nhon. On 17 May, one platoon was detached from the unit and attached to the 64th Transportation Company (Medium Truck Cargo) in Pleiku, RVN with the mission of providing line haul transportation between Pleiku and An Khe. On 25 July 1967, the entire unit was moved to Pleiku, attached to the 124th Transportation Battalion (Truck) and given a new mission. This mission was to provide transportation for the movement of personnel, general cargo, bulk petroleum products, refrigerated cargo and missiles by motor transport, in both line and local haul operations, within II Corps Tactical Zone as directed. Also to provide transportation support to Headquarters, Pleiku Sub-Area Command in areas of that unit's organic capability as directed, and support combat operations as directed.

b. Capabilities: The rated capabilities of the 963d Transportation Company (Medium Truck Cargo), are as stated in TOR 55-187. For a number of reasons, the unit has been unable to achieve its rated capability. A discussion of these reasons are contained in annex B.

c. Organization and Utilization of Resources: An RTOR was submitted in the month of August 1967 requesting several additional men and considerable extra equipment but the RTOR has not been approved as of 31 December 1967. The unit was issued four additional 2 1/2 ton cargo trucks to assist in its internal convoy security program and some other equipment but otherwise the organization of the unit remained as stated in TOR 55-187. Local national personnel were hired for many duties such as kitchen police, filling of sand bags and police of the area to relieve all available military personnel for performance of their primary duty and insure maximum utilization of resources.

d. Personnel: During 1967, the strength of the unit varied from a high of 193 to a low of 133. The average for the year was 167. Officers strength was much steadier with an average of four officers percent. The shortage of personnel, both enlisted and officers presented many problems to the unit but none that were not met successfully. During the year, four officers had command of the company; CPT James C. O'Connell from 1 January to 15 January, CPT Gordon W. Noble from 16 January until 31 May, CPT Kenneth A. Wykle from 1 June until

14 October, and CPT David S. Reed from 15 October until 31 December 1967. The unit also experienced a great turn over in its other key slots. A total of seven other officers, three maintenance sergeants, three first sergeants, four truckmasters, three maintenance sergeants, and six more sergeants served with the 503d Transportation Company during 1967. The names and dates of service are attached in Annex B. Only one casualty was suffered in 1967. It occurred on 17 November when 1Lt Stephen H. Wright was shot in the foot while on patrol.

**a. Vehicles and Equipment:** The unit is authorized the following critical items of equipment by its TOE,

5	1 ton trucks
1	3/4 ton truck
3	2 1/2 ton trucks, cargo
64	5 ton truck tractors
1	5 ton truck wrecker
120	12 ton semi-trailers
1	9,000 gallon semi-trailer
3	1 ton trailers
1	1/2 ton trailer
1	100 gallon water trailer
1	lab and service unit
7	gravel launchers
177	rifles
12	machine guns, 7.62 mm

Severe density fluctuations were encountered with most of the above mentioned equipment. For example, in August, the unit had 64 five (5) ton tractors. On 31 December, it had only 32. Courier ton utility trucks varied from five to three. Four extra 2 1/2 ton cargo trucks were hand receipted to the unit in November to assist the unit in providing security for its convoys. These four vehicles were armor plated and converted into gun tractors mounting two machine guns and one M79 gravel launcher. In August, the unit was also authorized to hand receipt an extra 9,000 gallon POL tanker to operate a fueling station for 5th Group vehicles in Pleiku.

**b. Facilities:** In Qui Nam, the company resided on the 503d Transportation Battalion compound which consisted of a series of CP medium tents over wooden frame beds with lumber from the individual VASTOC kits. Maintenance facilities were hand made affairs supplemented by TOE authorized maintenance tents. When the 503d Transportation Company (Medium Truck Group) moved to Pleiku in July 1967, it had to again build shelter for its members. This was done by unit personnel under the call-help program. The post engineers issued the materials and the unit provided the labor. The compound in Pleiku had a small two man maintenance shop built by a previous company but it was inadequate for the unit's needs and in September the unit built a six man maintenance facility which proved very adequate. All construction was done by unit personnel with no let up in mission requirements. By November the unit had, by reason of much hard work, succeeded in creating a fairly comfortable base camp with hot showers, and a small recreation facility for the personnel.

### **3. Operation and Training:**

**a. Training exercises:** The 503d Transportation Company participated in no training exercises during 1967.

3. **Mandatory Subject Trainings:** Mandatory subjects were taught in accordance with 1st Logistical Command Training Directive Number 1 and 2nd Recon Support Command Training Directive Number 1. The classes are taught during the day with make up classes held after duty hours for personnel who could not attend the regular classes.

c. **Combat Services Support Operations:** During November 1967 the 563d Transportation Company (Medium Truck Cargo) participated in combat service support of the Fourth Infantry Division Operations in the battle of Dak To. Support rendered to US Forces fighting in Dak To included driving 137,750 miles and carrying 9,259 tons of general cargo and 97,471 gallons of POL. On 4 December, 2Lt Everett D. Sneed commanded a convoy in support of the 173d Airborne Brigade in a unit move from Ban Hat to Tay Son. The trip lasted four days. On 18 December 1967, 2Lt Gregory F. Debraun took a convoy of 11 vehicles and in four days moved elements of the 1st Air Cavalry Division from Dak To to Ban Son. On 25 December, 2Lt Sneed moved elements of the 5th Special Forces Group from Palle Klong to Plei Bjarung. The rest of the unit's activities during the year included rendering all types of transportation support to all units in its area. During 1967 the 563d Transportation Company drove 1,752,777 miles and carried 286,419 tons of all classes of cargo. This would have been considerably higher except that on 2 September 1967, a convoy was ambushed on highway 19 near An Khe and the road opening hours were changed to provide more security to elements operating on the road. As a result of this, the company could only make one trip to An Khe per day instead of two, which had been the previous average.

d. **Combat Actions:** During 1967 the 563d Transportation Company was not involved in any combat actions.

e. **Marksmanship:** All new personnel arriving in the 563d Transportation Company were given weapon training within seven days of their arrival. The training consisted of instruction in proper care of their individual weapons and familiarization firing. The weapons firing was conducted each Saturday at the 9th Special Forces Range located near the cantonment.

f. **Weapon Trainings:** In November 1967, the 563d Transportation Company (Medium Truck Cargo) assigned four men to a crew to man an M55 multiple machine gun (Quad 90) weapon system which was hand received to the 124th Transportation Battalion (Truck). The training lasted one week and was conducted at Phu Cat Air Force Base.

g. **Mission Accomplishments:** During 1967, the 563d Transportation Company accomplished all assigned missions, both general and special. The outstanding accomplishment of the year was the fast efficient transportation service rendered to US Forces at Dak To.

