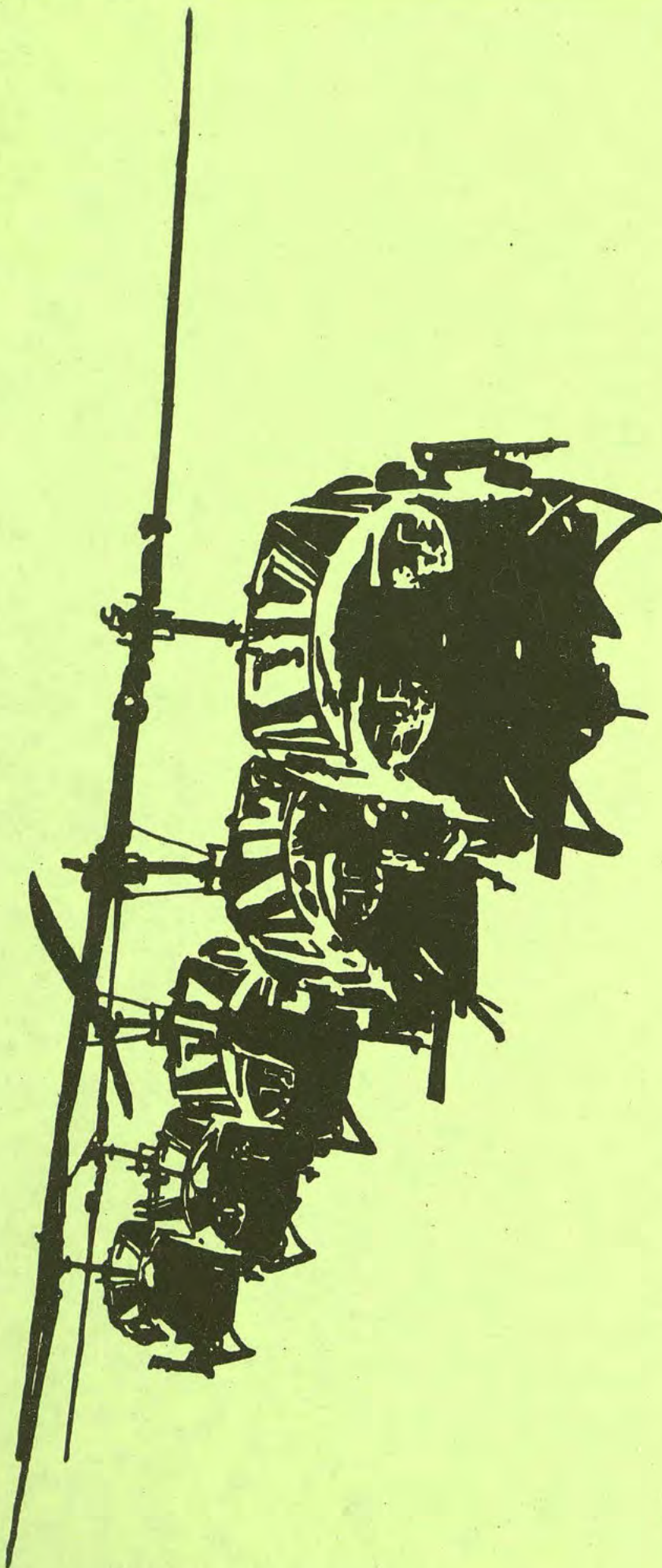


174TH
THE
BEGINNING

History
of the
174th Assault Helicopter Comp
Dolphins Sharks
1966-1971
Republic of South Vietnam



174th Assault Helicopter Company (Dolphins and Sharks)
In Memory of those lost in Viet Nam and Laos

CPT Aaron L. Bram	17 Dec 66	Chicago IL	13E49
SP5 William L. Seastrom	17 Dec 66	Los Angeles CA	13E56
SP4 Larry R. Guentzel	24 Jun 67	Georgetown, TX	22E57
SP4 Thomas M. Dickinson	24 Jun 67	Memphis TN	22E57
WO1 Dennis G. Blackmon	19 Oct 67	Alberta, AL	28E39
SP5 Carl T. McCoy	31 May 68	Memphis TN	63W10
WO1 James D. Carter	13 Jun 68	Clarkston TX	57W10
WO1 Jerry H. Johnson	13 Jun 68	Hartley TX	57W11
PFC Allan R. Weamer	13 Jun 68	Tacoma WA	57W15
SP4 Gary A. Milton	13 Jun 68	Hartley TX	57W11
SP5 Wayne A. Tice	18 Nov 68	Gallup NM	38W13
CW2 Henry J. Tews	29 Dec 68	ShosoneID	35W07
MAJ Richard K. Zimmerman	20 Jan 69	St. Clairsv OH	34W46
WO1 Ray R. Davis	01 Mar 69	Oakland CA	30W01
WO1 Edward L. Harris	01 Mar 69	Mankato MN	30W03
SP4 Donn P. Zarina	01 Mar 69	Boulder CO	30W09
SP4 David E. Schulze	01 Mar 69	Elmhurst IL	30W07
CPT Charles D. Rogers	11 Mar 69	Monroe NC	29W14
MAJ Richard A. Brown	17 Mar 69	Lakewood CA	29W59
SGT Lawrence R. Shepard	12 May 69	Napa CA	25W84
PFC James E. Isaac JR	12 May 69	Daleville AL	25W72
SP5 Denis G. Schmidt	16 May 69	Detroit MI	24W26
WO1 Robert H. Shields II	15 Aug 69	Kensington MD	19W47
WO1 John M. Bozinski	15 Aug 69	Superior WI	19W43
SP4 Sanchez A. Del Valle	15 Aug 69	Baya Mon PR	19W44
PFC Johnnie Graham Jr.	15 Aug 69	New York, NY	19W44
WO1 Adam Wilson	15 Nov 69	San Diego CA	16W82
WO1 Ricardo W. Regaldo	15 Nov 69	Everett WA	16W81
SP4 Ronald L. Ducommun	15 Nov 69	San Fran CA	16W78
SP4 Forest C. Hodgkin	15 Nov 69	Lewison ME	16W80
SP4 Donald A. Selkey Jr.	22 Dec 69	Mt Clemens MI	15W84
CPT John M. Gibbons	12 Feb 70	Sayville NY	14W131
WO1 Richard A. Henke	13 May 70	Clare IL	10W33
WO1 Frederick W. Sheffield	13 May 70	Cantonment FL	10W36
SP4 Sidney W. Jarrell	13 May 70	Albany GA	10W34
SP4 Ernest L. Johns	13 May 70	Brandon FL	10W34
PFC Derek W. Patrick	13 May 70	Houston TX	10W42
WO1 Lenton E. Mizer	15 Jul 70	Eldorado KS	08W20
SP5 Harrison Bell	15 Jul 70	Bonwier XT	08W19
SP5 Fred G. Vandiver	15 Jul 70	Riverside CA	08W21
CW2 Peter R. Goodnight	11 Oct 70	Pacoima CA	07W125
CW2 Charles F. Creamer III	28 Nov 70	South Bend IN	06W87
1LT David C. Jauregui	28 Nov 70	Flagstaff AZ	06W87
SP4 James Powell	28 Nov 69	New Castle IN	06W88
PFC Gary D. Field	28 Nov 70	Columbia NY	06W87
CW2 Robert D. Black	11 Jan 71	Tallahassee FL	05W39
WO1 Robert B. Gentry	08 Feb 71	Orlando FL	05W87
PFC Gary T. Padilla	03 Mar 71	Sacramento CA	04W20
WO1 Steven R. Burch	05 Mar 71	St Paul MN	04W23
WO1 Patrick D. Erb	15 Mar 71	Sylmar CA	04W48
Company First Sergeant	01 Mar 71		
SP4 Wayne W. Baggett	11 Apr 71	Tampa FL	04W117
WO1 Allan L. Harris	29 Aug 71	Ettwanda CA	02W05
PFC Emil M. Miltovich	26 Sep 71	Rock Springs WY	02W25



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Section IV.	IN-COUNTRY READINESS TRAINING. (12 April 1966 to 11 May 1966)
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APPENDIX

Appendix I.	GENERAL ORDER NUMBER 278
Appendix II.	GENERAL ORDER NUMBER 50
Appendix III.	GENERAL ORDER NUMBER 309
Appendix IV.	GENERAL ORDER NUMBER 116
Appendix V.	LETTER AUTHORIZING USE OF SHARKS INSIGNIA

I. PERIOD OF INITIAL UNIT FORMATION

(1 September 1965 to 31 January 1966)

The 174th Aviation Company (AML) was activated at Fort Benning, Georgia, on 1 October 1965 by authority of General Order Number 278 (Appendix I), Headquarters Third United States Army as amended by General Order Numbers 50 (Appendix II) and 309 (Appendix III), Headquarters Third United States Army and General Order Number 116 (Appendix IV), Headquarters United States Infantry Center, Fort Benning, Georgia.

