

# ARMY TRANSPORTATION ASSOCIATION VIETNAM



4th Trans Cmd



5th Trans Cmd



124th Trans Cmd



125th Trans Cmd



8th Trans Grp

## THE PATCHES WE WORE



48th Trans Grp



500th Trans Grp



507th Trans Grp



U.S. Army Vietnam



1st Logistical Cmd

### Officers:

**Founder**  
Richard L. Phillips  
(deceased)

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281-991-1467  
[JHR045@HOUSTON.RR.COM](mailto:JHR045@HOUSTON.RR.COM)

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Army Transportation Association, Vietnam  
John Hayde  
110 W. 14th Ave  
North Kansas City, MO 64116

Return Service Requested



SPRING 2005

# Army Transportation Association Vietnam Application for Membership

**Please Print Clearly:**

**New** \_\_\_\_\_ **Renewal** \_\_\_\_\_ **Associate** \_\_\_\_\_

**Name:** \_\_\_\_\_ **Date:** \_\_\_\_\_

**Address:** \_\_\_\_\_

**City, State, ZIP:** \_\_\_\_\_

**Phone Number:** \_\_\_\_\_ (include area code)

**Email:** \_\_\_\_\_

(to add or change your email address please contact Webmaster Ralph Grambo at [gramborw@uofs.edu](mailto:gramborw@uofs.edu))

**Your unit(s) while in Vietnam:**

**Dates you were in Vietnam:**

**What is your present occupation?**

Yes, \_\_\_\_ I want to join the ATAV for \_\_\_\_ years

Yes, \_\_\_\_ Please renew my membership for \_\_\_\_ years

(New memberships of two or more years will receive a complimentary ATAV pin or get a flag pin with a new 5 year membership)

Please make checks payable to:

Army Transportation Association, Vietnam

Mail checks to: ATAV, P.O. Box 7603, Pasadema, Texas 77508-7603

## Membership Rates:

1 year: \$15.00

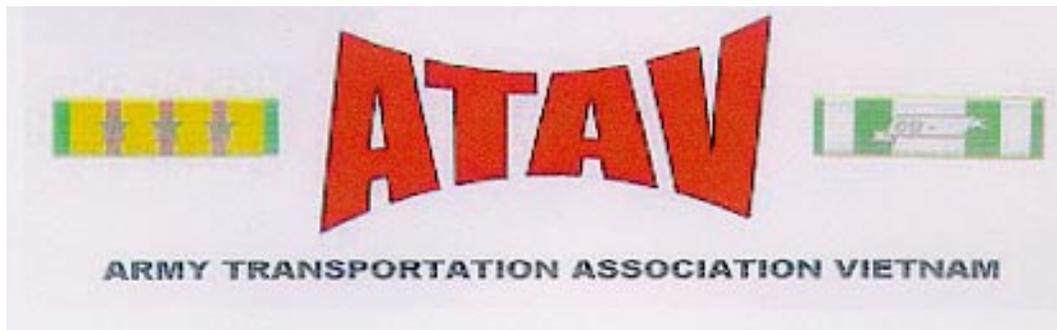
2 years: \$23.00

3 years: \$32.00

4 years \$41.00

5 years \$50.00

**Here is some additional information about me while in Vietnam...**



### **President's Message**

Hello Brother's and Sister's,

I want to thank everyone for giving me the privilege of being an officer in the Army Transportation Association Vietnam. Since becoming the President of the Association I have come to realize that our membership is the salt of the earth. The United States at least. When I received the files of the Association I found that some of our membership's dues had elapsed and I sent out a friendly reminder because I know how easy that it is to overlook things when we live a busy life. I began to receive replies from all over the country. As I looked at the files I found that our membership are in every part of the country and have worked in every profession. It is not hard to imagine what happened after the Vietnam War. Our membership returned home, started a family, and become productive valued members of our society and their communities. I urge each of you to take a little time off and join everyone at the next ATAV reunion. I also urge everyone to seek an office on the Board of the association. You will not regret it.

I have established a few committees. Among them is the election committee. We will use this committee to receive nominations and intentions to run for office. We will also use it to conduct the election. The other committees are the Constitution and By-laws committee, The reunion committee, and The finance committee. I will explain them fully in the next newsletter.

There are a few changes to the association that I would like to see made with the will of the membership. We need to drop the hospitality room charge. Reunion is what we are all about and there should not be an extra fee for doing it. We also need to talk about the possibility of extending a free lifetime membership to the widow's of our members who have passed on. Which brings me to my next topic.

While doing the last newsletter we received some of them back marked as deceased. And while updating the database we also found more deceased members. In this newsletter we have started a "Taps" section to honor our departed brothers and make sure they are not forgotten. Please tell your loved ones that you are a member of the ATAV and ask them to notify the Board should something happen to you. Your fellow members would want to know.