#### 4. **Personnel and Administrative Activities:**

a. During 1967, the 563d Transportation Company (Medium Truck Cargo) underwent its Annual General Inspection on 17 April. A result of satisfactory was achieved.

b. On 17 January 1967, a record number of 51 NCO's were promoted to the

grade of Specialist 4. In late April 1967, 15 EM were transferred to other organizations of the Qui Thon Support Command in the first effort to reduce the "rotational hump" caused by the fact that 90% of the unit came over from CONUS together. A second such transfer took place in August 1967 when 40 EM were transferred to the 97th Transportation Company (Light Truck) and a like number of personnel received from that unit.

c. On 17 May, the entire 2d platoon of the 563d Transportation Company (Medium Truck Cargo) was attached to the 64th Transportation Company (Medium Truck Cargo) in Pleiku to assist that company in its operational mission. The 2d platoon rejoined the rest of the company in August 1967 after the unit moved to Pleiku itself.

d. On 23 July, the 563d Transportation Company (Medium Truck Cargo) was detached from the 54th Transportation Battalion (Truck) and attached to the 124th Transportation Battalion (Truck) which had just arrived from Fort Devens, Massachusetts.

e. Upon its arrival in Pleiku, the unit was given the mission of providing first six and later ten EM to work in the Pleiku Truck Terminal.

## 5. Intelligence and Security Activities

a. The primary intelligence activity conducted by the 563d Transportation Company (Medium Truck Cargo) was the daily road reports submitted by unit officers after each convey. Any change in the road net within the unit area was quickly reported to the battalion S-3 and was in turn disseminated to all other users of the road.

b. Security was a never ending problem for the 563d Transportation Company (Medium Truck Cargo) after 23 July 1967. Prior to that time the only security requirements that had to be met were the numbering of  $\frac{1}{2}$  ten security vehicles in the unit convoys. Only two were required per convey and the importance of this requirement on unit resources was negligible. After the unit arrived in Pleiku, however, a radical increase in the security requirements was experienced. A total of 15 EM per night were assigned to guard duty in the company area and an additional four EM's were assigned to guard the TIF each night. This represented a serious drain on the drivers of the company. After the ambush on Highway 19, the convey security requirements were raised until a total of 15 EM's were assigned security duties on each convey in the company.

c. Beginning in August 1967, the unit received an additional security requirement. Every eighth night, 10 EM and 1 officer were sent on an all night patrol outside the US Forces encampment in the Pleiku area. These patrols operate under the control of the 32d Artillery Group and the mission is rotated among all units in the Pleiku area. It was on one of these patrols that 1LT Stephen N. Knight was wounded.

## 6. Logistical Activities

### a. Logistical Problems:

(1) The most critical logistical problem encountered during 1967 occurred after the unit moved to Pleiku. There was no salvage point in the Pleiku area that could handle items of equipment smaller than a truck unless it could be be towed. This meant that many items had to be shipped to Qui Thon for turn in as unserviceable.

(2) The Fleiku Self Service Supply Center was extremely short of items which were needed to support the Fleiku units. This list of shortages include such items as cups for the mess hall, silverware, paper, pencils, pens, mail folders and some tools.

(3) Considerable trouble was experienced in obtaining the popular sizes of clothing from the direct exchange point.

(4) Post engineers support broke down in the monsoon season resulting in many jobs such as trash and garbage disposal falling onto the unit. Also considerable difficulty was experienced in getting needed construction performed in the unit area as most of the engineer resources were committed to development of the Fleiku Logistical Depot Complex.

b. Supply Activities: During the year of 1967, 72 five ton tractors were classified unserviceable and turned into the salvage yard. Nine 1/2 ton trucks went the same way. Most of the tractors were damaged in Fleiku during the monsoon. Most of the 1/2 ton vehicles were classified as salvage and uneconomically repairable. Another serious supply activity was the procuring of health and comfort items for the company personnel. As of 31 December 1967, many of the troops lacked wall lockers and mattresses.

c. Maintenance Activities: During the first half of the year, the company experienced a rapid turn-over of maintenance personnel. This plus the onslaught of the monsoon created a very unfavorable maintenance situation. The worst aspect of the situation was the deterioration of an orderly system of preventative maintenance in favor of placing the emphasis of performing only the absolutely necessary emergency repairs necessary to enable vehicles to operate. This emphasis allowed the mechanical condition of the vehicles to deteriorate under the monsoon road conditions. Another aspect of the maintenance situation was the deterioration of the unit PLL because of the habit of "scurraging" parts. Despite these problems however, the unit continued to meet its commitments. When the 563d Transportation Company (Medium Truck Cargo) was transferred to Fleiku on 25 July 1967, it began its second monsoon season of the year. The lack of facilities in the new area plus the cumulative effect of the two monsoons went the deadline soaring. On 3 September, the deadline hit the record high of 98.3% of the test vehicles. The problems in Fleiku were compounded by the fact that this was the end of the supply line for repair parts and it was difficult to scrounge the needed repair parts to keep the vehicles running. The lack of a good PLL presented no end of trouble before the monsoon season closed. Examples of the repair parts problems encountered were brake shoes which lasted an average of three weeks in the monsoon mud, wheel cylinders, which lasted only 2000 miles, and hydraulics which averaged approximately 30 days. The 52d Maintenance Battalion (Direct Support) rendered outstanding service to the unit during this time of troubles. From August until the end of the year they even pulled semi-annual services for the company. After October, the monsoon rains ceased and much hard work resulted in the establishment of both a much lower deadline and a vastly improved system of maintenance operations.

**d. Transportation Activities:** The 563d Transportation Company (Medium Truck Cargo) experienced many internal transportation problems during the year because of the requirement of providing unit  $\frac{1}{2}$  ton trucks for use as gun trucks. This problem was met by combining as many trips as possible to insure maximum utilization of available resources.

**e. Medical Activities:** The 563d Transportation Company (Medium Truck Cargo) has no assigned medical responsibilities or capabilities. Adequate support was received from the medical facilities into which the company was dependent for support.

**f. Food Service Activities:** While the 563d Transportation Company (Medium Truck Cargo) was stationed in Qui Nhon, the only food service activities conducted was the feeding of organic company personnel. Very few problems were encountered despite the rapid change of mess stewards. Upon arriving in Pleiku however, the situation changed drastically. The unit was given the mission of feeding itself, the Headquarters Detachment of the 124th Transportation Battalion (Truck) and feeding all members of 8th Transportation Group (Motor Transport) who remained over night in the Pleiku area. This resulted in an average feeding strength of 225 personnel plus up to 250 transients. Frequently as little as 15 minutes advance warning was received that transients would have to be fed. This placed severe strain upon the mess section of the unit but the personnel were always fed. The job of the mess section is even more substantial considering that this was done utilizing only organic field equipment. The unit arrived in Pleiku and inherited an old gutted mess hall with no installed equipment. Much effort was spent constructing basic mess grills and decorating the interior of the old mess. On 31 December, all personnel could be proud that the unit had one of the nicest dining rooms in all 8th Transportation Group (Motor Transport).

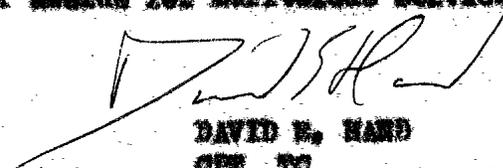
## **7. Special Events:**

**a. Annual Inspector General Inspection:** The unit underwent its yearly Inspector General Inspection on 17 April and achieved a score of Satisfactory.

