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HISTORY OF THE
339TH TRANSPORTATION COMPANY (DIRECT SUPPORT)

1 January 1964 to 31 December 1964

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PREFACE

"....Every organization has its own history which is distinct from all others. It may have a history extending back before the founding of the Republic, a brief history, or, in the case of new units, no history at all....Newer outfits, like younger brothers, should strive to excel their seniors."

After first existing as a Transportation Harbor Craft Company during World War II and the Korean conflict, the 339th went into a cocoon of de-activation to emerge almost five years later in a new form. Reorganized as an aircraft maintenance company in late 1959, the 339th Transportation Company began its growth at Fort Riley, Kansas. Shortly after its second birthday in CONUS, the unit began preparations for the long move to Vietnam.

During the period covered by this annual supplement, the 339th Transportation Company (DS) celebrated its second anniversary in Vietnam. Though hampered by a myriad of problems involving equipment, personnel, and transportation in 1962 and 1963, by the turn of the new year the unit had donned its 7-league boots and was making rapid strides towards distinction.

During 1964, the 339th Transportation Company proved itself as the outstanding direct support unit in Vietnam. By more than doubling the number of man hours produced while achieving the highest quality of maintenance, the 339th left its supported units no doubt that they were "always in good hands."

1. The Writing of American Military History, DA Pamphlet 20-200, June 1956, P.7.

CHAPTER I
THE MISSION

MISSION:

Throughout 1964, the 339th Transportation Company (DS), located at Nha Trang, Vietnam, continued to accomplish and fulfill its designated mission: To provide direct and back-up third echelon aircraft maintenance, supply, and recovery support to all specified units. Accomplishing this among a multitude of changes and the much increased aircraft density, the unit on many occasions went far beyond its assigned goals to aid in the overall U.S. mission in Vietnam.

CHANGES DURING 1964:

During this period, many changes occurred which are worthy of mention because of their effects upon the unit and its prescribed mission. In the first two months of the new year, the strenuous effort of converting from the CH-21 to the single turbine UH-1B helicopter was hastily completed despite the strain that this put upon the training of mechanics and the facilities of the supply system.

One of the biggest changes which occurred during the year was the increase in not only the quantity, but also in the types and locations of the aircraft supported. In November of 1963, the 339th provided support to two companies of CH-21's, one company of ULA's and less than one company of L-19's, all located at either Nha Trang, Qui Nhon or

Fleiku. By November 1964, the figures showed that maintenance was being provided for more than three companies of UH-1B's, one company of ULA's, one company of CV-2B's, plus about half a company of L-19's and four CH-37's. (To make the maintenance requirement more difficult, the L-19's were scattered over more than 10 air fields in I and II Corps. The ULA's had been diversified to four different locations, the CV-2's to three locations and the CH-37's to three locations in the large area north of Phan Thiet).

A heavy stress was placed upon the 339th maintenance capability during this period by the addition of a complete company of CV-2B's and four CH-37's helicopters to the types of aircraft supported. In both cases the problems of inadequately trained and insufficient numbers of maintenance personnel were the hardest to overcome, with special tools and repair part shortages placing a strong third and fourth. Also, in addition to maintenance for all transient Army Aircraft in the I and II Corps area, the unit undertook the task of providing maintenance and supply support for approximately six U-6A's assigned to different fields in the area and three L-23's belonging to the 3rd RRU at Hue.

Changes in command areas were also felt by the 339th. When the new year rolled in, the unit was assigned directly to the United States Army Support Command, Vietnam, with direct supervision coming from the Aircraft Maintenance and Supply Office in Saigon. Leadership in this office passed from the hands of Major Clance to Major Roberts in April.

On the 25th of May a major change occurred with the assignment of the 339th directly to the Aviation Support Battalion, just forming at the time, with its headquarters at Vung Tau.² Because of the distance factor and the initial organizational and administrative problems which the Battalion experienced in its first quarterly period, many changes had to be affected within the 339th to comply and adapt.

As a period of calm set in after the new Battalion's growing pangs, the 339th faced another change which most of the old timer's felt with a sense of loss. Major Wayne E. Barker, the Commanding Officer who had given a sense of true pride and accomplishment to the men of his unit, departed for CONUS after serving his tour in Vietnam. He was replaced by Major Murry D. Smith,³ a man whose ability and leadership soon left no doubt that the unit had not been short-changed in the swap.

Change loomed dark on the horizon as the rainy season and another Battalion entered the picture. On 1 November 1964 the 14th Aviation Battalion, newly formed at Ft Benning, Georgia, and newly arrived in Vietnam, set up its headquarters in Nha Trang and assumed command over the 339th.⁴ The period of transition and adaptation for the men of the 339th lasted on into the new year.

Internally, many aspects of the 339th changed during 1964. Most obvious and hard felt was the complete turn-over of personnel within the unit over the 12 month period. Upon his rotation to the States, 1st

2. General Order 281, USASC-V, Dated 18 May 1964.
3. Unit Order 53, 339th Trans Co (DS), Dated 18 Sep 64.
4. General Order 731, USASC-V, dated 11 Nov 64.

Sergeant Jesse Havron was replaced by the quiet but efficient hustle of 1st Sergeant Gardner Pridham. Mr. Hope Freeman, the Lycoming Tech Rep, who was elemental in accomplishing the initial transition to the Huey's gas turbine engine, departed in mid July to be replaced by Mr Edwin Church.

Certain other changes permitted the company to grow into the fullest accomplishment of its mission. In May the augmentation of three CH-37 helicopters beefed up the unit's recovery and resupply capabilities to a point unmatched in Vietnam. In December, a fourth CH-37 added further versatility by giving the company the ability to provide more immediate service to its supported units through dispersion of these recovery aircraft within the I and II Corps area. Further details on the augmentation of the company's CH-37 section and the outstanding record compiled by this section will be included in Chapter 2.

Also noteworthy in the internal developments of 1964 was the growth of the unit's Tech Supply. Paralleling the increase in the numbers and types of aircraft, the Tech Supply nearly doubled its authorized stockage list in the 12 month period. Through long and intensive practical planning, the storage area for the supply's repair parts was quadrupled. New systems for delivery of EDP's (Equipment Deadlined for Parts), despite the increasing dispersion of supported aircraft, resulted in a decrease of almost 50% down time for maintenance. Details on the growth of the Tech Supply will be more extensively covered in Chapter III.

Under the guidance of 1st Lieutenant Jimmy H. Akridge, the 2nd Signal Detachment (Avionics) celebrated its first birthday with the 339th. Attached for rations, quarters and administration on 28 July 1963, the detachment became an integral element of the company in the new year. Infected by the same spirit which molded the 339th, the small unit achieved a high quality of service and performance which did true justice to the company's effort.