We have the paperwork started for incorporation of the Association and the paperwork to take the Association to a 501C19,(reason number 8), and we will be doing that shortly. Every member will become a share holder in the corporation.

We should also talk about allowing members and interested parties to advertize there business or association in the newsletter for a fee. This would benefit the members and also help offset the cost of the newsletter. We can discuss this at the business meeting.

For those of you that are interested in the laws relating to Veterans and the changes to our benefits as they are made try my VVA web site at <http://galvestonvva.us> and click on the link to the Yahoo site. I post all of that kind of information on there.

I would also like to ask each member to write something about their service in the Transportation units. It does not have to be in Vietnam. You are the experts of transportation because you have lived it. Our future generations will someday want to hear about it. We will compile the stories and Bio's and submit them to the Transportation historian and museum under your name and that of the ATAV.. You can send them to P.O. Box 7603 Pasadena, TX 77508-7603

I am not going to close this message as there are a lot of things happening. I will just say, "To be cont'd". Take care Brothers and Sisters and Welcome Home.

Jim Rose, President  
Army Transportation Association Vietnam

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## Reunion Preview

**As you know, Pensacola was hit hard by Hurricane Ivan, but we are on the road to recovery and by our reunion time in 2006, everything will be up and running.**

**Reunion plans are in the works for the September 2006 timeframe but I haven't nailed down the dates yet. I am waiting to see when the Seafood Festival and Greater Gulf Coast Arts Fest will be in 2006. The dates will be published in early June of this year. I will keep you all involved as the lodging arrangements and activities progress.**

**We have a Historical District in the downtown area, the National Museum of Naval Aviation and the Blue Angels are based here and present Tuesday and Wednesday air shows. We also have great beaches, fishing charters, antiquing and art galleries and the Biloxie casinos are just up the road. There is lots to do. Please feel free to contact me with any questions.**

**Larry Orvis**  
[orvislh@hotmail.com](mailto:orvislh@hotmail.com)  
[lorvis@pensacolachamber.com](mailto:lorvis@pensacolachamber.com)  
[larry.h.orvis@us.army.mil](mailto:larry.h.orvis@us.army.mil)  
**Pensacola, Florida**

# **Bill Wandall**

## **ATAV Treasurer**

### **Founding until 12/31/2004**

Bill Wandell (ATAV Treasurer)

Bill received his commission in the U.S. Army via the ROTC program at the University of Richmond, Virginia. He spent 30 years in both the active army and the Army Reserves including tours of duty in Germany, Korea, Vietnam and the United States.

In 1972 he was assigned to the 3297<sup>th</sup> US Army Hospital (Reserves) in Atlanta, Georgia, where he was the Chief of Supply, Training and Personnel Divisions during the next 14 years. He retired in 1986 from the USAR at the rank of LTC.

His military awards included the Bronze Star with Oak Leaf Cluster, Meritorious Service Medal, Army Commendation Medal with Oak Leaf Cluster, Army Achievement Medal, Army Reserves Component Achievement Medal, National Defense Service Medal with device, Armed forces Reserve Medal with Gold Hour Glass as well as numerous medals and citations for service in Germany, Korea and Vietnam.

In Vietnam he was a member of the 125 Transportation Command in Saigon where he served with Rick Phillips, founder and past president of the ATAV in 1968.

From 1972 until his retirement in 1992, he was assigned to the Headquarters, 3279<sup>th</sup> US Army Hospital (Reserves) in Atlanta, Georgia where he held various civil service positions including unit Technician, Staff Operations and Training specialist, and Chief, supervisory Staff Administrator to the hospital commander and over 900 Army Reservists in four states.

Since the founding of the Army Transportation Association, Vietnam in 1992, he has been the group's treasurer and a member of the Board of Directors. He resigned these positions effective December 31, 2004. He has been the association's reunion chairman for five reunions (Fort Eustis, VA; Washington, DC; Las Vegas, NV; New Orleans, LA; and Colorado Springs, Co.).

Since his retirement from government service in 1992, Bill has traveled all over the United States, Canada, Mexico, England, Norway and Peru. In addition, he volunteers as the Box Office Manager at a community theater and at the Museum of Natural History in Atlanta, GA.

Bill lives in Decatur, Georgia (just outside Atlanta) with his 14-year-old cat. His daughter lives in Charlotte, NC and his son lives in San Francisco, CA.

Jim Rose, President of the ATAV, in announcing Bill's retirement, also announced that the board of Director has awarded Bill Life Member status in the association in recognition of his 14 years of faithful service.