**b. Command Maintenance Management Inspection:** The unit underwent its annual CMMI on 22 July 1967. The unit was rated unsatisfactory. A reinspection was conducted on 13 October by the Qui Nhon Support Command CMMI Team and the unit received a satisfactory rating in all areas.

**c. Unit Organization Days:** The mission requirements precluded the company holding organization day ceremony during 1967.

**d. Personal Achievements:** No member of the 563d Transportation Company (Medium Truck Cargo) received an award during the year 1967. The company was fortunate enough not to be exhausted. The frequent turn over of personnel in the company precluded the submission of awards for meritorious service or achievement.

  
DAVID E. NARD  
CPT TC  
Commanding

**563d TRANSPORTATION COMPANY (MEDIUM TRUCK BANDO)**

**ANNEX A (Lineage and History)**

**Constituted 1 January 1942 in the Army of the United States as  
Company B, 397th Quartermaster Battalion**

**Activated 10 January 1942 at Fort Dix, New Jersey**

**Redesignated 31 July 1942 as Company B, 397th Post Battalion, Trans-  
portation Corps**

**Reorganized and redesignated 3 February 1944 as 563d Post Company**

**Inactivated 14 September 1945 at Camp Patrick Henry, Virginia**

**Redesignated 12 January 1956 as 563d Transportation Company and  
allotted to the Regular Army**

**Activated 1 February 1956 at Fort Ruston, Virginia**

**Inactivated 15 November 1957 at Fort Ruston, Virginia**

**Activated 1 June at Fort Lewis, Washington**

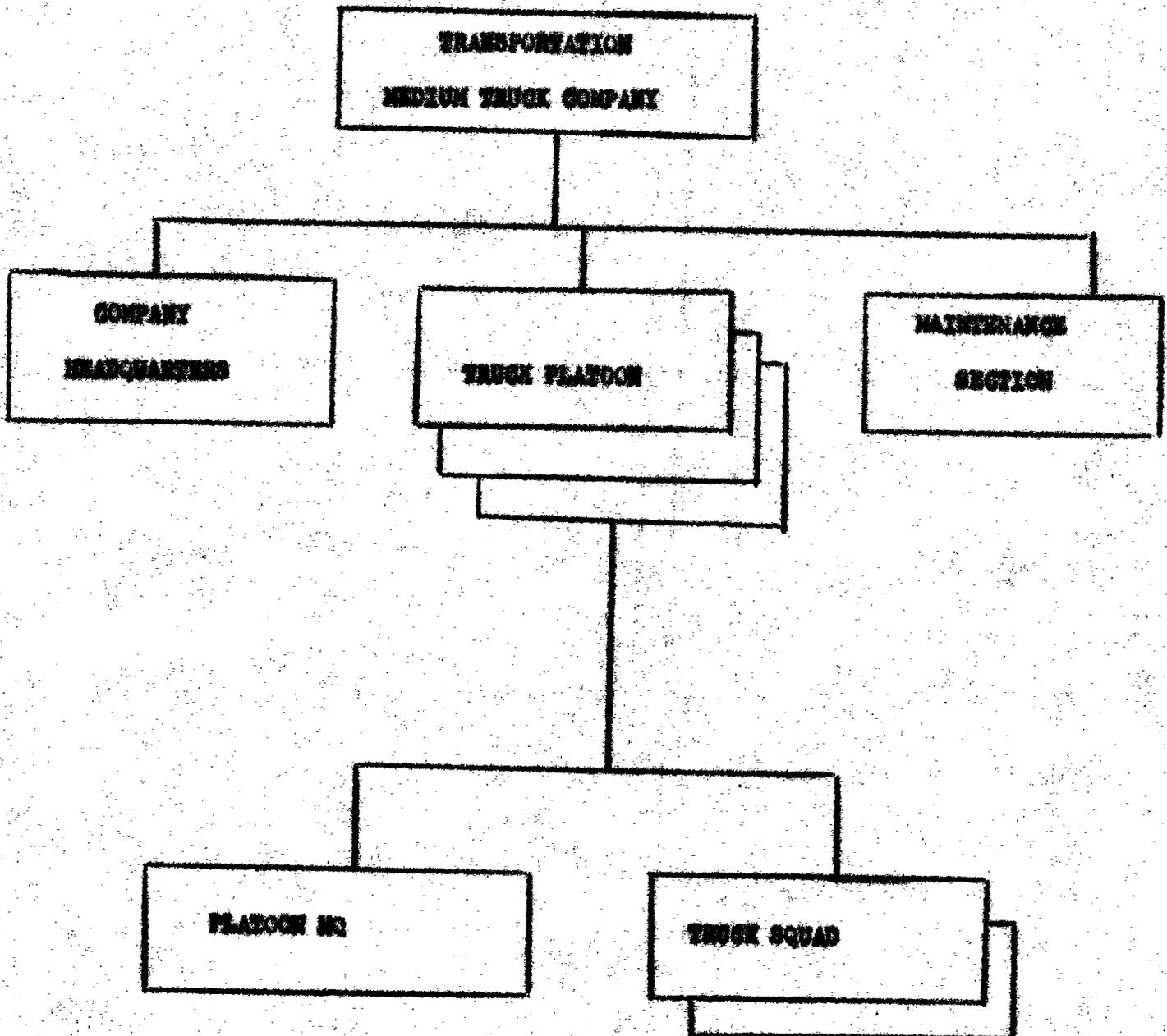
**CAMPAIGN PARTICIPATION CREDIT**

**World War II Campaigns**

**Naples-Foggia  
Rome-Arno  
Southern France  
RhineLand**

**5430 TRANSPORTATION COMPANY (MEDIUM TRUCK GANGO)**

**Annex B (Organization Chart)**



**Annex C. (Orders)**

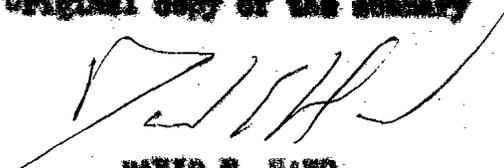
**Attached as inclosures are copies of orders supporting the unit historical summary.**

DEPARTMENT OF THE ARMY  
563D TRANSPORTATION COMPANY (MEDIUM TRUCK GARAGE)  
APO 96318

25 March 1968

XXXXXXXXXX

Insufficient copies of the orders attached as Annex B of the 563D Transportation Company (Medium Truck Garage), Historical Summary are still in existence in this organization to attach one to each copy of the summary. No capability exists to duplicate the orders in time to meet the suspense date. The copies in existence are attached to the Original copy of the summary