Despite the crisis and changes of 1964, certain aspects of the unit didn't change. Through the added hours and sandbag details that followed the Bay of Tonkin and Bien Hoa incidents, the spirit of the unit remained the same. The spirit of cooperation and the sense of mission, instilled by Major Barker, were passed on by "short-timers" to those who replaced them. The sense of esprit—de—corps and high morale was the continuing factor which gave the 339th the ability to pass through the many changes, the pressures, and the turn-over of personnel to emerge in spirit and in stature, a proud and growing unit at the close of 1964.

CHAPTER II

MAINTENANCE

THE OVERALL PICTURE

Without doubt, the most obvious and tangible product of any DSU (Direct Support Unit), such as the 339th, is its maintenance. Activities at the maintenance office and "on the line" always tend to overshadow the other operations of the company, because they alone symbolize the end product of the unit's mission. The completion of a recovery or an engine change stands as the visible result of the efficiency and quality of work which has brought distinction to the 339th.

The statistics computed by the maintenance activity for the months of 1964 speak for themselves. During the 12 month period, the maintenance sections produced an average for the entire period of 19,700 man hours per month.⁵ This is more than double the highest monthly output of 1963. The shops accomplished 490 major job orders,⁶ while efficiently completing an additional 2336 intra-shop work orders.⁷ During the same period, maintenance personnel participated in 46 recoveries, and 32 technical assistance visits or mobile training teams.⁸ On many occasions personnel were also dispatched to perform on site repairs at supported detachments.

5. Computed from DA Form 828's for 1964, on file at 339th Maintenance Office.

6. DA 2405 records, "Job Order Ledger" on file at 339th Maintenance Office.

7. DA 2405 records, "Intra-Shop Work Requests" on file at 339th Maintenance Office.

8. The figures were obtained from the 339th Recovery and/or Maintenance Assistance Log, on file at the 339th Maintenance Office.

(For additional coverage of the unit's accomplishment's, see chapter five.)

The information incorporated above speaks for the maintenance function as a single entity. It is important, therefore, that the work of the various sections within maintenance be mentioned to aid in a more complete appreciation of the overall accomplishment.

FIXED WING:

The fixed wing section, like the other sections, was plagued by the constant shifting of personnel within the command and the normal rotation schedules. Working on an around-the-clock basis seven days a week, the section labored to stay ahead of the work loads heaped upon it. With as many as five Otter engine changes in one week, the men voluntarily gave up beach time and bed time to diminish the backlogs in the section.

The arrival of the 92nd Aviation Company at Qui Nhon, with its full increment of Caribous, provided new problems and challenges. Suffering from an obvious shortage of trained mechanics and hampered by the lack of necessary special tools, the men went to the books and taught themselves about the new aircraft. For expediency, some designed special tools to accomplish repairs where none of the required tools were available. Within 60 days, 339th mechanics developed the same "always in good hands" proficiency which was displayed in similar transitions throughout the year.

Also new to the section was the steady flow of U6A's and L-23's through the shops. In a short time their newness was replaced by a knowledge and a skill which gave continued confidence to the supported units.

ROTARY WING:

As was previously mentioned on page 1, the conversion from the CH-21 to the Huey (UH-1B) was smoothly completed before the end of February. Aided by the continual efforts of Hope Freeman, Lycoming Tech Rep, and Joe Rentz of Bell Helicopter, rotary wing mechanics became highly proficient in the maintenance of the new aircraft. Despite heavy commitments in salvage and recovery areas, the section kept pace with its normal work load. (Recovery missions and special commitments will be covered under Accomplishments in Chapter Five.)

The men of the section, following the outstanding example set for them by NCOIC Sgt Vuce Grigorov, displayed a spirit of cooperation and initiative which other sections found hard to match. When the combined effort of these men periodically left the shop bare, their teamwork shifted to other areas and yielded cook-outs and beer-busts which brought company morale to new highs.

With the augmentation of the CH-37 section in May, several of the more experienced mechanics were drafted for the new section because of the lack of qualified CH-37 mechanics. Leaving the Hueys behind, they quickly infected the new personnel with the same spirit and initiative which had long been a vital part of the 339th.

CH-37 SECTION:

Of the many changes accomplished during the year, the augmentation and development of the CH-37 section stands out as the finest example of the company's adaptability. Composed of personnel from the 339th, units

at Vung Tau, and new men inbound from the states, the new section organized quickly.⁹ It's first project was the task of de-preserving two of the huge aircraft at the docks in Saigon and readying them for the flight to Nha Trang. Within a month the two ships, plus a third from Vung Tau, had been flown to Nha Trang. Meanwhile, after giving initial supervision in the de-processing, CWO Raymond V. Semora flew the first CH-37 north with a crew to establish the permanent maintenance capability at the 339th. Before the arrival of the 3rd aircraft, the section's entire maintenance facility had been established. Despite many problems arising from shortages of special tools and repair parts, the section proved the completeness of its initial preparations by maintaining the highest availability rate in Vietnam for seven consecutive months.¹⁰

With the initial work completed, the men of the section lost no time in bringing distinction to the company. Numerous recoveries, mass medical evacuations, and special projects, which will be covered in Chapter 5, succeeded in fusing the section and establishing it as an integral element of the company.

ALLIED SHOPS AND QUALITY CONTROL:

Among the most important, though less obvious contributions to the superior maintenance produced in 1964, were the jobs accomplished by the Allied Shops and Quality Control Sections.

9. General Order 106, USARPAC, dated 4 June 1964.

10. 1352 reports on file at 339th. The availability rate referred to here pertains to CH-37 type aircraft.

Beside manufacturing a large number of scarce and locally invented special tools, the Allied Shops established a new mark by completing more than 2000 intra-shop work requests. In unhindered cooperation, the men worked continuously at deminishing the almost unconquerable back-log of requests. Under their hands tons of rivets and sheet metal were covered with acres of camouflage OD paint to keep supported units supplied with flyable aircraft. Machinists and welders fabricated bits and pieces to send out the finished product. From the shop vans as a coordinated section came the hundreds of locally manufactured repairs which saved thousands of hours of down time for supported units whose prime concern was flyable aircraft to perform their mission.

Less tangible, though no less important, was the work of the Quality Control Section. The only criteria for measuring, as such, the quality in Quality Control is in degree of exactness and precision which the customer notes in the finished product. It is of the great credit to the technical inspectors of the 339th that, despite the urgent need for flyable aircraft, they saw fit to release an aircraft only after it met the highest standards of workmanship. To an unusual extent, the reputation which the 339th Transportation Company compiled during 1964 was directly due to the perfection which these men demanded.

CHAPTER III

TECH SUPPLY

Considered practically, Tech Supply plays a substantial role in the performance of the 339th's mission. With the company's dual role of maintenance and supply support to the aircraft in the I and II Corps area, any break-down in the flow of repair parts to the units would severely curtail the maintenance effort.

With this in mind, it becomes much easier to appreciate the outstanding calibre of supply support provided to the 339th maintenance and to the supported units throughout 1964. During this period many improvements and innovations built the Tech Supply into an efficiently functioning section highly praised by those dependant upon it.