ARMY TRANSPORTATION ASSOCIATION, VIETNAM

FINANCIAL STATUS AS OF 31 DECEMBER 2004

Membership as of 31 December 2004: 480

Cash on hand in WACHOVIA Savings Account, Atlanta, GA as of 30 Jun 04: \$11,913.73

Deposits from 1 July 2004 to 31 December 2004:

Dues received from current and new members: .....	1,104.00
Reunion 2004 (registration/dinners/tours: .....	287.00
T-shirts and cap sales at 2004 reunion: .....	444.00
Interest received from Savings Account: .....	8.30

Total Deposits: ..... \$13,757.03

Withdrawals from Savings Account from 1 July 2004 to 31 December 2004:

Reunion 2004 (dinners): .....	\$ 2,024.99
Reunion 2004 (tours) : .....	1,960.00
Reunion 2004 (Guest Speaker): .....	75.00
Reunion 2004 (refreshments for Hospitality Suite/door prizes/tips: .....	465.97
Reunion 2004 (Tour refunds): .....	88.00
Reunion 2004 (Donation to Vietnam Memorial):.....	525.00
T-shirt & cap postage: .....	62.26
Association Newsletter (printing/copies/postage): .....	1,117.78
Flowers for Rick Phillips funeral; sent to spouse: .....	105.88
Association decals postage sent to Bill Parker for his truck: ...	15.88
Postage for Association files/banner/pins/books, sent to Jim Rose: .....	72.37

Sub Total: ..... 6,512.53

Office Supplies:

Postage/copies/telephone calls: ..... 130.87

Total Withdrawals: .....\$ 6,643.40

Savings Account closed as of 31 December 2004

Certified check for balance sent to Jim Rose, President on 31 Dec 2004\$ 7,113.63





WACHOVIA

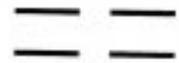
# Business Savings

01 3080001271004 006 160 0 0 126,561

00043059 1 AT 0.292 02 30GS 169

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ARMY TRANSPORTATION ASSN OF VIETNAM  
C/O WILLIAM M WANDALL      CB  
307 ADAIR ST  
APT H-6  
DECATUR GA 30030



## Business Savings

10/01/2004 thru 12/31/2004

Account number: 3080001271004  
Account owner(s): ARMY TRANSPORTATION ASSN OF VIETNAM  
C/O WILLIAM M WANDALL

Taxpayer ID Number: 010664586

### Account Summary

Opening balance 10/01	\$8,008.20
Deposits and other credits	418.00 +
Interest paid	3.91 +
Other withdrawals and service fees	8,430.11 -
<b>Closing balance 12/31</b>	<b>\$0.00</b>

### Deposits and Other Credits

Date	Amount	Description
10/05	19.00	DEPOSIT
10/19	19.00	DEPOSIT
10/29	1.36	INTEREST FROM 10/01/2004 THROUGH 10/31/2004
10/29	15.00	DEPOSIT
11/30	1.32	INTEREST FROM 11/01/2004 THROUGH 11/30/2004
12/10	32.00	DEPOSIT
12/13	148.00	DEPOSIT
12/17	15.00	DEPOSIT
12/21	49.00	DEPOSIT
12/22	73.00	DEPOSIT
12/23	25.00	DEPOSIT
12/24	23.00	DEPOSIT
12/30	1.23	INTEREST FROM 12/01/2004 THROUGH 12/30/2004
<b>Total</b>	<b>\$421.91</b>	

### Interest

Number of days this statement period	90
Annual percentage yield earned	0.20%
Interest earned this statement period	\$3.90
Interest paid this statement period	\$3.91
Interest paid this year	\$18.46



WACHOVIA

# Business Savings

02 3080001271004 006 160 0 0 126,562

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## Other Withdrawals and Service Fees

Date	Amount	Description
11/30	110.71	WITHDRAWAL
12/22	1,187.77	WITHDRAWAL
12/30	18.00	WITHDRAWAL
12/30	7,113.63	DEBIT TO CLOSE ACCOUNT
<b>Total</b>	<b>\$8,430.11</b>	

## Daily Balance Summary

Dates	Amount	Dates	Amount	Dates	Amount
10/05	8,027.20	12/10	7,985.17	12/22	7,082.40
10/19	8,046.20	12/13	8,133.17	12/23	7,107.40
10/29	8,062.56	12/17	8,148.17	12/24	7,130.40
11/30	7,953.17	12/21	8,197.17	12/30	0.00

AS YOU REQUESTED, YOUR ACCOUNT IS NOW CLOSED AND THIS IS THE FINAL STATEMENT. IF YOU HAVE ANY QUESTIONS OR WISH TO REOPEN THIS ACCOUNT, CALL US AT 800-WACHOVIA (800-922-4684) OR CONTACT YOUR LOCAL FINANCIAL CENTER. WE APPRECIATE YOUR BUSINESS.