DAVID E. HAND  
CPT, TC  
Commanding

**Annex D (Personnel Strengths and Assignments)**

1. The following Officers and NCO's were assigned duties in the positions indicated during 1967.

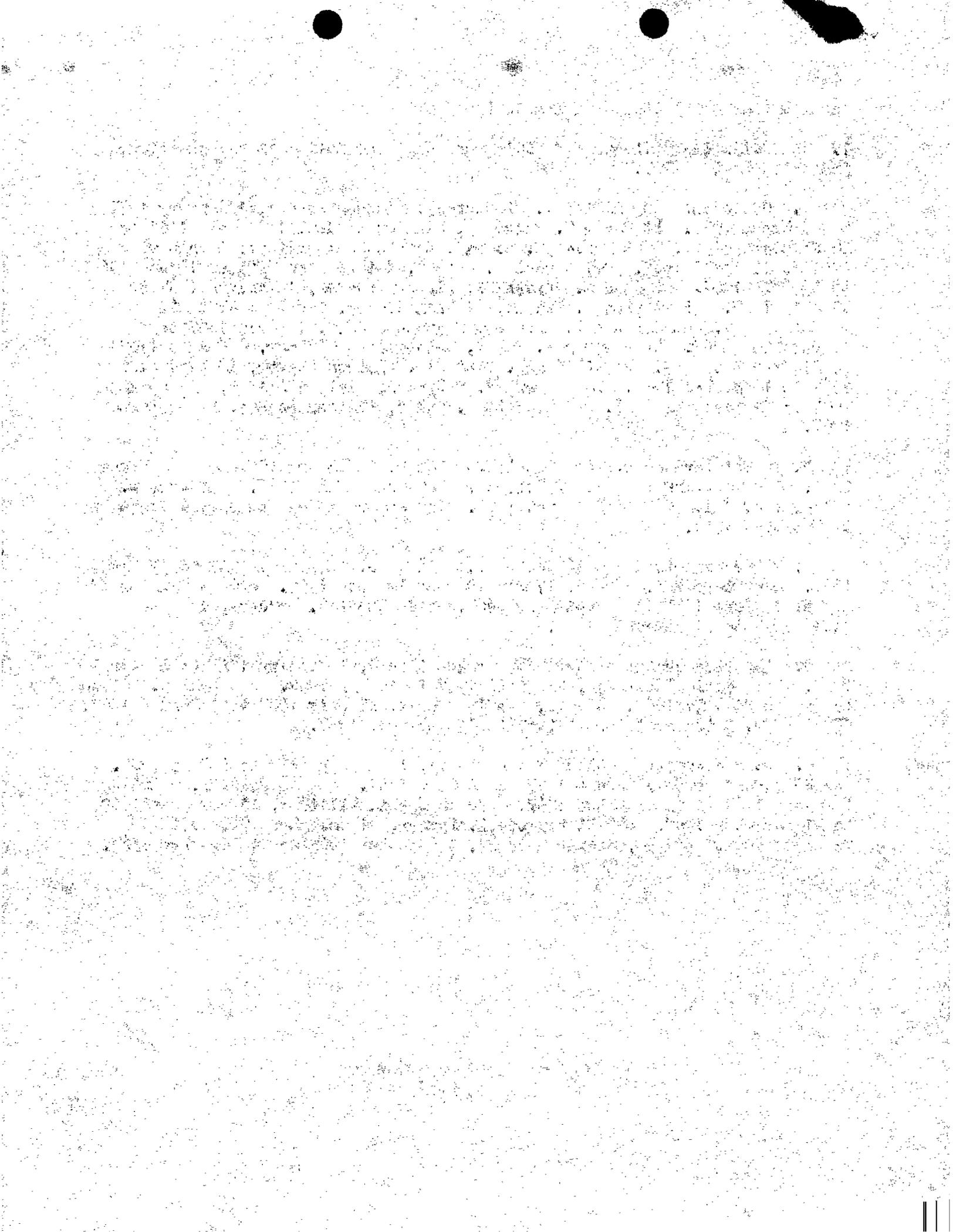
a. Officers: Lt William L. Eichenberg, Platoon Leader, 1 January 1967 to 20 March 1967. Lt David M. Connolly, Platoon Leader, 1 January 1967 to 20 September 1967. CW2 Denver C. Stoval, Maintenance Officer, 1 January 1967 to 19 April 1967. WO1 Robert E. Watson, Maintenance Officer 1 June 1967 to 20 July 1967. Lt John L. Mulvihill, Platoon Leader, 1 January 1967 to 13 July 1967. Lt Stephen M. Wright, Platoon Leader, 6 July 1967 to 22 November 1967. Lt Kenneth R. Reiser, Platoon Leader, 10 July 1967 to 31 December 1967. WO1 George W. Morse, Maintenance Officer, 6 August 1967 to 31 December 1967. Lt William A. Pond III, Platoon Leader, 20 September 1967 to 1 October 1967. Lt Gregory F. DeBrocke, Platoon Leader, 22 September 1967 to 31 December 1967. Lt Everett D. Sneed, Platoon Leader, 24 September 1967.

b. First Sergeants: SFC Donnie Turnbough, 1 January 1967 to 16 February 1967. 1SG ES Frank Seelig, 17 February 1967 to 20 July 1967. SFC John B. Stinson, 20 July 1967 to 5 August 1967. 1SG ES Angle Vega Laguna, 6 August to 31 December 1967.

c. Truckmasters: SSG E6 Hector J. Feliciano, 1 January 1967 to 17 May 1967. SFC Winfred R. Barnes, 17 May 1967 to 19 June 1967. SSG E6 Wallace Koyes, 19 June 1967 to 8 September 1967. SFC Albert C. McFurry, 9 September 1967 to 31 December 1967.

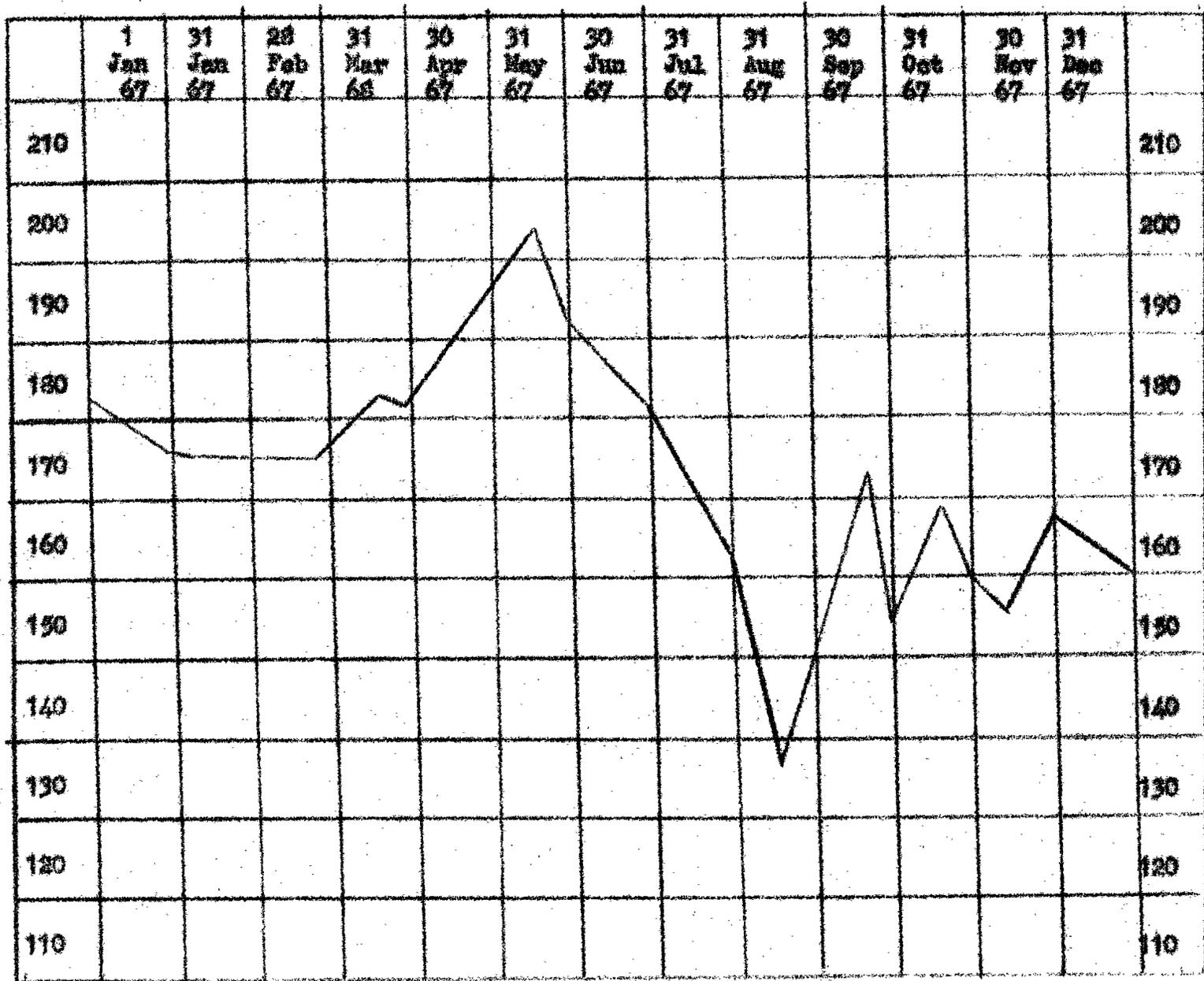
d. Maintenance Sergeants: SFC Horace Alford, 1 January 1967 to 23 April 1967. SFC Donnie Turnbough, 23 April 1967 to 19 May 1967. SFC John B. Stinson 19 May to 20 July 1967. SSG E6, Rastine Jones, 20 July 1967 to 5 August 1967. SFC John B. Stinson, 5 August 1967 to 31 December 1967.