Before the changes could be initiated, one carry-over from 1963 had to be eliminated. This centered around the conversion from the CH-21 to the Huey, which had its profound effects on Tech Supply as well as Rotary Wing. First, the thousands of parts on hand for the CH-21 had to be expeditiously turned in through the supply system to accompany the old aircraft back to the States. This involved not only the complete clearing and records adjustments called for at Nha Trang, but also the receipt and turn in of the thousands of additional parts coming from the supported detachments at Qui Nhon and Pleiku. Coupled with the great exodus of parts was an even larger influx of new and strange components for the UH-1B.

The change-over left little time for advancement until early in March. Unfortunately, at this time, Capt Samuel H. Heermans, the Tech Supply Officer, received a change of orders and was transferred to Saigon to become OIC of the Aircraft Consolidated Supply Point. On the 21st of March, 2nd Lt Keith P. Low arrived from CONUS to fill the vacancy left by Capt Heermans' departure. With the bulk of the conversion to the UH-1B completed, the way was now open for the advancements which followed.

During a comprehensive inventory in mid-April, the left-over CH-21 parts and hundreds of JOV-1C, U-6A, U-8D and CV-2B parts not authorized for stock were weeded out and turned in through the system.¹¹ By early May a regular system of supply assistance visits had been established to standardize records and stockage criteria for the supported units. In conjunction with this, groups of supply personnel from supported units were brought to Nha Trang for the purpose of viewing and understanding the workings of the Tech Supply as their next higher echelon. Classes were given on proper methods of ordering and stockage which soon affected a marked drop in the previously high EDP rate.

Early in May, the eminent arrival of the three CH-37's was made known to the 339th. With the high speed and efficiency which the situation dictated, an ASL and special tools list was compiled and immediately ordered. Because of the small number of CH-37's in the theater, the

11. At the time, the Tech Supply was authorized to stock no parts for the JOV-1C, U-6A, U-8D and CV-2B because none of these type aircraft were based in the I and II Corps area.

procurement of necessary parts proved an exceptionally difficult task. Only the close cooperation and long range planning between the CH-37 section and Tech Supply made possible the high availability rate which was maintained.

The addition of CH-37 parts marked the first notable increase in the ASL. In the next three months the necessary incorporation of parts for the CV-2, U-8D, U-6A and JOV-1C pushed the number of items on the ASL to nearly double what it had been at the end of 1963. By November the ASL included more than 4000 line items, as compared to the 2226 of the previous November.

Other developments, incorporated with a worsening shortage of qualified supply personnel, necessitated further changes. In early July, direct supply support of a displaced platoon of Hueys at Da Nang (more than 250 miles north of Nha Trang) spotlighted the need for quicker and more efficient means of parts delivery. Through the use of previously untapped sources of Army, Special Forces and Vietnamese air traffic, the bulk of shipments was lifted from the already overburdened Air Force channels. Utilization of similar aviation sources to the south brought one very noteworthy result--delivery time of EDP's from Saigon and Nha Trang to downed aircraft was decreased by more than 50%. By mid October, planned usage of the company's assigned Otter and newly attached Caribou had cut delivery time of all parts to 30% of the time required only 12 months before. Since the weight and volume of shipments had increased three-fold during the same 12 month period, this fact symbolized the tremendous improvements which had evolved in the supply support given by the Tech

Supply.¹²

With the rapid build-up of the ASL and the anticipated arrival of the 92nd Aviation Company and the 51st Transportation Detachment at Qui Nhon, other improvements were needed to facilitate the growth of Tech Supply. Through relocations and spot inventories, the number of warehouse refusals had already been drastically cut. After long hours of overtime, Tech Supply personnel brought to completion the reconciliation of all outstanding requisitions with the supply point in Saigon and all of the supported units. Through a new system of cross-checks with the 611th Transportation Company in Vung Tau and the supported units, the EDP rate had been further cut by a system of lateral transfers. The big problem remaining was the pressing need for increased space.

By early June the need for additional space had become very obvious, but financial shortages within the command precluded any expansion at the time. Continued efforts by Tech Supply to alleviate the problem resulted in the laying of an outside PSP storage area on grounds which had previously been used by the maintenance personnel. Long delayed construction on an addition finally began in September. Carefully designed by Major Barker and Lt Low for the future needs of the supply, the end result was the grafting of 45 feet of covered storage area to the existing warehouse and a covered shed 150 feet long paralleling the warehouse. Accompanying this

12. Tonnage shipped by air in the last three months of 1964 averaged just under 75 tons per month as compared to an approximate figure of 25 tons per month during the corresponding period in 1963.

was a number of bins of various sizes to accomodate the large quantities of incoming parts.

In December, the necessity of converting the supported units to the new supply procedures directed by AR 711-17 and the opening of a new supply account with CSA provided more than enough work to tide Tech Supply on into the new year. The arrival of 2nd Lt Paul E. Gloekler in late October as assistant Tech Supply Officer greatly hastened many of the improvements which were being accomplished in the closing months of 1964.

Statistics can best summarize the progress achieved in the Tech Supply area during 1964. The volume of shipping had tripled to an average figure of 75 tons per month by the end of the year. The ASL had nearly doubled during the same period. The percent of initial fill on requisitions to the 339th went from 50% in November 1963 to 81.2% in November 1964. The percentage of requisitions received that matched the ASL jumped from 35% last December to 68% this November, while the percentage of items at zero balance on the ASL decreased from 27% to 11.2%. During the same period the number of requisitions received per month increased to 2300 from last year's figure of 1223. Above all the 339th Tech Supply achieved distinction by successfully establishing and maintaining the lowest EDP rate in Vietnam in the period from May through December of 1964.

CHAPTER IV
ADMINISTRATION

Administratively, the 339th Transportation Company saw many changes in personnel and policy. The passing of responsibility between departing and arriving personnel in the Orderly Room was accompanied by an ever increasing volume of paperwork.

In personnel areas, changes occurred with the passing of command from Major Barker to Major Smith in September, the change of executive officers in June from Captain Edwin M. Aguanno to Captain Frank A. Mariano, and the appearance of 1st Sergeant Gardner Pridham to replace departing 1st Sergeant Jesse Havron in October.

Policies changed frequently during the journey which took the 339th away from Support Command, through the waters of the 765th Transportation Battalion, and finally brought it to rest with the 14th Battalion. Reports which had been required last week were often no longer required the next week, but had been replaced, instead, by two more. Policies and long range commitments were as subject to change as New England weather. Through these periods of administrative transition and flux, the superior ability and guidance displayed by Captain Mariano in the role of Executive Officer was exemplary. With the Commanding Officer often away on business or recoveries, Captain Mariano supplied the continuity so essential in maintaining high morale and in familiarizing Major Smith with the 339th upon his arrival. Captain Mariano was also instrumental in the establishment

of a complete new system to update the records and procedures used in company administration.

In conjunction with the fine record of achievement compiled by the 339th in 1964, the awards committee established a system for awards and decorations which brought well deserved recognition to the men of the unit who excelled during the year. The overall excellence of the spirit and drive of the 339th is fully demonstrated by the decoration of 34 men with the Army Commendation Medal during the 12 month period. (For further information on awards, see Appendix I).