## Itemized Categories

1/1/2005 Through 2/19/2005 (Cash Basis)

2/19/2005

Page 1

Cat/Sub	Date	Account	Num	Description	Memo	CI	Amount
<b>INCOME</b>							
Dues							
	1/13/2...	Checking	S	Deposit	Michael A O'Docke...		50.00
					George Long (05-09)		50.00
					Donald Hughes (05...		22.00
	1/25/2...	Checking		Deposit			572.00
	1/28/2...	Checking		Deposit			611.00
	1/31/2...	Checking		Deposit			528.00
	2/1/2005	Checking		Deposit			401.00
	2/4/2005	Checking		Deposit			514.00
	2/8/2005	Checking		Deposit			415.00
	2/16/2...	Checking		Deposit			175.00
	2/18/2...	Checking		Deposit			172.00
<b>TOTAL Dues</b>							<b>3,510.00</b>
<b>TOTAL INCOME</b>							<b>3,510.00</b>
<b>EXPENSES</b>							
Bank Charge							
	1/13/2...	Checking		Checkbook Order			-44.00
<b>TOTAL Bank Charge</b>							<b>-44.00</b>
Clothing							
	1/23/2...	Checking	1001	... Jim Rose	All-Sew Embroider...		-160.00
	2/13/2...	Checking	1002	... Jim Rose	balance due 100 h...		-550.00
<b>TOTAL Clothing</b>							<b>-710.00</b>
Office Supply							
	1/23/2...	Checking	1001	... Jim Rose	Office Depot		-17.94
					Kinko's rubber sta...		-24.36
					Dollar General		-7.58
	2/13/2...	Checking	1002	... Jim Rose	binders and envelo...		-11.57
<b>TOTAL Office Supply</b>							<b>-61.45</b>
Postage and Delivery							
	1/23/2...	Checking	1001	... Jim Rose	USPS		-1.66
					USPS post office ...		-70.00
					USPS		-47.15
					USPS		-0.49
					USPS		-130.20
	2/13/2...	Checking	1002	... Jim Rose			-3.85
					100 .37 stamps		-37.00
	2/13/2...	Checking	1003	Jim Rose			-44.70
<b>TOTAL Postage and ...</b>							<b>-335.05</b>
Printing and Reprodu...							
	1/23/2...	Checking	1001	... Jim Rose	Kinko's printing		-34.42
					Kinko's printing		-83.10
	2/13/2...	Checking	1002	... Jim Rose	1000 membership ...		-82.00
<b>TOTAL Printing and ...</b>							<b>-219.52</b>
<b>TOTAL EXPENSES</b>							<b>-1,370.02</b>
Balance Forward							
Checking	1/4/2005	Checking		Opening Balance		R	7,203.63
<b>TOTAL Checking</b>							<b>7,203.63</b>
<b>TOTAL Balance Forw...</b>							<b>7,203.63</b>
<b>OVERALL TOTAL</b>							<b>9,343.61</b>



## *Our Deceased Members*

**John T. Alquire**                      **379th Trans Co (Med Reefer Trk)**

**Paul Blosser**                        **359th Trans Co (Med Petroleum Trk)**

**Norman Boskind**                    **163rd Trans Co (Lt Trk), 6th Trans Bn**

**Mark A. Cox**                         **363rd Trans Co. (Med Trk), 57th Trans Bn**

**Richard L. Phillips**                 **402nd Trans Co. (Term Trf), 125th Trans Cmd**

**Robert E. Sanderson**               **2nd Trans Co. (Med Trk) , 27th Trans Bn**

**Howard E. Terry**                    **119th Trans Co. (Terl Svc)**

**William H. Holt**                     **529th Trans Co. (Lt Trk), 545th Trans Co. (Lt Trk)**

From: RLP4ATAV@aol.com  
To: jhr0545@houston.rr.com  
Sent: Wednesday, March 16, 2005 6:57 PM  
Subject: Arlington

Dear Jim and the ATAV,

Our cousin Michael has a terminal kidney cancer and after speaking to his wife, I decided to take a trip and spend time with them. Michael is a vet, and his wish was to be present for Rick interment ceremony at Arlington. His doctor advised us to have the ceremony sooner than later. Fortunately we were able to make the substitution.

We were at Arlington yesterday and were appreciative and proud to have Rick honored in a very impressive ceremony. There were 40 to 50 military men taking part to honor Rick and his service. Casket team, color guard, firing party, a full escort platoon, military band, military chaplain and a horse drawn caisson. The caisson was pulled by 4 rows of beautiful gleaming black horses. Three rows of two horses and one row of three horses, two with riders and one rider-less horse. The band, the gun salute and the playing of taps along with the folding and presentation of the flag was an emotional and proud moment for me and for the man I love, SGM Richard L. Phillips. His urn is located in Columbarium Court No. 6 Sec.00, Stack 17, Niche 3.