Personnel started arriving at Fort Benning, Georgia, on 1 November 1965. Major Robert M. Stuart assumed command with Major Melvin D. Tate as executive officer and Major James E. Shrader as operations officer. The attached units were the 409th TC Detachment commanded by Major Orville W. McNatt, the 452nd Signal Detachment commanded by Major Theodore M. Stuart and the 765th Medical Detachment commanded by Captain John P. Heilman. The medical detachment was detached prior to the units movement overseas in March, 1966. The First Sergeant of the 174th Aviation Company was SFC Marvin D. Hill.

It is interesting to note that the company was not lacking leadership as it was assigned twenty-three majors, nine captains, and two lieutenants in the first thirty-four people to report.

The company was organized under TO&E 1-77, 63 W C/1, which provided for two airlift platoons, consisting of eight UH-1D's each, and one armed escort platoon, with eight UH-1C's (540 Rotor System). One UH-1C was assigned to the Service Platoon.

The airlift platoons were organized so as to be capable of airlifting Combat troops, supplies and equipment into a combat zone, and to perform command and control missions, as required, in conjunction with both ground and airmobile assault.

Each UH-1D was armed with two door-mounted M-60 machine gun kits to provide suppressive protective fire while performing air landed assaults.

The UH-1C's of the armed escort platoon were equipped with a combination of the M-3, M-5, and M-16 subsystems. The primary role of the armed escort platoon is to provide suppressive fire in the landing zone and armed escort to and from landing zones.

The company headquarters and operations section were organized so as to provide continuous command and control from either a ground or airborne position.

In the initial days of company organization the main problems were lack of personnel, equipment and training. In time the personnel and equipment shortage was remedied and the company began an intensive training program. The training program was hindered

by the great number of people arriving in the company in need of completing annual and semi-annual minimums. Due to the shortage of time the units IP's gave proficiency rides at night so that both proficiency rides and minimums could be completed before the end of the year.

The 174th Aviation Company was alerted for PCS move from Fort Benning, Georgia to USARPAC on 8 December 1965 and by the end of December the company had all personnel and TOE equipment. In addition, the training program was well under way and all aviator minimums were completed.

II. POR QUALIFICATIONS AND FTX (1 February 1966 to 14 March 1966)

During the months of January and February 1966 the unit was in the process of intense tactical and POR training. The training culminated in the completion of "NUOC NAM II" and FTX conducted in the vicinity of Fort Benning on 1-2 February 1966. The remainder of the month of February was utilized in correcting the deficiencies noted during the FTX and continuing the training program initiated when the company was activated.

In addition to the extensive training program the unit began preparation for movement overseas. During this period, arrangements were made for the accumulation of building materials that would be difficult to obtain once in Vietnam. Used refrigerators were bought and completely reconditioned free, by the father of one of the men, so that proper refrigeration would be available in troop billets.

The advance party was formed but was to leave two weeks after the main body left because they were going to travel by air and would arrive in Vietnam well ahead of the main body.

Fifteen days leave was granted to all personnel before departure for Vietnam.

III. MOVEMENT OVERSEAS (15 March 1966 to 11 April 1966)

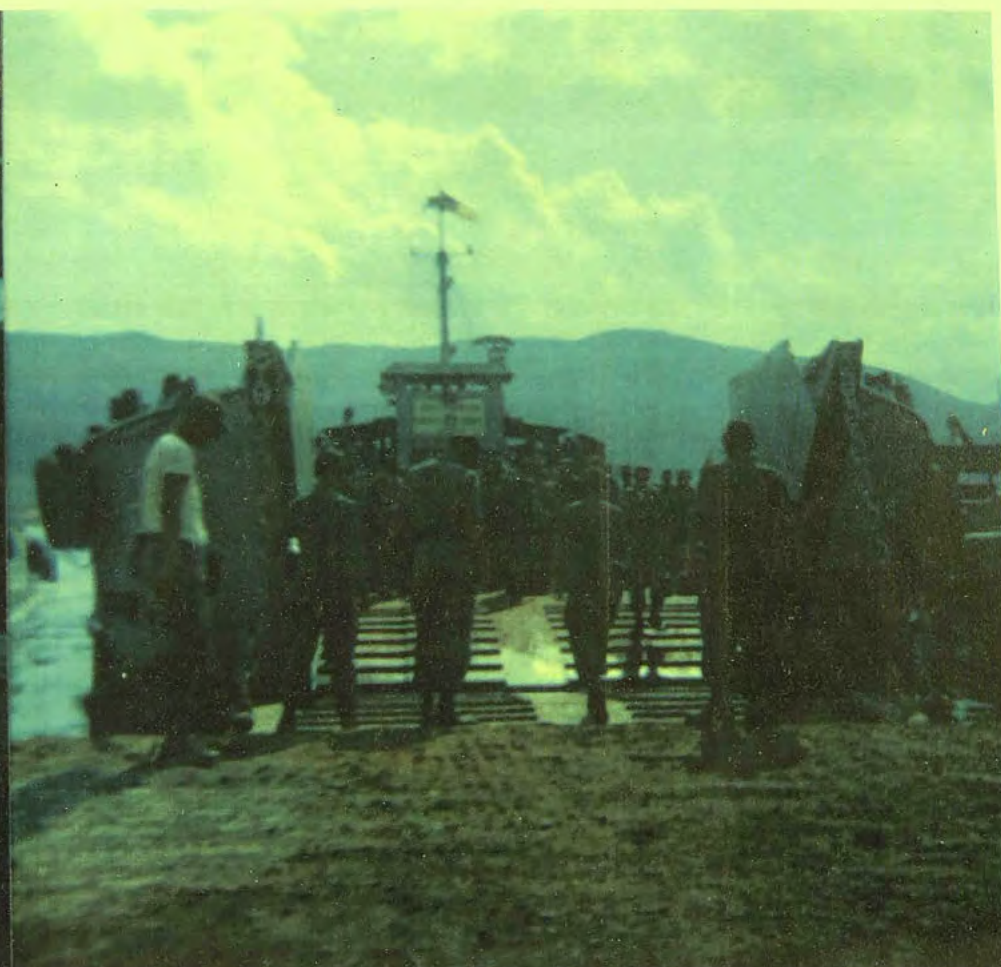
On 15 March 1966 the 174th Aviation Company departed Fort Benning, Georgia for Oakland, California, after the previous week was spent preparing all equipment for shipment. In addition during the previous week, all TOE aircraft were ferried to Oakland, California where they were shipped abroad the USS Point Cruz. On 16 March, the company sailed aboard the USNS Upshur arriving in Qui Nhon Harbor on 6 April 1966. Three stops were made enroute one each at Pearl Harbor, Yokohama, and Okinawa. While the main body travelled by ship to Qui Nhon the advance party travelled by air and completed arrangements for a base camp. When the unit arrived at Phu Tai Valley an orderly room and Company mess hall were built and the necessary materials for additional building were on hand.



174th aircraft on ship enroute to RVN April 1966 (Saunders)



L to R: Mel Tate, 1st X.O. of 174th (soon to be C/O of Caribou Co. at Qui Nhon. Bernie Cobb, 1st Shark Plt leader and Bob Stuart, just after troops arrived.



174th troops depart transport at Qui Nhon

Ships at Qui Nhon wait to be unloaded 1966 (McNeill)





MAJ Bob Stuart, 1st C/O of 174th Aviation, shortly after arrival (not 174th area)



Top L to R, Bob Payne & Jim Schrader (next C/O) Kneeling L to R, Bernie Cobb, the 1st Shark Plt C/O and Bob Stuart



The hilltop tent of Stuart, Payne, Cobb & Schrader.