In summary, the administrative stability of the company, throughout the period of transition and change in 1964, was a key factor in maintaining the high spirit and continual growth which had become such an essential part of the 339th.

CHAPTER V

ACCOMPLISHMENTS

The accomplishments of the 339th Transportation Company in 1964 are as obvious in the statistics and results which they yielded as they are in the awards which members of the company received for them. Along with the distinction which the various sections earned by their work on the ground, an equal amount of the unit's reputation was won by its actions in the air. In fact, it was in the air that the 339th went far beyond its assigned goals to aid in the performance of the overall U.S. mission in Vietnam.

With the average pilot flying more than 43 hours per month, the company compiled an amazing record of aerial service.¹³ Pilots and crews of the 339th flew an average of 65 resupply missions and 45 personnel and troop transport missions per month during 1964.¹⁴ Above and beyond this, company personnel averaged 25 local security combat assault missions and four medical evacuations per month during the year long period.¹⁵ These missions, when combined with the 46 assorted aircraft recoveries which the unit performed in 1964, brought distinction to the 339th which competitors could not match.

Many of these recoveries, medical evacuations and missions are well

13. DA Form 759, on file at the Flight Records Section, 14th Aviation Battalion, APO San Francisco 96240.

14. DA Form 2408-12, on file at 339th Maintenance Office.

15. Ibid.

deserving of a permanent place in the history of this company. Because it would be impossible to record and document each and every mission in the detail they deserve, it becomes necessary to choose only those most noteworthy or most typical for a place within the pages of this chapter. Accounts of these events are taken from the notes of members of the unit who were present when the action occurred. The events are told below in chronological sequence and may in some cases merely be a condensation of the observer's original report.

RECOVERY AT PHAN THIET - 4 to 5 January:¹⁶

The busy year started on the afternoon of 3 January when a U-1A "Otter" crashed while attempting a landing at Phan Thiet. Early the next morning two CH-21's from the 339th were dispatched to perform the recovery. Upon arrival at the crash site, it was apparent that the U-1A was too damaged to be repaired at the crash site. A determination was made to remove the wreckage to a 4th echelon maintenance unit at Vung Tau, 180 miles to the South, for repairs. Because the airstrip at Phan Thiet was not secured, the recovery crew worked rapidly to remove all the component parts of the aircraft. In 6 hours and 45 minutes the U-1A was stripped and ready to be lifted from the area. An attempt to sling load the wings was made by Capt Don Chunn in a UH-1B helicopter, but the wings were too unstable when lifted into the air because of very gusty winds.

CWO Everett Schierenbeck, flying the CH-21, took an internal load of

16. The following account was taken from the personal notes of SP/4 William T. Reed, a member of the 339th, who was present at the recovery.

component parts to Vung Tau and returned to the crash site. Because of darkness and the possibility of a night attack by the Viet Cong, the recovery crew returned to Nha Trang for the night.

On 5 January 1964 two CH-21's piloted by Capt Churn and CWO Schierenbeck, and a UH-1B, piloted by Company Commander Wayne Barker with SP/4 Wilz, crew chief, and SP/4 Reed gunner flew to Phan Thiet with the recovery crew. Despite mild wind gusts, it was decided to attempt sling loading the wings to Vung Tau with the CH-21 helicopter. CWO Schierenbeck was pilot, SP/6 Harper Crew Chief, and SP/4 Reed as gunner. After SP/6 Harper guided CWO Schierenbeck over the wings, the hook-up was made by WO Wl Reagin. The wings were then slowly lifted from the ground until suddenly, at an altitude of approximately 200 feet, a gust of wind caught the wings and they began to oscillate violently. CWO Schierenbeck fought desperately for control as the wings whipped the "21" from side to side, smashing into the body and missed the rotor blades by inches. An attempt was made to release the load, but the hook-up release was inoperative. Finally, after several minutes of marginal control, the wings caught in the landing gear of the "21" and became very stable. A very delicate "hovering" operation was effected by CWO Schierenbeck only 5 feet from the ground while the recovery crew literally cut the wings away from the "21's" landing gear. It took the remainder of the day to replace rotor blades and repair structural damage to the "21" caused by the pounding of the wings. During this time Major, then Captain, Barker made arrangements for a CV-2B "Caribou" to fly to Phan Thiet the following morning, and carry the remaining parts of the crashed U-1A to Vung Tau.

On 19 February 1964, an urgent request was received from the U.S. Army Special Forces Headquarters at Nha Trang for a helicopter to carry medical personnel into a village which was plagued with disease. The response was immediate, and Captain Edwin M. Aguanno, pilot, SP/6 Dale Harper, crew chief, and S/Sgt Cecil B. Keith, gunner, flew Special Forces medic SFC Gerald J. Houland and an assistant to the village.

Upon their arrival they discovered that there were more than 15 types of disease rampant in the village, including malaria, tuberculosis and rheumatic fever. Thirty people were already dead in the small village of 500 people, and many more were fatally ill. At first the village witch doctor was very upset from the presence of the American personnel. He had all the drums in the settlement being beaten to drive away the evil spirits. After much discussion, the witch doctor finally consented to letting his people get shots if he could examine the palms of their hands first.

The medical personnel stayed on in the village for more than a week administering shots, organizing sanitary conditions, and spraying the entire village with DDT. When the 339th returned to pick them up, the epidemic had been brought under control.

17. This account was also taken from the notes of SP/4 William T. Reed.

MEDICAL EVACUATION AT COORDINATE BP 763665 - 7 March:¹⁸

On 7 March, an urgent call was received from the U. S. Army Special Forces at Nha Trang for a medical evacuation of one of their men who had been wounded. The man, S/Sgt Hugh K. Sherron, had been wounded in the arm after being ambushed by the Viet Cong while on a Strike Force patrol.

Although there were only two pilots immediately available, Major Barker and Captain Aguanno elected to fly the company's two UH-1B's without co-pilots because of the urgency of the situation. Major Barker and SP/6 Woodard Wright, flying as volunteer co-pilot because of his extensive experience with helicopters, took off in the UH-1B.

Upon arrival at the site, it was learned that the Viet Cong were entrenched less than 300 yards away in hills immediately above and around the evacuation area.

After several attempts to get into the area failed, Major Barker began a series of low strafing maneuvers on the Viet Cong positions which provided enough suppressive fire to enable Captain Aguanno to land and evacuate the wounded man.

An operation was immediately performed on S/Sgt Sherron's arm at the 8th Field Hospital in Nha Trang, and he completely recovered from the wound in 8 weeks.

18. Notes on this mission were compiled by SP/4 Reed during interviews with the pilots and crews immediately following the evacuation.

For their heroic actions and calm judgement during the life saving mission, Major Barker and Captain Aguanne were decorated with the Distinguished Flying Cross by Lt Gen William C. Westmoreland at Nha Trang on the 18th of July 1964.