Thank you all for your continued support, you have been an important and welcome support for me.

Nancy

# Dollies in Vietnam

Can you find the Dollies in these photos?



Rodney Getschman signed the guestbook and mentioned the following information about the use of dollies in Vietnam to increase tonnage. Since I was in the Mekong Delta most of the time and never saw this rig I was interested. I posted a request for more information on dollies in the Message and Bulletin Board. Subsequent responses and emails produced the following details on the use of dollies in I Corps.—Ralph Grambo

I was assigned to the 39th Trans Bn as maintenance tech in the 666 TC and 515 TC, June 70 thru June 71. CPT Grady Layton was cmdr of the 666 TC. LTC Alvin Ellis (Big Al the Truckers Pal) was the Bn Cmdr. The 2 1/2-tons of the Triple 6 weren't heavy enough for the heavy loads they constantly hauled and were mostly deadlined. The 515th pulled a 12-ton S&P hooked to a navy 5th-wheel dolly behind each of their 5-ton cargo trucks. We had a TTP just below Khe Sanh and dropped the 12-ton S&P's here. The 5-ton continued with its load into Khe Sanh. A 5-ton tractor pulled the trailer into Khe Sanh. I too, had many hours of sweat time working on the guntrucks. I especially remember the "Eve of Destruction." Put a couple of engines and clutch packs in it and, God only knows how many brake jobs. One time it came in and the only thing holding the cab on was the steering

column.

I might add; there was much dissension among the plt leaders and plt sergeants when we started using these rigs. They had an excuse for everything. I remember one sergeant arguing with me about the tow pintle being able to pull the dolly and trailer. Personally, I thought it to be a good idea. I also know there was a photographer that came to the Tan My ramp and took pictures of a rig. I was there. I had to brief him on it. Perhaps he was an Army photographer. There was one truck in the 515th that I had installed a "johnny bar" in. We needed a way to apply brakes to the trailer other than normal. I stripped the required parts from a salvaged 5-ton tractor. I was always looking for more "johnny bar" parts. However, LTC Ellis kept me busy doing lots of things. Things are coming back to me as I write this. The navy dollies were painted grey. They were built for moving trailers around within a port. They had commercial tread tires. Most of them LTC Ellis got had bad wheel bearings. I had to change many of them out between ones we couldn't use. The bearings were different than those normally used in 5-ton and 10-ton trucks. I tried to special order them thru the DS units supporting us. But, as you know a 1348 from Vietnam always got lost by the wayside. I used to like to listen to those old Mack Diesels snort

moving an overloaded 5-ton pulling an overloaded trailer up QL1. We hauled 105 ammo with those rigs. If only the transfer cases were geared differently, we could have better used them as an auxillary transmission. Dr. Grambo, I could talk army trucks, trucking and, engineer construction equipment all day, and enjoy it, if someone would listen to me. Sorry I don't have a picture, guess I should have taken some, don't really know why I didn't either. By the way, what was said about LTC Ellis is somewhat true. Ton-miles was the only thing on his mind. He was aggressive.

**1. Brakes to 5th-wheel dollies and 12-ton S&P trailers.** If memory serves me correctly, the navy dollies didn't have brakes. They really were made for moving trailers around on loading docks. We connected two trailer air lines together to get the length we needed. Then we hooked these extended lines from the Service and Emergency outlets from the 5-ton cargo truck to the trailer brake inlets. This then was the same as when one would tow a 1 1/2-ton trailer. That's the reason why I started to scrounge the "Johnny Bar" brake valves from junk 5-ton tractors. We needed to convert the cargo truck brake systems to tractor brake systems so we could apply brakes to the trailer seperately.

**2. Army dollies.** Yes, the Army has 5-th wheel dollies. I researched this after leaving the 39th Trans when I was assigned to Summerall Hall, Ft. Sill, OK as an instructor. They are smaller than the ones we had in the 39th. They have dual wheels with 9:00 X 20:00 tires. Some years later in Germany I seen one or two of them during REFORGER's. There's an Army manual that lists Army equipment. The Army dollies are listed and described. I believe it to be TM 9-200 Army Ordnance Equipment and Descriptions.