e. Mess Stewards: SSG E6 Frank Melliell, 1 January 1967 to 6 June 1967. SSG E6 Edward Barron, 6 June 1967 to 20 July 1967. SSG E6 Roger L. McMillen 1 August 1967 to 15 November 1967. SSG E6 Bobbie Williams, 15 November 1967 to 21 November 1967. SSG E6 Raymond L. Farmer, 21 November 1967 to 1 December 1967. SSG E6, George Goodman, 1 December 1967 to 31 December 1967.



Annex B (Personnel Strengths and Assignments)

2. Personnel strengths for 1967 are depicted in the chart below:



## Annex E (Unit Chronological Summary of Historical Events)

1. For the first few days of the new year the unit concentrated on meeting its commitments for line haul operations. On 16 January the unit received a new commander, Captain Gordon W. Mable. The former commander, Captain James C. O'Connell, became CO of the TTP and Hold Baggage Center in An Khe. The next day, 17 January, was a memorable day for the men of the 563d. On this date, fifty-one personnel were promoted to the grade of Specialist 4. Soon thereafter our mission was changed to that of Port Clearance. The new shuttle mission was handled on a 24 hour-a-day basis. The unit assumed the responsibility of pulling all loaded trailers from the Port and Depot locations to the Trailer Transfer Point. Also, the unit had the responsibility to spot all empty trailers returning from Pleiku and An Khe at these various locations for loading. On several occasions the company received an additional commitment to operate an around the clock shuttle to the new Phu Cat Air Force Base twenty miles north of Qui Nhon. Members of the unit found this to be an enjoyable task. Cement was the primary cargo carried on the Phu Cat shuttle. An efficient short haul was achieved by off-loading directly from the ship onto the trailers. As soon as the trailer was loaded, the truck departed for Phu Cat. Within ten minutes after arrival at Phu Cat, the truck was off-loaded and on its way back to the Port for another load.

2. During early February 1SG E8, Frank Seelig, became the unit's new First Sergeant. 1SG Seelig was the first E8 assigned to the unit since departure from the States. On 14 February SP5 Dale B. Jones, first cook, was promoted to SSG E6 and took over the duties of Mess Steward for the 512th Transportation Company. As the first quarter of 1967 rolled on, the unit was primarily interested in improving its efficiency in carrying out the port clearance mission. Despite heavy monsoons and steady deterioration of the road conditions, the 563d steadily increased its miles driven and tons moved. On 20 March the unit lost the services of 2LT William L. Eichenberg due to a shortage of Lieutenants in other units within 8th Group. SSG E6 George W. Alexander joined the unit as Assistant Truckmaster on 24 March. As the first quarter of 1967 drew to a close, the weather and road conditions began to improve greatly. With the operations becoming more systematic with the passage of time, the unit began preparations for its first annual General Inspection scheduled for 17 April.

**SUBJECT: Unit History**

3. On 6 April, 2LT David M. Connolly was promoted to First Lieutenant. Under the guidance of CPT Mabie and 1SG Seelig, the unit worked diligently in preparation for the AGI. The hard work paid off as the unit received a Satisfactory rating on its first AGI. A memorable company party was held the evening of the 17th to celebrate the occasion. On 23 April SFC Turnbough returned to the unit as Maintenance Sergeant replacing SFC Alford who returned to the States. By April, most of the members of the 563d were past the half-way mark in their tour. With such a large number of people having DEROS of 27 September, it became necessary to transfer personnel to other units within the Group. The new faces in the unit were all personnel with rotation dates in June, July and August. These transfers greatly reduced the "rotational hump" problem for the unit. On 19 April the unit's maintenance officer, CW2 Denver C. Stovall, departed the unit to become the new 1st Logistical Command CMOI Team Chief for units assigned to the Qui Nhen Support Command. On 17 May SFC Winfred R. Barnes joined the unit as Truckmaster replacing SSG Hector Feliciano who was transferred to the 27th Battalion. On the same day the entire 2nd Platoon plus six mechanics, under the leadership of SSG Wallace Keyes, was sent to Pleiku TDY attached to the 64th Transportation Company. Sergeant Keyes and his men took up the duties of operating a line haul between An Khe and Pleiku along with the 64th. On 19 May 67 SFC John B. Stinson joined the unit as Maintenance Sergeant. SFC Turnbough became the new Battalion Maintenance Sergeant of the 27th Transportation Battalion.

4. On 1 June, the first anniversary of activation of the unit, Captain Kenneth R. Wykle assumed command. Soon thereafter CPT Mabie departed the unit headed for the Transportation Officer's Career Course at Fort Eustis, Virginia. The fifth of June brought three noteworthy changes to the unit's maintenance section. On that day WO1 Robert E. Watson became the new Maintenance Officer. In addition, both Assistant Maintenance Sergeants, Rastine Jones and Richard Hottell, were promoted to SSG E6. On 6 June SSG McNeil was transferred to the 2nd Transportation Company and SSG Barron, from that unit, took over SSG McNeil's duties as Mess Steward. More personnel changes took place on the nineteenth of the month. On that date, SFC Barnes departed the unit on TDY status to become NCOIC of a new Task Force. SSG Keyes returned to the unit from Pleiku to assume the duties of Truckmaster. SSG Edgar Hill then went on TDY status to Pleiku to replace SSG Keyes as platoon sergeant of the 2nd Platoon. SGT E5 Henry L. Hicks took over SSG Hill's duties as platoon sergeant of the 3rd Platoon.