RECONNAISSANCE MISSION - 9 March:¹⁹

On 9 March 1964, an urgent call was received from Capt Harold B. Guarino, U.S. Army Special Forces requesting a reconnaissance mission. While on a patrol, Capt Guarino's Strike Force Company had lost radio contact with the home base at Nha Trang, and intelligence information received at Nha Trang gave very strong indications that a company size force of Viet Cong were moving toward the patrol's approximate location.

Major Barker immediately accepted the mission and, accompanied by SFC Robert F. Sayre as crew chief, SP/4 Reed as gunner, and Capt Guarino, flew to the jungle region. After 45 minutes of low level flight over the suspected Viet Cong area, radio contact was established with the Strike Force patrol and they were informed of the situation in time to avoid the impending ambush.

RECOVERY 25 MILES WEST OF NHA TRANG - 18 March:²⁰

On 18 March, the 339th had the unfortunate experience of recovering its own aircraft. The engine lost power at 2000 feet while on a training flight and CWO Schierenbeck, the pilot, made a near perfect auto rotation landing in a rice paddy.

19. Information taken from SP/4 Reed's personal account of the mission.

20. Account taken from the notes of SP/4 William T. Reed.

The 339th armed Huey, piloted by Major Barker, flew to the area and circled to suppress Viet Cong activity until a Special Forces Security Strike Force arrived on the scene. Meanwhile, another UH-1B piloted by Captain Aguanno and crewed by recovery NCOIC S/Sgt Richard Elam and SP/4 Reed flew an engine, spare parts and a recovery crew to the downed ship.

Within four hours the entire operation was completed and the Huey and its crew were safely back in Nha Trang.

AERIAL INTERDICTION MISSION AT COORDINATES BP 729785 - 19 March:²¹

Intelligence information received by U.S. Army Special Forces showed that one of its Strike Forces patrols had been surrounded and was under heavy Viet Cong fire in a valley at coordinate BP 729785. A re-supply helicopter from the 117th Air Mobile Unit was attempting to take supplies to the pinned-down patrol but needed an armed escort to get in and out of the area.

Upon arriving over the valley, Major Barker and CWO Smith, co-pilot, determined that the enemy positions ranged from 300 to 1500 meters from allied troops. A report of forty-two Viet Cong in the area was confirmed by radio contact with the patrol.

Major Barker immediately began a series of low level strafing maneuvers on the Viet Cong positions. The re-supply ship was hit once by ground fire during the mission, but was not seriously damaged.

21. Taken from the notes of SP/4 Reed from information based on interviews with the personnel involved immediately after the mission.

During the operation which enabled the unarmed ship to make three re-supply missions into the area and allowed the Strike Force patrol to regain the initiative and escape from the encirclement, sixteen (16) low level strafing and rocket attacks were made, expending twelve-thousand (12,000) rounds of M-60 machine gun ammunition and thirty-two (32) rockets. The crew chief and gunners fired nine-hundred (900) rounds of M-14 and AR-15 ammunition.

FOUR FOLD MISSION AT COORDINATE BR 736768 - 21 March: ²²

On 21 March, another call was received from the U.S. Special Forces at Nha Trang. They needed helicopter support to accomplish a four fold mission: the medical evacuation of two wounded; the delivery of much needed medical supplies and ammunition; the recovery of captive documents; and the return of captured Viet Cong. With the sole support of one armed UH-1B piloted by CWO Schierenbeck, Major Barker, pilot, and Captain Edwin Aguanno took off for the area in an unarmed UH-1B. Existing intelligence information indicated that numerous Viet Cong positions were established directly above the evacuation site. As Major Barker descended into the area, heavy Viet Cong ground fire was received. Immediately after touch down in the landing zone, the UH-1B was hit in the radio compartment, spraying shrapnel which wounded both Major Barker and Captain Aguanno in the legs.

22. Account taken from notes of SP/4 Reed derived from interviews following the incident.

Despite the continued enemy fire, SP/5 Princess Baker unloaded the helicopter and reloaded it with casualties and Viet Cong prisoners. Because the radios had been "shot-out", the armed UH-1B overhead could not be directed by the evacuation ship for placement of accurate covering fire during this time.

With the reloading completed, Major Barker and Captain Aguanno returned to Nha Trang where their wounds were treated, and they were returned to duty.

Major Barker and Captain Aguanno were both awarded the Distinguished Flying Cross and the Purple Heart for their actions.

RECOVERY TEAM TRAINING PROGRAM - 16 April:²³

In addition to regular slingload hook-up and the practice rigging of sling loads, a new recovery technique was initiated by Major Barker when he and a U.S. Special Forces team conducted classes in rapelling. Rapelling, a technique developed by Swiss mountain climbers, allows for rapid descent down steep mountain slopes. In recovery work, rapelling enables recovery crew members to jump from hovering helicopters into dense jungle areas to cut a landing zone for rescue or recovery operations.

Fifteen men took part in the program, which included a four hour instruction course and demonstration with a practice jump from a twelve foot tower. A practice jump was made from a hovering helicopter at 50 feet. Major Barker led the way in the 100 foot jump, and was followed by the remaining 14 men.

23. This account also comes from the notes of SP/4 Reed. It is interesting to note that he was among the 14 men who participated in the 100 foot jump.

This new technique was later to prove beneficial to members of the 339th on several hazardous recoveries.

RECOVERIES NEAR QUANG NGAI - 27 April to 3 May:²⁴

During sustained operations covering a six day period, personnel from the 339th Trans Co successfully recovered four crash damaged UH-1B helicopters and one L-19 reconnaissance aircraft from the combat assault areas in Quang Ngai and Kontum Provinces.

A total of ten aircraft crashed during the operations - the biggest to date in the history of the United States participation in the war in Vietnam. In addition to crashed US Army aircraft, three Marine CH-34 helicopters, one Vietnamese CH-34 helicopter and one Vietnamese AD-6 fighter plane crashed.

The first day of the assault, 27 April, two UH-1B's crashed in the assault landing zone. Within a few hours after the assault had begun, a recovery crew from the 339th Trans Co was sent into the area. In less than seven hours, the crew, consisting of S/Sgt Cecil Keith, S/Sgt Richard Elam, SP/5 Manuel Galvan, SP/5 Carmel Cantrell, SP/4 Anthony Mayo, and SP/4 William Reed had completed the operation. Flying a CH-37, Captain Frank A. Mariano and CWO Raymond V. Senora slingloaded the wreckage to Quang Ngai. During the operation the "37" was hit four times by Viet Cong ground fire approximately 75 yards from the crash site. The recovery crew had also been under fire from Viet Cong snipers during the operation. However, the "37" pilots only narrowly escaped injury when bullets passed

24. The entire account is taken from SP/4 Reed's notes. SP/4 Reed actively participated in the entire operation.

within 8 inches of their heads, and the recovery crew luckily sustained no casualties.