**Email from T. Broussard** My dad, Tommy Broussard, was a Spec-4 in the 515th TC in '66 and '67. I was emailed by Mr. Rick Phillips with repleys from yourself and a Mr. Getschman with regards to a Navy 5th wheel dolly. I called my dad (back in Louisiana) and read him all of the messages. He's not sure if what he called a "navy dolly" is the same thing referred to by Mr. Getschman since he served with the 515th 3 to 4 years after my dad. This is what my dad could remember after 30+ years. He recalled that in June or July of 1966, the 515th received a group of new 5-ton trucks with standard tow pintles. Because they were ordered to start hauling 12' by 60' house trailers for RMK (he thinks a company affiliated with Lady Bird Johnson) and higher tonnage loads, they had to rig up something to get the job done. He remembers a CWO Walls having to go to 39th BN brass to get permission to rig up a 5th wheel on the new 5-tons. When the O.K. came down, he recalls another Specialist named Whitman and their sergeant, SGT. Copeland, having to modify some Navy dollies taken at night by 5-finger discount from "squids" stationed there at Cam Ranh Bay. Like Mr. Getschman, my father also remembers problems with the wheel bearings (something about the fact that the sailors would only use them on flat pavement near the piers and where the soldiers had to use them tore them up). Another point he recalls about the Navy dollies is that everytime they had a CMI inspection, they had to hide the dollies off base.

**I read with interest Rodney Getshman's piece about fifth wheel dollies, and had to recount my experience with one of those set-ups in the 'Nam. Sometime in early to mid-1969 I was dead-headed to the 506th Field Depot south of Cholon to pick up a RMK-BRJ discard, 60-ton rated, puke-green painted fifth-wheel dolly/lowboy combo and thought it to be an interesting concept**

as I wound it back through the streets of Saigon and on up to the Long Binh [LB] Depot. It tracked well and stopped OK, but then again it was not loaded so I really didn't know all the ramifications of such a half-baked notion that only someone like old Lady Bird's company could conceive to further antagonize the military. A combo like that could only be rightfully employed around someplace in a more or less static situation rather than actual road use which is what happened when the poor Land Clearing [LC] Engineers of the 20th Bde. wound up with it. A little while later I loaded up a D-8 Cat [painted bright yellow, no less!] on my "Draggin' Wagon" at the Newport dock and hauled it up to the 20th on Engineer Hill at LB. I saw the dolly/lowbed combo sitting in their yard with a new coat of olive drab paint, at least, and was informed that it was to be the transport for the new soon to be Rome Plow-equipped D-8. My experience with the dolly/lowboy encouraged them when I mentioned how it had bent around the corners in town real nice since they would be taking it through a bunch of ville's on the way up to Dau Tieng in the Michelin, not to mention the 'roads' they traveled on the way out to the places they regularly operated in. Later, on the way back from Newport or someplace, I saw the ungainly, unlikely-appearing rig with a now OD-painted D-8 'Plow aboard near the Thu Duc Hill traveling at an uncharacteristically [for engineers] slow pace, and received only a half-hearted reply from the driver and operator when I waved to them. I thought it strange since all 10-ton types enthusiastically greeted one another whenever we encountered each other in the belief we were the only real Drivers in the 'Nam - or anywhere for that matter. Awhile later, at the 20th's Club, I would find out why they were taking it so cautious and somewhat less than than eager to Keep on Truckin' as the now loaded apparition was eating their lunch just trying to keep it between the lines on the well-paved Saigon Hwy., and had already nearly put them in the ditch just getting out of LB since the dolly/lowboy brakes were all but

non-existent with a D-8 'Plow on it. The dolly/lowbed/D-8 'Plow tended to want to pass the M123A1C-tractor when the binders were applied and more than once had all but jack-knifed them as they tried to sort out their new combination. To make matters worse the pintle hook-up made the traction less than normal as the drastically outweighed 'A1C lost adhesion on the greasy Michelin tracks/trails and the towed combo finally did wind up in the ditch where it remained overnight, minus the 'A1C and the 'Plow, in the hopes the gooks would come by and blow it away. Unfortunately, it was still in one piece and was to make several more trips with D-8's before the 20th finally procured some regular, direct fifth-wheel hook-up style, 16-wheel lowbeds and the dolly/lowbeds [by then there was at least one more which I had also seen at the 506th] were taken to the PDO at Ho Nai for a well deserved retirement after a much maligned, albeit short tour of active duty. I'm sure the 20th Association's LC-faction sent flowers to Lady Bird's funeral since she and her civilian cronies from the RMK-BRJ conglomerate had done them such a nice turn back in '69! And fortunately for us Heavy-Lift types, from LB at least, my encounter with a dolly of that ilk was the only one I know of unless my good friend "KY" can shed light on any episodes I am unaware of. I remember having an officer from the 34th or 69th Armor at Tay Ninh telling us our "Draggin' Wagons" were worth their weight in gold since they were in such demand at one point in that same time period. I know the LC Engineers certainly thought they were when it came hauling D-8's with 'Plow blades on them. Humbly submitted by Jess Paul Tomey ["BeaverHunter"], 277 CC&S Co., RVN 68-69-70

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Editor's Note: We have noted that a considerable number of our members do not have web access. Periodically, items from the ATAV.US web site will be run to share the information and to elicit input from members who may have information and/or photos to add to the story.