C/O MAJ Robert Stuart in front of 174th Aviation Co. "Head Shed" 1966

Robert Lee Scott Jr.

Phoenix
June 28

Major Dick Overham, USA
174th Aviation Company (Airmobile) (Light)
14th Aviation Battalion
APO US Forces--96238

Dear Major Overham:

Having just returned from the Air Force Academy and our 1966 Annual Convention of the American Fighter Aces Association (where I was with just about all the Flying Tigers)--I consider it an appropriate time to acknowledge your letter of June 14th--requesting permission to adapt the shark-mouth used on our P-40s back in World War II--to the "faces" of your organization's 540 Huey 'copters...

So--you have my immediate permission. As the Commander of the 23rd Fighter Group as well as General Claire Chennault's Fighter Commander for the CATF--I pass it on to you because I know if he were still alive he would give it to your organization. He and his Tigers gave me that permission long ago--and they would want any group of American fighting men to aid in its continuance of use--for the purpose of winning against the enemies of the United States....

Therefore, authority is hereby granted and I assure you I will write members of the First American Volunteer Group (Flying Tigers) and tell them what I have done in their name. I assure you that such men as Tex Hill, Ed Rector, Bob Layher, Bob Neal, Chuck Sawyer, Bright and Jim Howard--of the original group--as well as General Bruce Holloway, Dallas Clinger and all the others of my later 23rd Fighter Group--will back me. In the mean time--please pass on to your fine men that all of us who ever flew into combat behind that shark-mouth--wish you--the 1966 version of the Tigers-- every success...

Good hunting and GOOD LUCK!

/s/ Robert L. Scott, Jr.
/t/ ROBERT L. SCOTT, JR.
B/Gen., USAF (ret.)
Former Fighter Commander
China Air Task Force



The Valley Near Lanu A.A.F. 1966

An Son Valley

On 7 April 1966 the unit off loaded and moved to Phu Tai Valley, west of Qui Nhon, to establish a base camp. One difficulty in off loading should be noted at this point and that was the fact that many hours were lost because the ship was loaded in the wrong order and therefore the 174th Aviation Company's equipment could not be unloaded until much of the cargo destined for the other ports was unloaded.

Preparation of the base camp has hampered due to the late arrival of TO&E wheeled vehicles. Wheeled vehicles arrived aboard the African Glen on 11 May 1966 two days after the unit has been declared operational.

The unit's helicopters were transported from Oakland, California aboard the USS Point Cruz which arrived in Qui Nhon on 9 April 1966. Unit aircraft was assembled and flown to Phu Tai Valley on 10 and 11 April 1966.

IV. IN-COUNTRY READINESS TRAINING

(12 April 1966 to 11 May 1966)

During the period of 12 April to 11 May 1966 the unit participated in unit readiness training. During this training period, combat requirements necessitated the frequent use of the 174th Aviation Company for both Direct Combat Support and Combat Assault missions.

The work on buildings progressed rapidly and the 174th Aviation Company area was partially complete. The building program was conducted mostly at night due to flying requirements during the day.

Shortly after arrival in Vietnam the 174th Aviation Company was involved in a personnel exchange so that the company would not lose all its personnel during one month of the year. The necessary adjustments were made and the company functioned smoothly.

V. ASSIGNMENT TO 52nd AVIATION BATTALION

(12 May 1966 to 23 May 1966)

The Company was initially assigned to the 52nd Aviation Battalion with the mission of providing direct support for the Capitol ROK Division, the 22 ARVN Division and the Qui Nhon Area Support Command. During this period, the battalion headquarters was far removed from the company location and missions, hence requiring a liaison officer to schedule missions for the supported units.

During this period the 174th Aviation Company got its first real taste of combat while supporting the Capitol ROK Division and the 22nd ARVN Division. On 12 May the Company airlifted elements of the ROL Cavalry Regiment marking the beginning of operation "PON GIA 66-6" (Lightning 66-6). In this operation

VIII. OPERATIONS SUPPORTING THE 4th INFANTRY DIVISION
AND THE 101st AIRBORNE BRIGADE
(16 October 1966 to 31 December 1966)

The 174th Aviation Company continued its fine record of achievement throughout the remaining months of the year in combat operations. The company supported operations of the 4th Infantry Division and 101st Airborne Brigade at Tuy Hoa. The pilots flew an average of 10 - 12 hours per day many times eating only C rations so that continuous support would be available.

In addition the 174th Aviation Company supported the Republic of Korea Tiger Division in operation "MENG HO 7" beginning 11 November and ending 25 November 1966. In this operation the Cavalry Regiment of the Tiger Division was very successful in clearing the area around Qui Nhon of Viet Cong. Additional operations throughout the period included "BON GIA 66-11" on 16 December, "GHEON JIN 66-4" on 17 December, "POK PUNG 3" on 18 December, "POC PUNG 5" on 22 December, "Eagle 5" on 23 December, "BON GIA 66-12" on 26 December and "GHEON JIN 66-5" on 30 December.

All of these operations were successful. The 174th Aviation Company in addition to providing combat assault aircraft, continued followed up with resupply of all areas of operations.

The 174th Aviation Company in addition to providing support in combat action also contributed to civic action as well. Led by Major William C. Dalrymple, members of the company provided food, clothing and toys for the children in orphanages and to the area around Qui Nhon.

One of the company's greatest contributions to the Vietnamese was its hiring of indigenous personnel. Through these efforts both the company and the Vietnamese benefited. The company benefited by the availability of labor to build containment projects and the Vietnamese benefited monetarily. This in turn, stimulated the Vietnamese economy by keeping the unemployment down.

Christmas in Vietnam found the aviators of the 174th Aviation Company once again supporting the combat troops. There weren't any combat assaults, but many troops in the field got hot turkey through the helicopter support given by the 174th Aviation Company.

The 174th Aviation Company completed a very successful year in Vietnam. The aircraft flew 20,483 hours, 117,612 sorties, carried 10,429 tons of cargo and transported 114,077 passengers since its entry into the Vietnam Conflict.