Two days later, two more UH-1B's crashed in the same area, and the same recovery crew went in to remove the wreckage. One UH-1B belonging to the 117th Air Mobile Company, had crashed on top of a hill above the landing zone. Immediately after the crash, the Viet Cong opened fire on the helicopter from a hill bordering the south edge of the landing zone. One ARVN soldier, who was riding in the helicopter, was killed and the helicopter was hit eleven times in the ensuing fire fight. Because the hill had not been secured, the recovery team worked quickly and had the UH-1B ready for sling load in 1½ hours. As the "37" began to climb from the area with the slingload, and at the same spot it had been hit two days before, it received 5 more hits. The number two engine was hit three times. Despite losing 5 gallons of oil and the danger of fire, the pilots, Captain Mariano and CWO Semora, successfully reached Quang Ngai with the slingload. There was a total of 36 holes in the "37" from bullets and shrapnel, and the engine had to be repaired and a rotor blade replaced, rendering the "37" unflyable for two days.

Meanwhile, the recovery team had begun work on the second crashed UH-1B that had gone down 50 yards east of the landing zone. As the recovery crew worked, the Viet Cong began to slowly close in on them from the east and south. Armed UH-1B's from the 117th and 119th Air Mobile Companies began making contour strafing and rocket attacks on the Viet Cong positions only 75 yards from where the recovery crew worked. The

recovery crew returned fire at Viet Cong positions which had been betrayed by the muzzle flashes of their weapons as they fired at the armed helicopters overhead.

Upon hearing of the situation CWO Harry L. Smith, Maintenance Officer of the 339th, hurriedly returned to the area and airlifted the recovery crew to safety. The crashed UH-1B was destroyed to prevent it from falling into Viet Cong hands.

In follow up operations, the 339th recovery team changed an engine at the staging area on a UH-1B that had been hit seven times in the operation, while a fixed-wing crew recovered a crashed L-19 that had been shot down by the Viet Cong ground fire.

Captain Mariano and CWO Semora were decorated with the Distinguished Flying Cross at Nha Trang by Maj Gen Delk M. Oden for the valor they displayed during the operations. For the awards received by other 339th personnel in this operation, refer to Appendix I.

RECOVERY 28 MILES NORTHWEST OF TUY HOA - 28 June:²⁵

On 27 June a call was received from the Vietnamese Air Force (VNAF) asking the help of the 339th Trans Co in recovering a VNAF CH-34 helicopter which had sustained extensive damage while landing at an assault zone 28 miles northwest of Tuy Hoa.

On 28 June, a 339th recovery team was airlifted to the LZ to prepare the wreckage for slingload.

25. This account again comes from the notes of SP/4 Reed, who played an active part in the recovery.

Flying a UH-1B, Major Barker, pilot, and Captain Mariano, co-pilot, were guided over the CH-34 engine and the hook up was made by SP/4 Reed.

Shortly afterward, the 339th's CH-37 helicopter, named "Igor's Number Hun" because it was the first CH-37 helicopter purchased from Igor Sikorsky by the U.S. Army, hovered over the "34" while SP/4 Reed made the hook-up. The CH-37, with CWO Semora, pilot and Captain Lawrence Herman, co-pilot, carried the "34" back to Nha Trang uneventfully.

SPECIAL MISSION AT A RO - 9 to 12 July:²⁶

On 7 July, Special Forces Headquarters at Nha Trang called upon the 339th requesting a CH-37 helicopter to deliver the disassembled components of a D-4 Catipillar bulldozer to a small jungle clearing at A RO. The area at A RO, occupied by a large Vietnamese Strike Force aided by Special Forces Advisors, was surrounded by Viet Cong forces and badly in need of a short airfield to facilitate re-supply. After receiving a briefing at Da Nang, the crew of the "37" flew to the staging area at Can Duc to receive the first of several loads. Carrying a maximum internal load, pilot Captain Mariano and co-pilot Capt Foster flew west to A RO, which is located at an altitude of several thousand feet approximately 9 kilometers east of the Laotian border. As unloading began after the landing, the Viet Cong opened fire with automatic weapons and small arms fire on the exposed CH-37. With the unloading hastily completed, the huge aircraft took off through an intense barrage of automatic weapons

26. This account comes from notes made by 2/Lt Keith P. Low who was a member of the CH-37 crew during the operation.

and mortar fire, miraculously escaping with no damage.

Returning the next morning with another heavy load, the aircraft was again the target of intense Viet Cong ground fire but returned undamaged to Cam Duc. As the aircraft was receiving another load at the staging area, a small force of Viet Cong infiltrated the supposedly secure area and opened fire once more.

At the recommendation of Special Forces Advisors, the mission was called off on July 12th to preclude the loss of the CH-37 in the operation.

On both return trips from A RO, Captain Mariano, Captain Foster and the crew had carried out more than a dozen seriously wounded ARVN troops, administering first aid as needed during the tedious trip back to Cam Duc.

SEARCH AND RESCUE STANDBY - 15 August to 20 September:²⁷

From 15 August to 20 September, the 339th flew more than 30 missions in direct support of the USAF's defoliation attempts of known Viet Cong areas. During a mission, two USAF C-123 aircraft would take off for a predesignated target area to spray jungle or Viet Cong crops with a defoliation chemical designed to kill vegetation and render the ground unfertile for a 12 month period.

In support, the UH-1B helicopter from the 339th would circle at approximately 5000 feet while keeping in radio contact every 10 seconds

27. SP/4 Reed participated in these missions on several occasions and the information recorded here is taken from his notes on them.

with the C-123's. In the event that one of the C-123's was shot down, the UH-1B's mission was to fly to the area and rescue the crew members. Two fully armed VNAF AD-6's also circled overhead to provide any fire support that might be needed.

Throughout the operation all of the 339th's UH-1B crew members participated in the mission. Fortunately, there were no incidents.

RECOVERY 5 MILES SOUTH OF DA NANG - 9 October: ²⁸

On 9 October, a UH-1B from the 117th Air Mobile Company was shot down 5 miles north of Da Nang. The pilot, CWO Kliev, made a perfect autorotation landing, with no injuries resulting. However, the crew came under immediate Viet Cong fire, and CWO Kliev was fatally wounded in the chest while trying to get back to the helicopter to make radio contact with the rescue helicopters.

CWO Raymond V. Semora, who was at Da Nang at the time, immediately volunteered to fly a UH-1B into the area to evacuate the crew. With SP/4 Anthony Mayo as gunner, and a crew chief and co-pilot from the 117th Air Mobile Company, CWO Semora flew to the crash site. As SP/4 Mayo provided suppressive fire, the dying pilot and his crew was loaded aboard the rescue ship and flown to Da Nang.

By this time the 339th had been alerted, and a recovery crew consisting of SP/5 Melvin L. Rector, NCOIC; SP/4 Edward Buys, SP/4 Charles Bidwell, SP/4 Donald R. Noyes, and PFC William Weissinger, were flying

28. Information taken from a written account by SP/4 William T. Reed.

to Da Nang with CWO William K. Carmical, pilot; CWO Richard B. Shortridge, co-pilot; and SP/5 Carmel Cantrell, crew chief, in a UH-1B.