5. The twenty-seventh of June brought a promotion for 2LT John L. Mulvihill to First Lieutenant. The first half of the year ended with another large transfer of personnel to the 27th Battalion to further reduce the upcoming rotational problem.

6. During the month of July, the 563d came under many changes. During the month of May, the second platoon was attached to the 64th Transportation Company in their line haul operations out of Pleiku and on the seventeenth of July the rumors concerning the 563d coming to Pleiku came true when an advance party arrived in Pleiku, under the direction of 1LT David M. Connolly.

SUBJECT: Unit History

The advance party had the responsibility to build the three platoon billets, battalion staff offices, company orderly room and supply room, and temporary billets for Battalion Staff and the Company Officers. Within a week's time all of this was completed. On 25 July the 563d officially became part of the 12th Transportation Battalion which had just arrived from Ft. Devens, Massachusetts under the command of LTC John C. Burke. During the month, First Sergeant Frank Boelig and the Maintenance Officer, Mr. Robert Watson, rotated back to the States, and 1LT John Mulvihill took over command of the TTP in Qui Nhon. 2LT Stephen M. Wright arrived on 6 July and took over command of the first platoon, and on 10 July, 2LT Kenneth R. Reisner arrived to assume duties as second platoon leader. In the remaining days of July, the 563d unfortunately started their second monsoon season in Vietnam.

7. On 1 August, First Sergeant Laguna A. Vega was assigned as First Sergeant of the 563d, and on 6 August 1967, WO1 George W. Morse arrived in Pleiku to assume the duties as Maintenance Officer. The biggest problem the 563d had to contend with were the result of the monsoon rains. Muddy clay was everywhere and the deadline rate continued to soar high. Maintenance facilities were greatly improved upon completion of the first echelon maintenance tent but with two round trips per day between Pleiku and An Khe (220 miles), the trucks could not receive the attention they needed. 2LT Kenneth R. Reisner took command of the TTP operations at Pleiku on 25 August.

8. September saw more rain and more mud, but towards the end of the month, the skies started to clear, and the one foot of mud changed to two feet of dust. The deadline rate and the decrease in daily mileage for all vehicles correspond with the amount of mud and rain. The worst mud problem for the entire monsoon season were in the first week in September. Correspondingly the highest deadline rate was encountered on the third of September when the 563d had 58.3% of their task vehicles on deadline and only 2137 miles were driven. Three weeks later when the rains and mud began to subside, the deadline rate was down to 26.6% on 28 September, and 4629 miles were driven.

9. Effective 4 September, the 563d made one round trip per day instead of two as a result of a ambush the day before near An Khe. This provided more maintenance time and contributed to the decreasing deadline rate. On 20 September 1LT David M. Connolly rotated back to the states and 1LT William A. Pond arrived to assume the command of the third platoon. On 22 September 2LT Gregory F. Debrocke reported to the 563d, and two days later, 2LT Everett D. Sneed reported to the 563d.

10. On 1 October 1967, Lt Pond was transferred to Battalion Headquarters for duty as S-4. On 13 October the company received and successfully passed a re-inspection of its maintenance management and vehicles by the Qui Nhon Support Command OHMI Team. On 15 October 1967, CPT Wykle went to Battalion as the Maintenance Officer and CPT David E. Hand assumed command of the company. During the last two weeks of October, the monsoon rains finally subsided, and improvements were begun on the unit motor pool and the streets in the company area. The first objective was grading the unit motor pool and the streets in the company cantonment area. Concurrent with the improvements of the unit area, the company continued to fulfill its mission by hauling 7,114 tons and driving 120,777 miles during the month. On 20 October 1967, SP5 Wilhite was promoted to SSG E6 and became platoon sergeant of the 3d platoon.

11. On 2 November 1967, the battle of Dak To began, and the 563d was immediately committed to support the US forces engaged there. On 3 November, LT Sneed took the first "combat emergency" convoy north to Dak To. During the course of the battle, the unit drove 137,750 miles hauled 9,259 tons of general cargo and 97,471 gallons of POL to Dak To. All elements of the units performed outstanding service. On 15 November 1967, SSG McMillen was transferred to 8th Transportation Group and SSG Williams took over as Mess Steward. On 21 November 1967 he was succeeded by SSG Farmer. During the month the unit continued to improve the cantonment. Work was continued on the streets, and in addition, work was begun on the unit mess hall. The combat emergency in Dak To put the vehicles of the unit under a severe strain and the unit deadline rate rose from 8% on 4 November 1967 to 33% at the end of the month. On 17 November 1967, SSG William Burke arrived in the unit and took charge of the 1st platoon. On 22 November 1967 the unit sustained its first battle casualty when 1LT Stephen H. Wright was wounded in the heel while on patrol. He was evacuated to Japan to recuperate and transferred to the Hospital Holding Detachment effective 25 November 1967. On 24 November 1967 the 124th Battalion was placed under the command of LTC John J. Johnson.

12. In December, many things happened to the unit. On 1 December 1967, SSG Goodman replaced SSG Farmer as Mess Steward. SSG Farmer was transferred to the 88th Transportation Company. On 4 December 1967 LT Sneed again led a convoy on another first by moving the 173d Airborne Brigade from Ben Het to Tuy Hoa, a trip of 4 days. On 10 December 1967 the unit received the mission of moving elements of the 1st Cav Division (Air Mobile) from Dak To to Ben Son. Lt DeBrucke took 11 Trucks on the mission and was absent for 4 days on the trip. On 23 December 1967 Lt Sneed took 10 trucks of the unit on the first mission into Poles Kleng. This was a difficult mission because of a Ferry over a river encountered on the trip. Its successful completion marked the beginning of several trips into the area. On 25 December the unit moved the 5th Special Forces from Poles Kleng to Plei Djorung, a trip of 3 days. These long trips had an adverse effect on the unit FLL and maintenance and the deadline reached 40% on 28 December 1967; however the unit FLL came up from 20% fill to 40% fill by the end of the month. In December the unit drove 87,276 miles, moved 6,476 tons of cargo and 110,000 gallons of POL as of 29 December 1967.

**Annex F (Training Programs)**

1. In addition to its mandatory subject training, the 563d Transportation Company (Medium Truck Cargo) developed training programs for initial drivers training for all personnel newly arrived in Vietnam, a remedial drivers training program for drivers involved in accidents, and cross training program for maintenance personnel.

2. The refresher drivers training program was conducted under the supervision of the Operations Officer and Truckmaster. It consisted of one week of class room training and OJT on such subjects as Vietnamese traffic laws, defensive driving techniques, operators maintenance, convey operations and international road signs. This was supplemented by a period of utilizing new personnel as gunners in security vehicles and as assistant drivers for one additional week to allow the new men to become familiar with the 563d Transportation Company area of operations.