## NINE RULES

FOR PERSONNEL OF US MILITARY ASSISTANCE COMMAND, VIETNAM

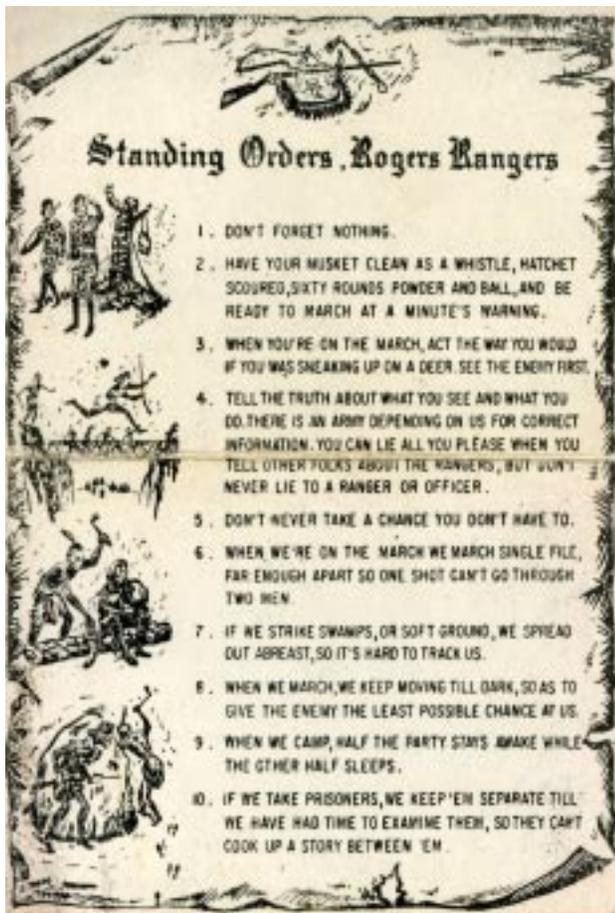
The Vietnamese have paid a heavy price in suffering for their long fight against the communists. We military men are in Vietnam now because their government has asked us to help its soldiers and people in winning their struggle. The Viet Cong will attempt to turn the Vietnamese people against you. You can defeat them at every turn by the strength, understanding, and generosity you display with the people. Here are nine simple rules:

DISTRIBUTION — 1 to each member of the United States Armed Forces in Vietnam

## NINE RULES

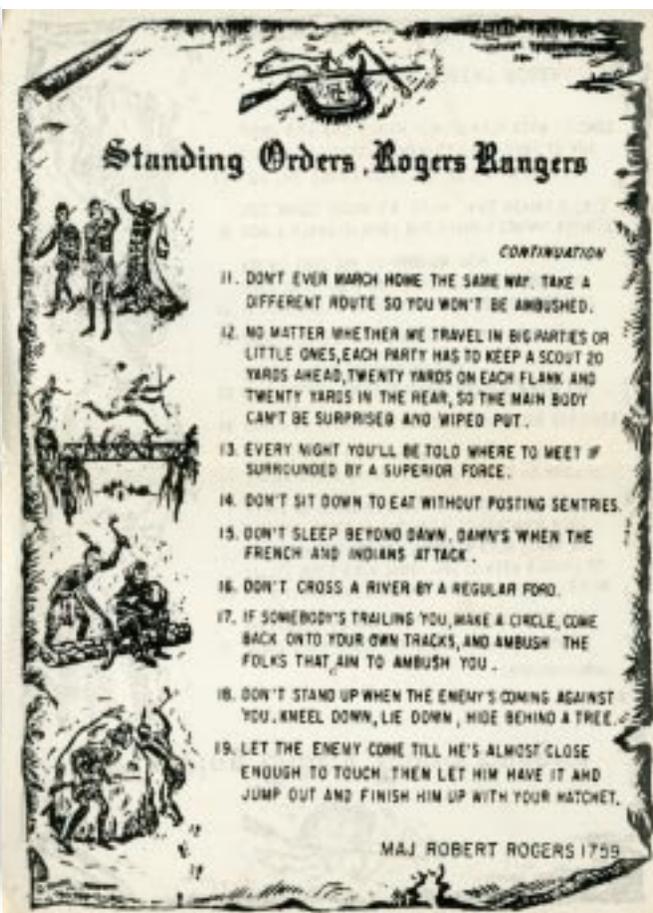
- 1 Remember we are guests here: We make no demands and seek no special treatment.
- 2 Join with the people! Understand their life, use phrases from their language and honor their customs and laws.
- 3 Treat women with politeness and respect.
- 4 Make personal friends among the soldiers and common people.
- 5 Always give the Vietnamese the right of way.
- 6 Be alert to security and ready to react with your military skill.
- 7 Don't attract attention by loud, rude or unusual behavior.
- 8 Avoid separating yourself from the people by a display of wealth or privilege.
- 9 Above all else you are members of the U S Military Forces on a difficult mission, responsible for all your official and personal actions. Reflect honor upon yourself and the United States of America.