HENRY E. SCHWARZ
Maj CE
Unit Historian

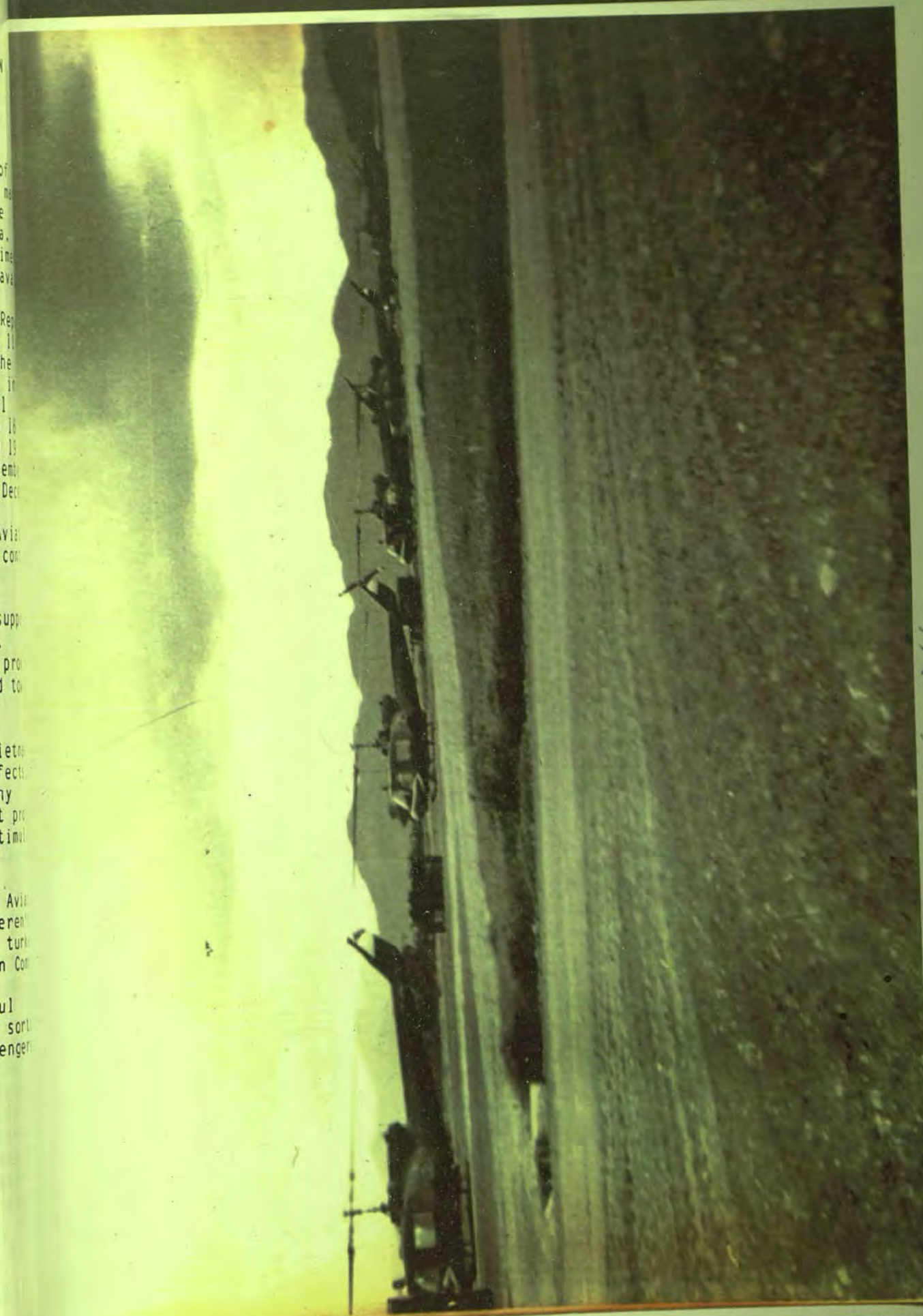


Photo by Eddie McNeill Lane AAF 1966

Old Eddie M. Allen



↓ 117th MIEN ↓

↓ NO 1408 (DIP. Bagger) ↓

QUI NHON STREET



Plus EDDIE McNEIL

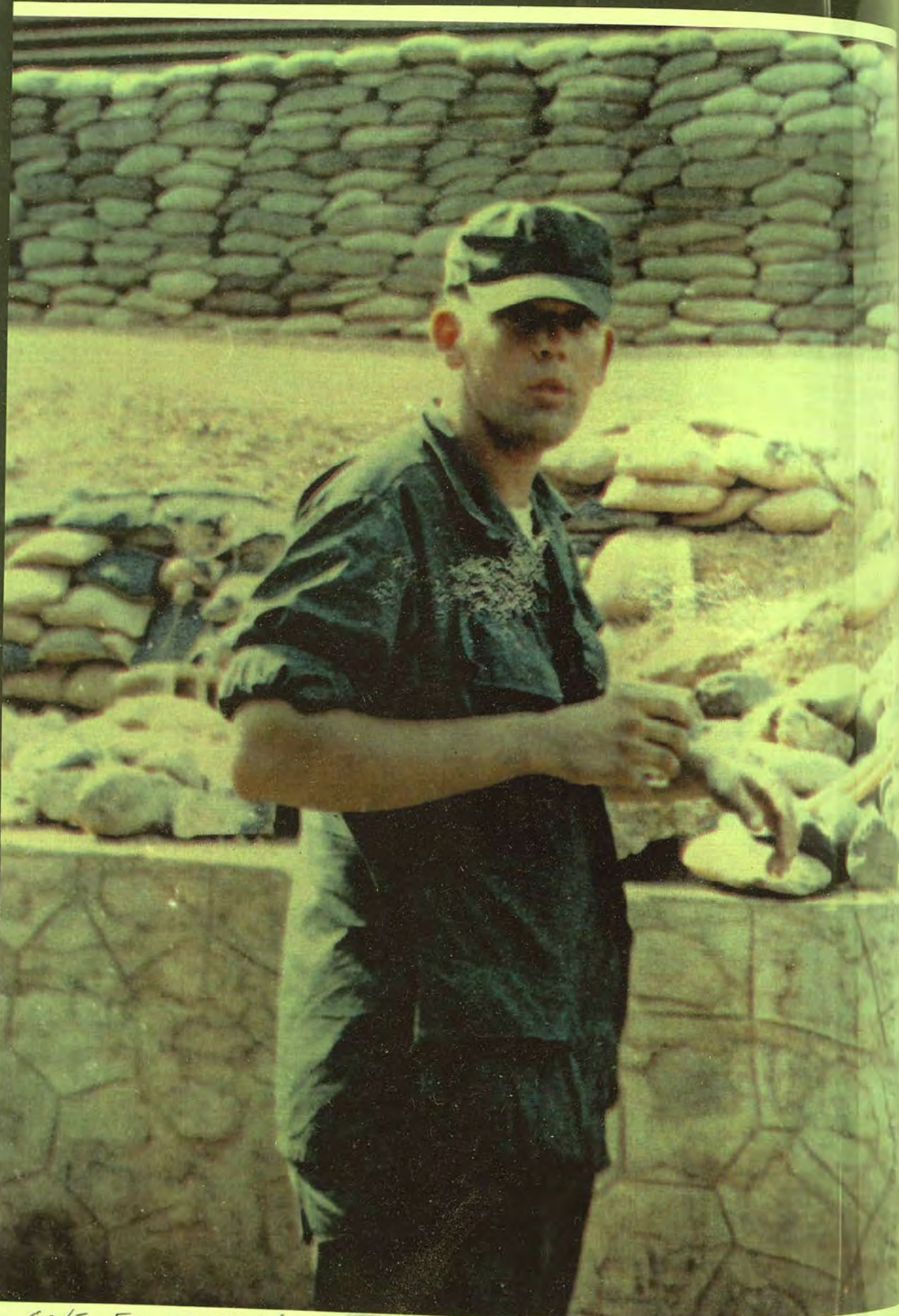


Armament Truck or Supplies CONVOY TO NINH HOA JAN '67 EDDIE McNEIL





174th at Tuy Hoa Nov 1966 (McNeill)



SP/5 EDDIE McNEILL LANE AAF FEB '67

HEADQUARTERS
10TH AVIATION GROUP
Fort Benning, Georgia 31905

SPECIAL ORDERS
NUMBER 114

EXTRACT

12 November 1965

1. TC 250. Fol indiv having been assigned this org are FURTHER
ASSIGNED as indic this sta. NTI.

ROOT, DARRELL W. RA16717953 SP4 E-4 P52B20 Co C, 5th Sig Bn Ft Carson, Colo
Asg to: 174th Avn Co Phy Cat: A
Par asg: 72d Air Tfc Co FSA: V
Auth: Par 5 SO 296 Hq 5th Inf Div (Mech) OAR: L
Ft Carson, Colo DROS: 3 May 65
Rept date: 12 Nov 65 No depn: 0
COA: NB Sety Clnc: SECRET
ADC: 3 yrs SMOS: 31M20
BPED: 11 Oct 61 Sp instr: None
ETD: 11 Oct 61 ETS: 28 Oct 66
EDCSA: 1 Dec 65

2. TC 254. REASSIGNMENT directed as indic this sta. NTI.

MCPARTY, ARLEY O. RA37425977 MSG E-8 P-1 P67Z50 412th TC Det
Asg to: HHC, 10th Avn Gp Rept date: NA COA: NB ADC: 3 yrs BASD: 1 Jan 47
BPED: 29 Dec 45 EDCSA: 16 Nov 65 Sp instr: None Phy Cat: A FSA: 9 OAR: 1
DROS: 6 Sep 62 No depn: 5 Sety Clnc: TOP SECRET ETS: 24 Feb 68 SMOS: 67R50

CARR, WILMER F. JR. US52596263 SP4 E-4 P68H20 258th TC Det
Asg to: 254th TC Det Rept date: NA COA: NB ADC: 2 yrs BASD: NA
BPED: 27 Jan 64 EDCSA: 16 Nov 65 Sp instr: Per CWO Towe Post AG Phy Cat: A
FSA: L OAR: L DROS: 23 Jan 64 No depn: 0 Sety Clnc: None ETS: 26 Jan 66
SMOS: None