After a briefing at Da Nang, the recovery crew was flown to the crash site by CWO Carmical and CWO Shortridge. Because the area was heavily infested with Viet Cong, the hook-up sling was quickly secured to the crashed aircraft to expedite its removal, and the CH-37 was called in. CWO Semora, pilot, and Captain Herman, aircraft commander, were guided over the wreckage by flight engineer SP/5 Kelly Davis, while crew chief SP/4 Mayo and gunner PFC Arthur Mowery, kept close watch for the Viet Cong. SP/5 Rector made the hook-up and the "37" lifted the wreckage from the area.

CWO Carmical and CWO Shortridge flew into the crash site, picked up the recovery crew, and began to escort the "37" with slingload back to Da Nang. Suddenly, a clevis broke on the cable holding the slingload. The UH-1B plunged 1000 feet to the ground and landed in a field adjoining a small village.

CWO Carmical and CWO Shortridge flew to the spot where the wreckage landed, in a UH-1B, to ascertain whether another recovery was possible. SP/5 Cantrell began reporting the damage as CWO Carmical hovered over the wreckage at 25 feet. Hidden Viet Cong suddenly opened fire on the hovering helicopter and, as the recovery crew members and the crew chief returned a heavy volume of suppressive fire, CWO Carmical and CWO Shortridge flew from the area.

Deciding that the wreckage should be burned to prevent the Viet Cong from getting any of the parts, the pilots again flew to the area

while the crew fired a heavy volume of suppressive fire. SP/5 Cantrell, hanging exposed from the side of the helicopter, dropped a thermite grenade on the wreckage to destroy it. The first grenade rolled off the wreckage and before SP/5 Cantrell could inform the pilots, the "Fire Warning" light began to flash on the instrument panel. Thinking the helicopter had been hit and was on fire, the pilots left the area to find a safer place to land. However, when no evidence of a fire could be detected, the pilots again returned to the area and while under fire, SP/5 Cantrell dropped another grenade which succeeded in igniting the wreckage. CWO Carnical and CWO Shortridge then turned and made several low level strafing attacks on the Viet Cong positions. Approximately 15 Viet Cong broke from their positions and tried to run across an open field for the concealment of trees. As they fled across the field, the crew members killed two and wounded three Viet Cong. With the Viet Cong no longer exposed and the wrecked aircraft burning, the pilots and crew returned safely to Da Nang.

"BLUE SPRINGS" - September through December: ²⁹

During the last four months of 1964, the 339th contributed a CH-37 and crew to work in the highly classified "Blue Springs" project operating out of Da Nang. On many occasions during this period the crew and their huge aircraft were exposed to heavy Viet Cong ground fire and other hazards in the mountainous area surrounding Da Nang. The "37" had to be

29. The information contained here is an extract from the notes of 2/Lt Keith P. Low.

grounded several times as the result of bullet damage received during these missions.

On the 5th of February 1965, a letter on the "Blue Springs" project was received by Colonel John R. Goodrich, Commanding Officer of the 14th Aviation Battalion, from Major General Dalk M. Oden, Commanding General of the United States Army Support Command Vietnam.³⁰ In this letter Gen Oden stated, "It is indeed a pleasure to forward General Westnoredland's expression of praise and appreciation for your unit's support of the project "Blue Springs" during the preceeding five months."

In the short and concise indorsement to this letter which Col Goodrich forwarded to the 339th on 13 February 1965, his complete comments read as follows:

1. "Always in Good Hands," once again.
2. Professional competence, once again.
3. Well done, once again."³¹

MASS MEDICAL EVACUATION FROM DUC MY - 21 October:³²

On the night of 21 October 1964 at approximately 2215 hours, the 339th received an urgent call from the American Duty Officer at Duc My

30. Headquarters, USASC-V, Office of the CG, ASCV letter dated 5 Feb 65, Subject: Message of Appreciation, TO: CO, 14th Aviation Battalion, paragraph 1.

31. Ibid, 1st Indorsement dated 13 Feb 65 from Lt Col John R. Goodrich, CO, 14th Avn Bn.

32. The information contained here is taken from a letter dated 2 Dec 64, MACOT-T(DM), Subject: Aerial Evacuation of Duc My Casualties, written to the 339th by Lt Col William R. Kriel, Infantry, Senior US Advisor to the installation at Duc My.

for the emergency medical evacuation of 22 seriously wounded Vietnamese Officer Students who had been injured in a mine explosion.

The company quickly mustered a CH-37, which was piloted by CWO Semora and CWO Shortridge and crewed by SP/4 Frank G. Ferry, SP/4 Armand Litch, and PFC George S. Maxwell. Knowing full well that the weather was extremely poor and that the flight would involve low night flying over Viet Cong infested mountains, the men unhesitatingly volunteered for the mission.

Arriving at Duc My 45 minutes after the initial notification, the men were informed by radio that the 22 Vietnamese still living were in such critical condition that they could not be moved to the airfield. The landing was proficiently executed in a cramped and unfamiliar area in the compound proper, marked only by the lights of a jeep and restricted by obstacles on three sides.

The crew quickly loaded the wounded men on board the aircraft as comfortably as possible, while minimizing any further injury. Immediately prior to take off from the confined area, the landing lights and search light on the CH-37 failed, which necessitated a maximum performance take-off with no visible reference to the ground or horizon. The flight back was made under the same hazardous conditions encountered before. During the return trip the crew members provided continued comfort and first aid to the wounded in addition to performing their normal and numerous in-flight duties.

Upon landing at Nha Trang, the crew speedily transferred the casualties to the waiting ambulances in a manner which Col Kriel felt "undoubtedly

was instrumental in preventing any additional loss of life from the accident".³³

Col Kriel concluded his letter by writing, "It is my sincere opinion that the flight by the 339th is worthy of commendation and is in keeping with the finest of military traditions of giving maximum assistance to the wounded regardless of personal safety".³⁴

For their actions during the Duc My evacuation, CWO Semora and CWO Shortridge have been recommended for the Soldier's Medal and SP/4 Ferry, SP/4 Litch and PFC Maxwell have been recommended for the Army Commendation Medal with a "V" device.

In the awards department, the unit was highly decorated during the year. Some of the individuals who received recognition have already been mentioned in the preceeding accounts. A complete listing of the awards presented to members of the 339th in 1964 is attached as Appendix I of this history.

Throughout the year-long period, our unit remained the only organization at Nha Trang capable of providing the rotary wing aircraft constantly demanded for specialized missions. The honors bestowed upon the 339th as a result of the voluntary efforts of its aviation personnel can not be minimized. In a maintenance unit which extended unlimited aerial support as a secondary achievement, members of the 339th proudly received

33. Ibid., paragraph 2C.

34. Ibid., paragraph 3.

six Distinguished Flying Crosses, a Bronze Star, twelve Air Medals for Valor and Five Purple Hearts. In addition, four men received the Vietnamese Medal for Gallantry, one was awarded the Army Commendation Medal with a "V" device, and another 37 were decorated with the Army Commendation Medal for Meritorious Achievement.