3. The Refresher Drivers Training Program was conducted after normal duty hours and consisted of class room training on defensive driving techniques, Vietnamese road signs and traffic laws of Vietnam. When deemed desirable, special subjects of current interest were included to tailor the course to the individual student.

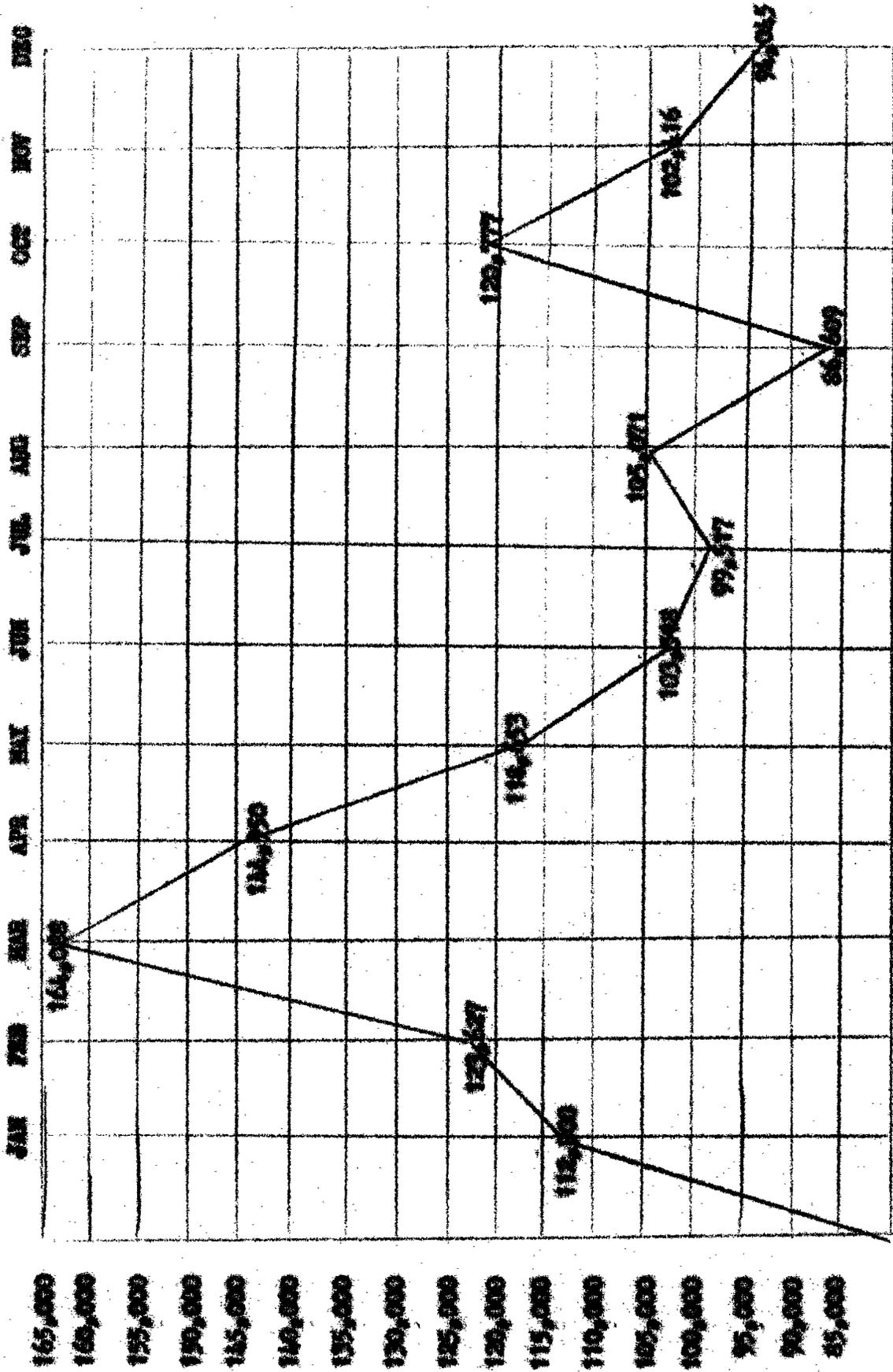
4. The maintenance cross training program was conducted by the Unit Maintenance Officer and the Maintenance Sergeant. It consisted primarily of informal individual instruction and on-the-job training.

**Annex G (Progress Charts)**

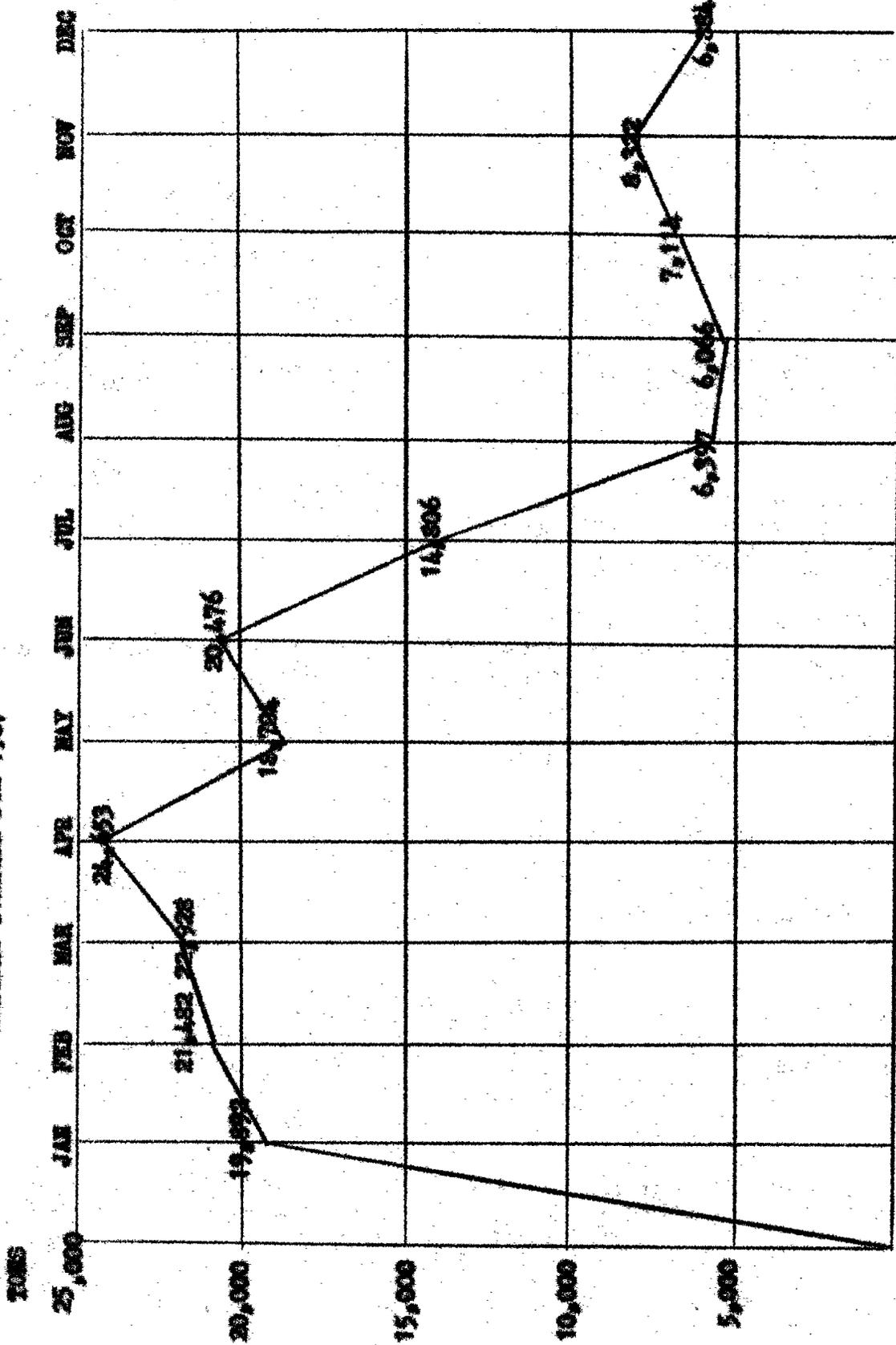
**The attached progress charts show the developments of the 563d Transportation Company (Medium Truck Cargo) during 1967.**