WESSELMANN, GERALD B. US55765970 SP4 E-4 P67K20 258th TC Det
Asg to: 254th TC Det Rept date: NA COA: NB ADC: 2 yrs BASD: NA
BPED: 21 Jan 64 EDCSA: 16 Nov 65 Sp instr: Per CWO Towe Post AG Phy Cat: Z
FSA: L OAR: Z DROS: None No depn: 0 Sety Clnc: None ETS: 20 Jan 66

WALISER, ROBERT J. US55729056 SP4 E-4 P67K20 258th TC Det
Asg to: 254th TC Det Rept date: NA COA: NB ADC: 2 yrs BASD: NA
BPED: 15 Jan 64 EDCSA: 16 Nov 65 Sp instr: Per CWO Towe Post AG Phy Cat: B
FSA: L OAR: Z DROS: None No depn: 0 Sety Clnc: None ETS: 14 Jan 66

ZIMMERMAN, CHARLES E. US55780053 PFC E-3 P56C20 Det 1, 10th Avn Gp
Asg to: HHC, 10th Avn Gp Rept date: NA COA: NB ADC: 2 yrs BASD: NA
BPED: 16 Jan 64 EDCSA: 16 Nov 65 Sp instr: Per CWO Towe Post AG EM presently
on leave Phy Cat: A FSA: L OAR: Z DROS: None No depn: 2 Sety Clnc: None
ETS: 15 Jan 66 SMOS: None

TROWBRIDGE, WILLIAM E. US51500523 PFC E-3 P68E20 260th TC Det
Asg to: 254th TC Det Rept date: NA COA: NB ADC: 2 yrs BASD: NA
BPED: 17 Feb 64 EDCSA: 16 Nov 65 Sp instr: None Phy Cat: B FSA: L OAR: Z
DROS: None No depn: 1 Sety Clnc: None ETS: 16 Feb 66 SMOS: None

JOHN S. BARKO
LTC, FA, VIS ARMO
FACILITY COMMANDER

"CERTIFIED TRUE COPY"

1 - AG Records
1 - Trans Div Sec Sec
3 - Pln, ATTN: Acct Div
2 - HQ Third USA, ATTN: AJAGT-V
5 - Pres, Third USA Standardization Bd, Lawson Army Avn Cdrd
10 - 10th Avn Gp
1 - Dir of Pers, PMD
30 - 5 ea indiv

DISTRIBUTION:

/s/ L.T. Busemiller
L. T. BUSEMILLER
2d Lt, AGC
Asst AG

FOR THE COMMANDER:

NEUER, Martin O 026530 Maj CE 174th Avn Co
BERGMANN, Walter M 02289729 Capt INF 174th Avn Co
Eff date: 15 Mar 66
VOCO date: 15 Mar 66
Sp Instr: Type acft: UH-1B, UH-1B/540 and UH-1D. Indiv apt Instr pte based on approval of Third USA Instrl Stden Bd Ft Benning, Ga

***** EXTRACT *****

Apt to: Instr Pilot
Eff date: 16 Mar 66 UNOINDC
Purpose: To perf time and detm the proficiency of aviators
Auth: AR 95-4 and Third USA Reg 95-6 (AJAGT-CS)
VOCO date: 16 Mar 66 UNOINDC

TO 350. For indiv this sta APPOINTED.

TO: See Distribution

SUBJECT: Duty Appointment

LETTER ORDERS 985

18 March 1966

DEPARTMENT OF THE ARMY
HEADQUARTERS UNITED STATES ARMY INFANTRY CENTER
Fort Benning, Georgia 31905

NOTE: For explanation of symbols and abbreviations see AR 320-50

Para 1, U O 8, 174th Aviation Company (Airmobile) (Light) dtd 10 Dec 65

ISNER, WILFORD C 04034223 Maj Arty 174th Avn Co (Air) (Lt)

Dy asg: PDy Helicopter Pilot
Add dy Assistant Operations Officer

Dy rel fr: None
VOCO date: 10 Nov 65
Eff date: 10 Nov 65

PAYNE, WALTER L 02028622 Maj Inf 174th Avn Co (Air) (Lt)

Dy asg: Add dy Top Secret Control Officer
Add dy Custodian Classified Documents
Add dy CBR Officer
Add dy Public Information Officer

Dy rel fr: None
VOCO date: 10 Nov 65
Eff date: 10 Nov 65

PICK, EDOLPH 02264585 Maj Armor 174th Avn Co (Air) (Lt)

Dy asg: PDy Helicopter Pilot
Add dy Alternate CBR Officer

Dy rel fr: None
VOCO date: 20 Nov 65
Eff date: 20 Nov 65

STUART, THEODORE M 090478 Maj Sig C 452nd Sig Det

Dy asg: PDy Commanding Officer 452nd Signal Detachment

Dy rel fr: None
VOCO date: 10 Nov 65
Eff date: 10 Nov 65

BERGMANN, WALTER M 02289729 Capt Inf 174th Avn Co (Air) (Lt)

Dy asg: PDy Helicopter Pilot
Add dy Mess Officer

Dy rel fr: None
VOCO date: 10 Nov 65
Eff date: 10 Nov 65

ORE, HILDRETH C JR 02304062 Capt Armor 174th Avn Co (Air) (Lt)

Dy asg: PDy Helicopter Pilot
Add dy Assistant CBR Officer
Add dy Assistant Intelligence Officer

Dy rel fr: None
VOCO date: 10 Nov 65
Eff date: 10 Nov 65

Robert M. Stuart
ROBERT M. STUART
Major Inf
Commanding

DISTRIBUTION:

2-Ea Sect
2-Ea Hqs 10th Avn Gp, S-1, S-2, S-3, S-4
D-Off Sect, 10th Gp Personnel
2-Each Indiv Cnc
1-Rec Set
1-Ef Set

174th AVIATION CO (AIRBORNE) (LIGHT)
52nd AVIATION BN
APG US FORCES 96238

Inde
Records
201

UNIT ORDERS
NUMBER 21

23 April 1966

1. TC 253 Fol DY ASG/REL announced NTL

MEUER, MARTIN 04026536 Maj CE 174th Avn (Air)(Lt)
Dy Asg: Pdy Service Platoon Commander
Add dy: Unit Fire Marshal
Dy rel fr: None
VOCO date: 22 April 66
Eff date: 22 April 66

TEAGUE, GENE 05307411 Capt TC 174th Avn Co (Air)(Lt)
Dy Asg: Pdy A/C Maint Officer
Dy rel fr: None
VOCO date: 22 April 66
Eff date: 22 April 66

STULTZ, THEODORE 090470 Maj SigC 174th Avn Co (Air)(Lt)
Dy Asg: Pdy 452nd Signal Det Commanding Officer
Add dy: Unit Commo Officer
Dy rel fr: None
VOCO date: 22 April 66
Eff date: 22 April 66

ELLIOTT, ROY 04074681 Capt Inf 174th Avn Co (Air)(Lt)
Dy Asg: Pdy Emergency Personnel Officer
Dy rel fr: None
VOCO date: 22 April 66
Eff date: 22 April 66

DANIELS, JAMES 05308141 Capt TC 174th Avn Co (Air)(Lt)
Dy Asg: Pdy Special Services Officer
Dy rel fr: None
VOCO date: 22 April 66
Eff date: 22 April 66

LODGE, GARY 093233 Capt Armor 174th Avn Co (Air)(Lt)
Dy Asg: Pdy Air o and Armaments Officer
Dy rel fr: None
VOCO date: 22 April 66
Eff date: 22 April 66

MERTLE, PATRICK 0405484 Capt Inf 174th Avn Co (Air)(Lt)
Dy Asg: Pdy Security Officer
Dy rel fr: None
VOCO date: 22 April 66
Eff date: 22 April 66

Para 1. UO 21 174th Avn Co (Air)(Lt) APO US Forces 96238 23 April

WILLIE, DALE 05218939 1stLt Inf 174th Avn Co (Air)(Lt)

Dy Asg: Pdy PX Officer

Dy rel fr: None

VOCO date: 22 April 66

Eff date: 22 April 66

MERRILL, WILLIAM W2216560 CWO2 Avn Co 174th Avn Co (Air)(Lt)

Dy Asg: Pdy Club Officer

Dy rel fr: None

VOCO date: 22 April 66

Eff date: 22 April 66

WYLLIE DALE 05415246 1stLt Armor 174th Avn Co (Air)(Lt)

Dy Asg: Pdy Mess Officer

Dy rel fr: None

VOCO date: 22 April 66

Eff date: 22 April 66

SUNDER, JAMES 02028522 Maj Armor 174th Avn Co (Air)(Lt)

Dy Asg: Pdy Awards and Decorations Officer.