The praises of visiting dignitaries and the many letters of appreciation which the 339th received during the year were elemental in boosting the company's accomplishments to new heights. The pride which the unit and its personnel developed in these accomplishments became the bulwark for the unity of spirit and effort which grew to maturity in 1964.

CHAPTER VI

BLENDING OF THE INGREDIENTS

In summarizing, it becomes necessary to blend the ingredients of 1964 into a unified image. The tremendous strides in the maintenance, supply and administrative areas of the company have been fully covered already. A selection of the aerial accomplishments of the unit, though far from complete, has also been incorporated in these pages.

We, of the 339th, believe this record speaks clearly enough of the total effort and the will to excel which distinguished this unit in 1964.

APPENDIX I

AWARDS

The following awards were presented to members of the 339th Transportation Company (DS) during 1964 for actions and service of a calibre in keeping with the highest military traditions:

DISTINGUISHED FLYING CROSS

Major Wayne E. Barker - 2 Awards
Capt Edwin M. Aguanno - 2 Awards
Capt Frank A. Mariano
CWO W2 Raymond V. Semora

BRONZE STAR

Major Wayne E. Barker

AIR MEDAL FOR VALOR

Major Wayne E. Barker
Captain Edwin M. Aguanno
Capt Kerry A. Foster
CWO W-2 Everett E. Schierenbeck
CWO W-2 Harry L. Smith
S/Sgt Cecil P. Keith
SP/6 Woodard J. Wright
SP/5 Carmel D. Cantrell
SP/5 Willie D. Harper
SP/5 Melvin L. Rector
SP/4 Edward K. Buys
SP/4 Donald R. Noyes

AIR MEDAL FOR MERITORIOUS ACHIEVEMENT

Major Wayne E. Barker (7 OLC's)
Major Murry D. Smith
Capt Edwin M. Aguanno (16 OLC's)
Capt Kerry A. Foster
Capt Lawrence J. Herman (3 OLC's)
Capt Frank A. Mariano (2 OLC's)

1/Lt Jimmie H. Akridge (2 OLC's)
 1/Lt Clifford Fremstad (6th OLC only)
 1/Lt Vladimir Salanon
 2/Lt Keith P. Low (1 OLC)
 CWO W3 William K. Carnical (5 OLC's)
 CWO W2 Richard C. Case
 CWO W2 Charles A. Reagin (2 OLC's)
 CWO W2 Everett M. Schierenbeck (15 OLC's)
 CWO W2 Raymond V. Senora (5 OLC's)
 CWO W2 Richard B. Shortridge (1 OLC)
 CWO W2 Harry L. Smith (17 OLC's)
 CWO W2 Thomas W. Wren (2 OLC's)
 WO W1 Gerald R. Meador (1 OLC)
 SFC Eugene H. Barner
 SFC John B. Jones (2 OLC's)
 SFC Robert A. Sayre
 SFC Charles J. Glasco
 S/Sgt David V. Beckley
 S/Sgt James C. Boswell
 S/Sgt Richard S. Elam (3 OLC's)
 S/Sgt David G. Ebinger
 S/Sgt Charles W. Evans
 S/Sgt Vuce Grigorov
 S/Sgt Cecil P. Keith (2 OLC's)
 SP/6 Delmer J. Bobbitt (1 OLC)
 SP/6 Vincent E. Cook
 SP/6 Thomas W. Dunson (2 OLC's)
 SP/6 Kirby L. Lyle (2 OLC's)
 SP/6 Woodard J. Wright (6 OLC's)
 SP/5 Princess E. Baker (1 OLC)
 SP/5 Carmel D. Cantrell (6 OLC's)
 SP/5 Raymond C. Conklin (1 OLC)
 SP/5 Kelly M. Davis
 SP/5 Robert Elzer (1 OLC)
 SP/5 Willie D. Harper (7 OLC's)
 SP/5 Donald G. Kaye (1 OLC)
 SP/5 Donald C. Little
 SP/5 Robert J. Martin
 SP/5 Joseph A. Murphy
 SP/5 Glen A. Suttles (3 OLC's)
 SP/4 James R. Barto (3 OLC's)
 SP/4 Edward K. Buys (1 OLC)
 SP/4 Theodore R. Dorn (3 OLC's)
 SP/4 Frank G. Ferry
 SP/4 Arlen Humphries
 SP/4 Donald E. Link

SP/4 Armand Litch
SP/4 George Maxwell
SP/4 Anthony Mayo
SP/4 Joseph Pulcini (1 OLC)
SP/4 William T. Reed (3 OLC's)
SP/4 Bruce B. Webb
PFC Douglas E. Allen (6 OLC's)
PFC Bryan M. Ford
PFC Marvin R. Edvalson
PFC James A. Wilz (6 OLC's)

ARMY COMMENDATION MEDAL FOR VALOR

SP/4 Anthony M. Mayo

ARMY COMMENDATION MEDAL FOR MERITORIOUS ACHIEVEMENT

Major Murry D. Smith
Captain Edwin M. Aguanno
Captain Samuel H. Heermans
Captain Lawrence J. Herman
CWO W2 Everett E. Schierenbeck
CWO W2 Thomas W. Wren
WO W1 Charles A. Reagin
SFC Robert A. Sayre
S/Sgt James C. Boswell
S/Sgt David G. Ebinger
S/Sgt Cecil P. Keith
SP/6 Vincent E. Cook
SP/6 Thomas W. Dunson
SP/6 Woodard J. Wright
SP/5 Princess E. Baker
SP/5 Carmel D. Cantrell
SP/5 Manuel Galvan
SP/5 Donald G. Kaye - 2 awards
SP/5 Robert H. McConnell
SP/4 Alexander F. Antigiovani
SP/4 Clifford D. Blunkall
SP/4 Edward K. Buys
SP/4 Omer B. Clark
SP/4 David W. Dehnke
SP/4 Herbert T. Gohdes
SP/4 Roy D. Kauffman - 2 awards
SP/4 Charles K. Kleine
SP/4 Charles M. Livenspargar
SP/4 Anthony Mayo
SP/4 Bohdan Metelnicki
SP/4 Joseph Pulcini - 2 awards
SP/4 Johnny F. Rodriguez
PFC Douglas E. Allen
PFC James A. Wilz

PURPLE HEART

Major Wayne E. Barker
Capt Edwin M. Aguanno
CWO W2 Harry L. Smith
SP/6 Woodard J. Wright
SP/4 Anthony M. Mayo

VIETNAMESE MEDAL FOR GALLANTRY

Major Wayne E. Barker w/Palm Cross
Capt Frank A. Mariano w/Gold Star
CWO W2 Raymond V. Semora w/Bronze Star
CWO W2 Harry L. Smith w/Silver Star