

SFC Clarence R. Boden, SFC Jesus J. Gomez, Sgt Allen McCrimmon, and Sp5 Elby R. Long. In addition, 19 other EM were transferred to units preparing to deploy to RVN.

During the period 24 May through 28 May the company participated in Road and Air Field training. This was a practical exercise which consisted of constructing a two lane, 3,000 foot long road, required to withstand the White Sands traffic on War Highway 11 for a period 27 days.

Second Lieutenant Robert A. Wiedl joined the company 3 June and was assigned to the 3rd platoon as platoon leader.

The 1st Platoon constructed another road on War Highway 11 between 1 and 21 June. It was also required to withstand the White Sand traffic for 27 days. The 3rd Platoon also supported the 31st Engineer Battalion (C)(A) in a Command Post Exercise.

During the month of June the company lost 59 EM to levies bringing the present for duty strength to 111 on the last day of the month.

Captain Gary E. Scheuing was assigned to the company as Commanding Officer 8 July vice Lt Weir. Captain Scheuing had recently returned from advisory duty in Viet Nam. He gave much first hand information on the activities in that country.

The 3rd Platoon supported "B" Company 31st Engineer Battalion (C)(A) between 6 July and 15 July repairing roads and stock ponds at Escandido, New Mexico.

The 630th Engineer Company (LE) was alerted for possible overseas movement 17 July. Captain Carl M. Stroud, Jr. voluntarily reassumed command of the company 19 July vice Captain Scheuing who was non-deployable.

The company was reorganized at the full strength of TOE 5-54 D with six (6) changes by GO 87, USAADCEN, Fort Bliss, Texas, effective 23 July. On 26 July the company received orders for overseas movement to Cam Rhan Bay, Viet Nam. Second Lieutenants William H. Eells and William H. York joined the company 31 July.

The company began moving equipment by common carrier to the port at Beaumont, Texas, 31 August. Sixty percent of the equipment was moved by commercial carrier to Beaumont, Texas. On 5 September the remaining 40% departed Fort Bliss by rail with Lt Wiedl and 11 EM as equipment escorts. The equipment and escorts departed Beaumont, Texas, 20 September aboard the Arican Neptune. They stopped at Long Beach, California, 1 and 2 October before proceeding to Viet Nam. They arrived at Qui Nhon, Viet Nam, 18 October.

On 1 October the 630th Engineer Company (LE) was scheduled to fly aboard two (2) airplanes from Fort Bliss, Texas, to Oakland, California. Flight # 1 was scheduled to depart at 0230 hours; however, it was delayed due to engine failure until 1215 hours and rerouted to San Diego, California. There the personnel spent the night at the Hotel San Diego and boarded the USNS Gen E.D. Patrick the following day. Flight #2 departed at 0420 hours 1 October from the International Airport, El Paso, Texas and arrived at Oakland International Airport at 0810 hours the same day. Personnel on Flight #2 proceeded to Oakland Army Terminal and boarded the Patrick at 0900. When First Sergeant Grady H. Burnette learned at 1100 hours the Patrick would depart Oakland in three (3) hours, he attempted to find the personnel from Flight #1 which included the Commanding Officer. This being a classified move, he could not find that they had been rerouted to San Diego until he threatened to remove the personnel of Flight #2 if he did not find the rest of the company prior to departure time. At approximately 1615 hours 2 October the Patrick reached San Diego where the rest of the company boarded. The Patrick departed San Diego 3 October and proceeded via Naha, Okinawa, and Da Nang, Vietnam, arriving on 22 October at Qui Nhon, Viet Nam.

On 8 October the advance party with two (2) officers (*Lts Eells and York*) and eight (8) EM departed El Paso, Texas International Airport and proceeded to Viet Nam, via Travis Air Field, Hawaii, Wake Island, and Okinawa. They arrived at Saigon, Viet Nam 12 October.