Dy rel fr: None

VOCO date: 22 April 66

Eff date: 22 April 66

TATE, MELVIN D 0534538 Maj Arty 174th Avn Co (Air)(Lt)

Dy Asg: Pdy Safety Officer

Dy rel fr: None

VOCO date: 22 April 66

Eff date: 22 April 66

SHAW, FRANK 05307272 Capt Inf 174th Avn Co (Air)(Lt)

Dy Asg: Pdy Asst Motor Officer

Dy rel fr: None

VOCO date: 22 April 66

Eff date: 22 April 66

DAKE, DAVID 04430310 1stLt Sig C 174th Avn Co (Air)(Lt)

Dy Asg: Savings Bond Officer

Dy rel fr: None

VOCO date: 22 April 66

Eff date: 22 April 66

Robert H. Stuart
ROBERT H. STUART
Major Inf
Commanding

DISTRIBUTION

2-Ea Sect

2-Ea Hqs 52nd Avn Gp, S-1, S-2, S-3, S-4

40-52nd Avn Gp Personnel

2-Each Indiv Cmc

1-Rec Set

1-Ref Set

HEADQUARTERS
14TH AVIATION BATTALION
APO San Francisco 96233

SPECIAL ORDERS
NUMBER 144

E-X-T-R-A-C-T

12 June 1966

1. TC 345. Lv auth as indic.

Pd: Six (6) days

Purpose: (R&R)

Auth: AR 630-5, USASCV Reg 630-1 & USASCV Cir 28-1 dtd Apr 64

Sp instr: Indiv is resp for nec inoc, visas and passport req. Class "A" uniform WB worn enroute, civ clothing prescribed in the country to be visited. Indiv will comply with provisions of USARYIS Reg 37-13. Baggage weight in excess of 40lbs not auth.

WARE, LESLEY F JR 02299056 CAPT 92nd Avn Co APO SF 96238

DDUS: 20 Jul 65

Eff date: 26 Jun 66

TDY to: Taipei

Flt # NA

Sp instr: Indiv will rept to Cam Ranh Bay Airstrip R&R Center NLT 1100 hrs

BAILEY, JAMES C RAL4649689 SP4 E4 161st Avn Co APO SF 96238

LEONARD, JAMES R RA53303413 SP6 E6 161st Avn Co APO SF 96238

TDY to: Taipei

Eff date: 30 Jun 66

DDUS: Unk

Flt #NA

Sp instr: Indiv will rept to Cam Ranh Bay Airstrip R&R Center NLT 1400 hrs

2. TC 371. Fol orders REVOKED.

SMO: TC 345 Par 1 SO 135 this HQ CS

Pert to: BAILEY, JAMES C RAL4649689 SP4 E4 161st Avn Co APO SF 96238 R&R

3. TC 350. Fol indiv APPOINTED.

WARE, LESLY F JR 02299056 CAPT INF 92nd Avn Co APO SF 96238

Apt to: LOD Officer

Eff date: 12 June 1966

Purpose: Investigate circumstances surrounding the shooting of DRUMM, GEORGE J. RA21949728 & MC LOUGHLIN, JOEL R RAL2683654 from the 92nd Avn Co APO SF 96233

Pd: Indef

Auth: NA

Sp instr: NA

4. TC 337. Fol indiv auth COST-OF-LIVING ALW. These orders will remain in effect after disch and reenl without break in svc unless sooner term.

DEHRKOOP, CLINTON 01940739 MAJ SIGC HHD, 14th Avn Bn APO SF 96238

Eff date: 21 Jun 66

JACKSON, JERRY D 05415100 1st/Lt ARTY 220th Avn Co APO SF 96308

Eff date: 27 May 66

VOCO date cfm: 27 May 66

STUART, ROBERT M 0989609 MAJ INF 174th Avn Co APO SF 96238

TATE, MELVIN D 05345538 ARTY MAJ 174th Avn Co APO SF 96233

SHRADER, JAMES E 02023522 ARM MAJ 174th Avn Co APO SF 96233

PAYNE, WALTER 01176685 ARTY MAJ 174th Avn Co APO SF 96238

RUST, HENRY W JR 039138 MAJ SIGC 174th Avn Co APO SF 96233

COBB, BERNARD R 01923614 MAJ CE 174th Avn Co APO SF 96233

174th AVIATION COMPANY (AIRMOBILE)(LIGHT)
14th Aviation Battalion
APO US Forces 96238

UNIT ORDERS
NUMBER 26

13 June 1966

1. TC 350 Fol indiv APPOINTED.

STUART, ROBERT M 0989606 MAJ INF 174th Avn Co
SHRADER, JAMES E. 02028522 MAJ ARMOR 174th Avn Co
HEUER, MARTIN (NMI) 04026530 MAJ CE 174th Avn Co
OVERHAM, DIRICK C. 04031169 MAJ INF 174th Avn Co
WHITE, WILLIAM C. 05218939 1/Lt INF 174th Avn Co
YOWELL, PERRY T. W3150747 CWO-2 AVN 174th Avn Co
COBB, BERNARD R. 01924614 MAJ CE 174th Avn Co
McNATT, ORVILLE W. 094487 MAJ CE 409th TC Det
JONES, ROBERT B. 089823 MAJ SIG C 174th Avn Co
LOBAN, GARY C. 093233 CAPT ARMOR 174th Avn Co
CURTIS, DAVID E. W3151049 CWO-2 AVN 174th Avn Co
HEAD, JIMMIE M. W3152488 WO-1 AVN 174th Avn Co
TATE, MELVIN D. 0534538 MAJ ARTY 174th Avn Co

Apt to: Add dy as Aircraft Commander in the UH-1B (540) type aircraft.

Eff date: 9 June 1966

Purpose: NA

Auth: VOCO

SP instr: NA

STUART, ROBERT M. 0989606 MAJ INF 174th Avn Co
RUST, HENRY W. JR. 089138 MAJ SIG C 174th Avn Co
PAYNE, WALTER L. 02028622 MAJ INF 174th Avn Co
McNATT, ORVILLE W. 094487 MAJ CE 409th TC Det.
ARMSTRONG, JOHN E. 01888164 CAPT TC 174th Avn Co
HIGGINS, DONALD K. 05705083 CAPT INF 174th Avn Co
HASTING, GEORGE F. 05415762 1/Lt INF 174th Avn Co
DANIEL, JAMES M. 05308141 CAPT TC 174th Avn Co
SULLIVAN, ROBERT C. W3150507 CWO-2 Lvn 174th Avn Co
MOSER, FRANKLIN E. W2215276 CWO-2 AVN 174th Avn Co
GAUTHIER, ROBERT J. W3152727 W-1 AVN 174th Avn Co
TATE, MELVIN D. 0534538 MAJ ARTY 174th Avn Co
SHRADER, JAMES E. 02028522 MAJ ARMOR 174th Avn Co
HEUER, MARTIN (NMI) 04026530 MAJ CE 174th Avn Co
GRIFFIN, TURNER D. JR. 05106633 CAPT ARMOR 174th Avn Co
HOLMAN, HOMER P. 05402509 CAPT ARTY 174th Avn Co
BARRETT, JOHN T. 02306327 1/Lt INF 174th Avn Co
NEWLAND, CHARLES B. 05224152 1/Lt ARTY 174th Avn Co
WALKER, CHARLES T. W2215837 W-1 AVN 174th Avn Co
MERRILL, WILLIAM L. W2216566 CWO-2 AVN 174th Avn Co
THOMPSON, WILLIAM D. W3157809 CWO-2 AVN 174th Avn Co

Apt to: Add dy as Aircraft Commander in the UH-1D type Aircraft

Eff date: 9 June 1966

Purpose: NA

Auth: VOCO

Sp instr: NA

JOHN F CARROLL
CAPTAIN, ARMOR
Adjutant

UNIT ORDERS NUMBER 144 Par 1 dtd 12 June 1966 HEADQUARTERS, 14TH AVIATION
BATTALION, APO San Francisco 96238

DEPARTMENT OF THE ARMY
HEADQUARTERS UNITED STATES ARMY VIETNAM
APO San Francisco 96307

GENERAL ORDERS
NUMBER 4254

28 June 1966

AWARD OF THE AIR MEDAL

1. TC 320. The following AWARDS are announced.

Awarded: Air Medal

Date action: As indicated in Standard Name Line

Theater: Republic of Vietnam

Reason: For meritorious achievement while participating in aerial flight.