**Remember these??**



## Standing Orders, Rogers Rangers

1. DON'T FORGET NOTHING.
2. HAVE YOUR MUSKET CLEAN AS A WHISTLE, HATCHET SCOURED, SIXTY ROUNDS POWDER AND BALL, AND BE READY TO MARCH AT A MINUTE'S WARNING.
3. WHEN YOU'RE ON THE MARCH, ACT THE WAY YOU WOULD IF YOU WAS SNEAKING UP ON A DEER. SEE THE ENEMY FIRST.
4. TELL THE TRUTH ABOUT WHAT YOU SEE AND WHAT YOU DO. THERE IS AN ARMY DEPENDING ON US FOR CORRECT INFORMATION. YOU CAN LIE ALL YOU PLEASE WHEN YOU TELL OTHER FOLKS ABOUT THE RANGERS, BUT DON'T NEVER LIE TO A RANGER OR OFFICER.
5. DON'T NEVER TAKE A CHANCE YOU DON'T HAVE TO.
6. WHEN WE'RE ON THE MARCH WE MARCH SINGLE FILE, FAR ENOUGH APART SO ONE SHOT CAN'T GO THROUGH TWO MEN.
7. IF WE STRIKE SWAMPS, OR SOFT GROUND, WE SPREAD OUT AHEAD, SO IT'S HARD TO TRACK US.
8. WHEN WE MARCH, WE KEEP MOVING TILL DARK, SO AS TO GIVE THE ENEMY THE LEAST POSSIBLE CHANCE AT US.
9. WHEN WE CAMP, HALF THE PARTY STAYS AWAKE WHILE THE OTHER HALF SLEEPS.
10. IF WE TAKE PRISONERS, WE KEEP 'EM SEPARATE TILL WE HAVE HAD TIME TO EXAMINE THEM, SO THEY CAN'T COOK UP A STORY BETWEEN 'EM.



## Standing Orders, Rogers Rangers

CONTINUATION

11. DON'T EVER MARCH HOME THE SAME WAY. TAKE A DIFFERENT ROUTE SO YOU WON'T BE AMBUSHED.
12. NO MATTER WHETHER WE TRAVEL IN BIG PARTIES OR LITTLE ONES, EACH PARTY HAS TO KEEP A SCOUT 20 YARDS AHEAD, TWENTY YARDS ON EACH FLANK AND TWENTY YARDS IN THE REAR, SO THE MAIN BODY CAN'T BE SURPRISED AND WIPE OUT.
13. EVERY NIGHT YOU'LL BE TOLD WHERE TO MEET IF SURROUNDED BY A SUPERIOR FORCE.
14. DON'T SIT DOWN TO EAT WITHOUT POSTING SENTRIES.
15. DON'T SLEEP BEYOND DAWN, DAMN'S WHEN THE FRENCH AND INDIANS ATTACK.
16. DON'T CROSS A RIVER BY A REGULAR FORD.
17. IF SOMEBODY'S TRAILING YOU, MAKE A CIRCLE, COME BACK ONTO YOUR OWN TRACKS, AND AMBUSH THE FOLKS THAT AIN TO AMBUSH YOU.
18. DON'T STAND UP WHEN THE ENEMY'S COMING AGAINST YOU. KNEEL DOWN, LIE DOWN, HIDE BEHIND A TREE.
19. LET THE ENEMY COME TILL HE'S ALMOST CLOSE ENOUGH TO TOUCH. THEN LET HIM HAVE IT AND JUMP OUT AND FINISH HIM UP WITH YOUR HATCHET.

MAJ ROBERT ROGERS 1759



**The Infamous “LARC INN”**



**Taking six more  
344th Sea Hawks**

**Follow-up photos from the personal collection of  
Charles Deitz, Marble, NC (344th Trans Co (LA))**



**Waiting in the shadow of  
Monkey Mountain for dispatch**



**Excuse the expression but  
“Another hard day at the office”**



**Surfin’**



**A cool engine is a happy engine  
Engine hatches open for cooling.**



# ATAV GEAR

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