MONTHLY SALES FOR 1967

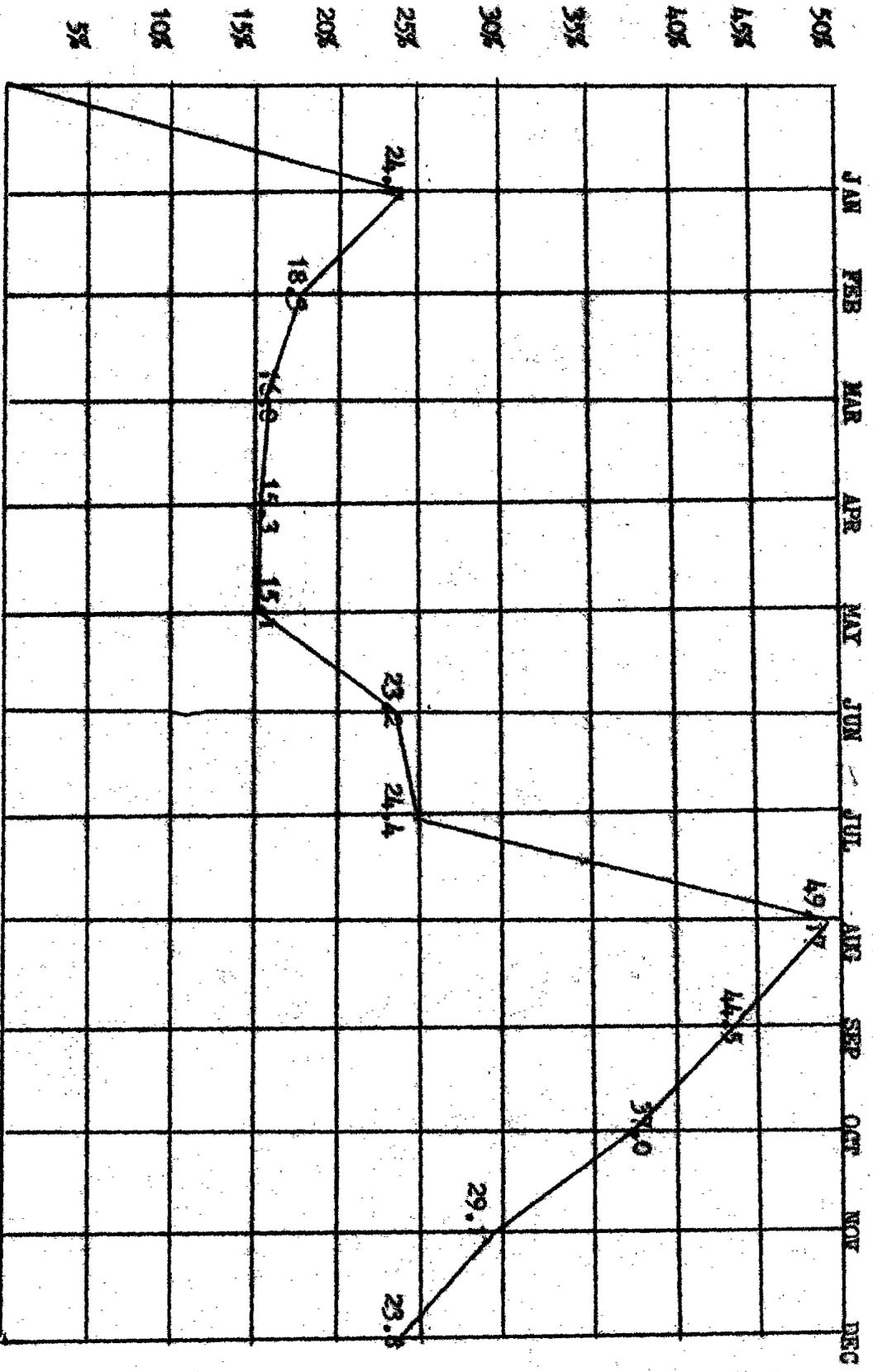
SALES



MONTHLY TONNAGE FOR 1967



MONTHLY D/L FOR 1967



## Annex H (Capabilities)

1. The TOE rated capabilities of the 563d Transportation Company (Medium Truck Cargo) are as follows:

a. Local Haul:

- 1 The unit can transport 2,160 short tons of cargo per day.
- 2 The unit can, in an emergency only, transport 9,000 personnel per day.

b. Line Haul:

- 1 The unit can transport 1080 short tons of cargo per day.
- 2 In an emergency, the unit can transport 4,500 personnel per day.

c. The figures above are based on a 75% availability of tractors making four round trips per day in local haul, two per ten-hour shift; or two round trips per day in line haul, one per ten hour shift.

2. For the reasons enumerated below, the 563d Transportation Company (Medium Truck Cargo) was unable to meet its rated capability.

3. The tactical situation in the Republic of Vietnam was such that the road net over which the unit operated was only open during the day. This precluded the 563d Transportation Company (Medium Truck Cargo) from operating two shifts and immediately cut the capability of the company by 50%.

4. The 563d Transportation Company (Medium Truck Cargo) was short of vehicles during a substantial part of the year. At the end of 1967, the unit had only 32 vehicles on hand or 53.3% of its authorized one time lift capability. The average vehicle strength for the year was 55 vehicles or 91.7% of its authorized strength.

5. Personnel strength of the 563d Transportation Company (Medium Truck Cargo) did not affect the mission capability of the unit due to the fact that only one shift was possible, but the fact should be noted that the company lost the service of almost one full shift of drivers to other missions. A breakdown of what these personnel were used for follows.

a. The daily guard commitment in the Pleiku area was 26 men.

b. Road security crews required an average of 20 men per day. These personnel were crews in the armored 2½ ton trucks and machine gunners in the ½ ton convoy control vehicles.

c. An additional ten men were required to operate the Pleiku Trailer Transfer Point for which no TOE detachment was authorized.

d. An additional three men were TDY to a provisional GOER Transportation Company.