Authority: By direction of the President under the provisions of Executive Order 9158, 11 May 1942, as amended by Executive Order 9242-A, 11 September 1942.

HARDAWAY, JOHN A. 05404340 CAPTAIN INFANTRY USA
244th PSYOP Co, 6th PSYOP Bn, 4 August 1965 to 16 April 1966
HARRELL, VIRGEL H. RA14831599 PRIVATE FIRST CLASS E3 USA
173d Avn Co, 11th Avn Bn, 23 March 1966 to 25 May 1966
HARRIS, DAVID J. 091861 CAPTAIN ARTILLERY USA
57th Avn Co, Avn Bn FW, 27 December 1965 to 25 March 1966
HELGERSON, ROBERT A. 02307182 CAPTAIN TRANSPORTATION CORPS USA
57th Avn Co, Avn Bn FW, 30 January 1966 to 3 April 1966
HERNANDEZ, JESUS D. RA18255996 SPECIALIST FOUR E4 USA
197th Avn Co, 145th Avn Bn, 4 September 1965 to 28 April 1966
HERRIN, JOHN RA69657701 SPECIALIST SIX E6 USA
HHD, 145th Avn Bn, 27 January 1965 to 29 October 1965
HEUER, MARTIN 04026530 MAJOR CORPS OF ENGINEERS USA
174th Avn Co, 14th Avn Bn, 8 April 1966 to 4 June 1966
HOFFMAN, ROBERT E. 05320171 FIRST LIEUTENANT INFANTRY USA
118th Avn Co, 145th Avn Bn, 12 March 1966 to 20 March 1966
HOLDWAY, GERALD D. RA13790202 SPECIALIST FIVE E5 USA
116th Avn Co, 11th Avn Bn, 13 January 1966 to 21 March 1966
HONJIYO, WILARD M. RA10120231 SPECIALIST FOUR E4 USA
56th Trans Co, 765th Trans Bn, 17 April 1966 to 16 May 1966
HYRNE, EDWARD D. III. 05020553 SECOND LIEUTENANT SIGNAL CORPS USA
246th PSYOP Co, 6th PSYOP Bn, 11 November 1965 to 5 May 1966
JACQUEIN, ROBERT J. RA12726581 SPECIALIST FOUR E4 USA
151st Trans Det, 145th Avn Bn, 12 October 1965 to 9 December 1965
JOHNSON, MAX RA15724476 PRIVATE FIRST CLASS E3 USA
HHD, 12th Avn Gp, 14 April 1966 to 10 May 1966
JONES, ROBERT B. 089823 MAJOR SIGNAL CORPS USA
174th Avn Co, 14th Avn Bn, 2 April 1966 to 15 May 1966
JULIAN, FRANKIE J. US54359457 SPECIALIST FOUR E4 USA
147th Avn Co, 11th Avn Bn, 9 December 1965 to 4 April 1966
KALLUNKI, JOHN T. 05318515 FIRST LIEUTENANT INFANTRY USA
Hq, 5th SFG (Abn), 1st SF, 15 August 1965 to 20 February 1966

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Major
ROBERT M. STUART
Int

Page 1, 10 28 174th Avn Co (Alt)(Lt) APO US Forces 96238 13 June 66

HEADQUARTERS
14TH AVIATION BATTALION
APO San Francisco 96238

1 August 1966

SPECIAL ORDERS
NUMBER 194

E-X-T-R-A-C-T

2. TC 200. Indiv placed on TDY as indic. RPSCTDY. TDN.

KANGAS, RAYMOND J 01176685 Maj HHD 14th Avn Co APO SF 96238
WILLIAMS, OLIVER A RA17700515 Sp4 E-4 HHD 14th Avn Co APO SF 96238
BOESSL, BRUNO E RA12608259 Sgt E-5 HHD 14th Avn Co APO SF 96238
DAVIS, CHARLES H RA 13873312 Pfc E-3 HHD 14th Avn Co APO SF 96238
GAGLE, MICHAEL D RA15702664 Sp4 E-4 18th Avn Co APO SF 96240
ELLIS, MELVIN S US55805324 Pfc E-3 92nd Avn Co APO SF 96238
CANNON, ALBERT RA44035354 Sfc E-7 131st Avn Co APO SF 96308
TAYLOR, RICHARD L RA16333154 SSG E-6 131st Avn Co APO SF 96308
BAEB, DAVID E: 075476 Capt 161st Avn Co APO SF 96238
CHAVIS, LANGLEY J 05304099 Capt 161st Avn Co APO SF 96238
HEVER, MARTIN 04026530 Maj 174th Avn Co APO SF 96238
LEGENER, RICHARD G. OF102215 Maj 174th Avn Co APO SF 96238
CLARK, ELWIN H RA19452455 Sp5 E-5 134th Med Det APO SF 96308
MORRES, CHARLES W2216098 CWO-2 220th Avn Co APO SF 96308
CESTARO, MICHAEL J 03325226 1st Lt 282nd Avn Co APO SF 96337
HENDERSON, JACK C. RA14125344 1st Sgt E-8 282nd Avn Co APO SF 96337

TDY to: Bangkok, Thailand

WP date: 5 Aug 66

Pd: Approx 3 days

Scty Clns: N/A

Purpose: Military Activities

Tvl data: From Qui Nhon to Bangkok and rtn

Acct Class: N/A

Sp Instr: N/A

3. TC 250. Fol indiv having been asg this sta/org are FUR ASG as indic. PCS (MBC): DA.

COA: NB

Aloc: NA

ROSENFELT, LAVERN US56421117 PVT E2 76A10 Co A 1st Bn 4th Bde Ft Ord, Calif

Fur Asg to: 174th Avn Co APO SF 96238 ETS: 24 Jan 68

Rept date: 1 Aug 66 DEUS: 24 Jul 66

BASD/EPED: 25 Jan 66 DEROS: 23 Jul 67

ADC: 2 Yrs EDCSA: 21 Jul 66

CLARK, LEWIS J. RA15863309 PVT E-2 67H20 17th Avn Co APO SF 96240

Fur Asg to: 131st Avn Co APO SF 96308 ETS: 7 Nov 68

Rept date: 3 Aug 66 DEUS: 13 Jul 66

BASD/EPED: 8 Nov 65 DEROS: 12 Jul 67

ADC: 3 Yrs EDCSA: 1 Aug 66

HUBBARD, JIMMIE R. US55821759 PVT E-2 71P20 Hq Co Spec Trp Ft Eustis, Va.

Fur Asg to: 131st Avn Co APO SF 96308 ETS: 14 Jun 67

Rept date: 2 Aug 66 DEUS: 24 Jul 66

BASD/EPED: 16 Jun 65 DEROS: 8 Jun 67

ADC: 2 Yrs EDCSA: 22 Jul 66

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4 DIR OPD OPO
11 TAGO ATTN: AGP
19 TAGO ATTN: AGP
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Asst Adjutant General

1st Lt, AGC

GERARD H. MC KENNA

Chief of Staff, US Army
Brigadier General, US Army
RICHARD J. SKITZ

FOR THE COMMANDER:

174 Avn Co, Avn Bn FM, 21 October 1965 to 2 April 1966
MORROW, KAREN S. 05323323 FIRST LIEUTENANT AIS USA
61st Avn Co, 222d Avn Bn, 7 August 1965 to 29 March 1966
MORRIS, BENJAMIN RA18602320 SPECIALIST FIVE E5 USA
HHD, 145th Avn Bn, 19 April 1966 to 8 May 1966
MORRIS, ARNOLD C. 01931323 MAJOR ARTILLERY USA
Hq, 1st Avn Bde, 30 April 1966 to 1 June 1966
MILLS, JOSEPH L. RA15601722 SPECIALIST SIX E6 USA
174th Avn Co, 14th Avn Bn, 14 April 1966 to 24 May 1966
MILLER, THOMAS L. RA17631626 SPECIALIST FIVE E5 USA
197th Avn Co, 145th Avn Bn, 3 October 1965 to 9 December 1965
MAY, DANIEL H. RA14670010 STAFF SERGEANT E6 USA
174th Avn Co, 14th Avn Bn, 12 May 1966 to 28 May 1966
LOFT, DOUGLAS L. RA19831724 PRIVATE FIRST CLASS E3 USA
161st Avn Co, 14th Avn Bn, 25 February 1966 to 28 March 1966
LOPEZ, RICHARD M. RA19478998 SPECIALIST FIVE E5 USA
161st Avn Co, 14th Avn Bn, 14 April 1966 to 30 April 1966
LARD, CURTIS A. 05322127 FIRST LIEUTENANT INFANTRY USA
Co A, 501st Avn Bn, 145th Avn Bn, 24 March 1966 to 5 April 1966
KORBER, JOHN J. RA16809730 PRIVATE E1 USA
Co A, 82d Avn Bn, 173d Avn Bde (Sep), 30 January 1966 to 2 May 1966
KIRKELTER, JOHN W. US55786729 SPECIALIST FOUR E4 USA
Co A, 501st Avn Bn, 145th Avn Bn, 5 November 1965 to 31 March 1966
KIRK, JAMES A. US56383913 PRIVATE FIRST CLASS E3 USA
61st Avn Co, 222d Avn Bn, 14 April 1966 to 21 May 1966
KIRK, HERMAN L. RA14911178 PRIVATE FIRST CLASS E3 USA
118th Avn Co, 145th Avn Bn, 13 March 1966 to 21 March 1966
KELLY, ARTIS RA14905162 PRIVATE FIRST CLASS E3 USA

GENERAL ORDERS NUMBER 4254, dated 28 June 1966, DEPARTMENT OF THE ARMY, HEADQUARTERS UNITED STATES ARMY VIETNAM, APO San Francisco 96307 (Cont'd)

✓

E-X-T-R-A-C-T

10. TC 371. F-1 orders REVOKED.

Pert to: RUNNION, LAWRENCE G 092851 CAPT CE 71980 HHD, 14th Avn Bn APO SF 96238

RUNNION, LAWRENCE G 09851 CAPT CE 71980 18th Avn Co APO SF 96240

12. TC 370. F-1 orders AMENDED.

Pert to: SAHOLAND, PAULINO RA10102697 SSG E6 HHD, 14th Avn Bn APO SF 96238

IATR: SAHOLAN, PAULINO

HEUER, MARTIN, 04026530 MAJ CE 1931 17th Avn Co APO SF 96233

Sp instr: PDY as Adjutant and SI

Type lv: ORJY

Auth: AR 639-5 & approval of 14th Avn Bn.

Sp instr: Indiv is auth to tlv by mil acft to and fr dest on space
aval basis. Indiv will have nec inc, visas and passport req.
Class "A" uniform WB worn enroute. Upon compl of lv indiv
will rtn proper sta and org. Indiv will have nec funds in case
govt trans is not aval.

WIPPLE, RONALD A RA17692928 SP4 EA 220th Avn Co APO SF 96308

No. of days: 30 days
Eff date: 01 10 Aug 66
Auth to visit: CONUS.

MALLORY, DONALD RA16617721 SP5 E5 161st Avn Co APO SF 96238

No of days: 10 days
Eff date: 0A 3 Sep 66
Auth to visit: Taipei

1-USARV-NG
1-USARV-NG

V.P. BENDLER
CMD WB, USA
West AdJ

JOHN F. CARROLL
CAPTAIN, ARMOR
Adjutant

FOR THE COMMANDER:

is not available.

Auth: AR 630-5 & approval of 14th Avn Bn.
Sp Instr: Indiv is auth to tvl by ml act to and fr dest on space avail
basis. Indiv will have nec inoc, visas and passport req. Class
"Av" uniform MB worn enroute. Upon compl of Av Indiv will rtn
proper sta and org. Indiv will have nec funds in case govt trans

Ref date: 8 August 1966
Type Lvt: ORDY
Auth to visit: Bangkok, Thailand
No of days: Seven (7)
Auth: MR 630-5 & approval of 14th

WACH, WALTER C. US52629003 PFC E-3, HHD 14th Avn Bn, 9038.

4. 7C3745. Inauth as indie. Indiv will comply with instr ctn in App 1, NR 630-5

[illegible]

Special Orders Number 194 par 2 dtd 1 August 1966, Headquarters, 14th Aviation Battalion APO San Francisco 96238

HEADQUARTERS
1ST AVIATION BRIGADE
APO San Francisco 96307

19 August 1966

GENERAL ORDERS
NUMBER 163

AWARD OF THE AIR MEDAL (FIRST OAK LEAF CLUSTER)

1. TC 320. The following AWARDS are announced.

Awarded: Air Medal (First Oak Leaf Cluster)
Date action: As indicated in Standard Name Line
Theater: Republic of Vietnam
Reason: For meritorious achievement while participating in aerial flight.
Authority: By direction of the President under the provisions of Executive Order 9158, 11 May 1942, as amended by Executive Order 9242-A, 11 September 1942 and United States Army Vietnam Message 16695 dated 1 July 1966.

HATFIELD, WILLIAM R. RA2625653 STAFF SERGEANT E6 USA
10th Avn Bn, APO 96312, 22 February 1966 to 25 June 1966
HAWKINS, STANLEY RA35796927 SERGEANT E5 USA
128th Avn Co, APO 96289, 10 January 1966 to 16 January 1966
HEAD, SIDNEY R. RA14658748 SPECIALIST SIX E6 USA
178th Avn Co, APO 96289, 25 April 1966 to 11 May 1966
HEINS, MILTON H. 01886245 MAJOR CORPS OF ENGINEERS USA
114th Avn Co, APO 96357, 29 March 1966 to 12 June 1966
HERNANDEZ, JOHN R. RA18699628 SPECIALIST FOUR E4 USA
128th Avn Co, APO 96289, 19 December 1965 to 8 January 1966
HEUER, MARTIN 04026530 MAJOR CORPS OF ENGINEERS USA
174th Avn Co, APO 96238, 5 June 1966 to 22 July 1966
HIBST, JOSEPH D. 05322263 FIRST LIEUTENANT INFANTRY USA
219th Avn Co, APO 96318, 9 June 1966 to 2 July 1966
HICKENBOTTOM, GILBERT R. 01920328 MAJOR INFANTRY USA
14th Avn Bn, APO 96240, 18 March 1966 to 4 May 1966
HILL, CHARLES M. W3430432 CHIEF WARRANT OFFICER W2 USA
61st Avn Co, APO 96291, 12 March 1966 to 23 April 1966
HIROKANE, BOYD T. RA10121068 SPECIALIST FOUR E4 USA
54th Avn Co, APO 96291, 21 November 1965 to 7 December 1965
HITCHCOCK, GEARLE JR. US5260952 SPECIALIST FOUR E4 USA
173rd Assault Hel Co, APO 96289, 14 June 1966 to 10 July 1966
HOLT, BILLY R. W08259 CHIEF WARRANT OFFICER W3 USA
147th Assault Spt Hel Co, APO 96291, 4 April 1966 to 24 April 1966
HOLTER, JOHN H. 092555 CAPTAIN INFANTRY USA
135th Avn Co, APO 96312, 5 March 1966 to 11 April 1966
HOUSER, JOHN W. 04010211 MAJOR ARTILLERY USA
Hq, 17th Cbt Avn Gp, APO 96240, 6 November 1965 to 28 June 1966
HOWE, GENE C. W353139 WARRANT OFFICER W1 USA
173rd Assault Fel Co, APO 96289, 8 July 1966 to 18 July 1966
HUDDY, REYFORD N. RA13858507 PRIVATE FIRST CLASS E3 USA
174th Avn Co, APO 96238, 21 May 1966 to 4 June 1966
HUDLIN, JERALD W. US56371081 SPECIALIST FOUR E4 USA
54th Avn Co, APO 96291, 16 November 1965 to 14 February 1966

SPECIAL ORDERS NUMBER 205 Par 1 dtd 12 August 1966, HEADQUARTERS, 14TH AVIATION BATTALION, APO San Francisco 96233

LITTLE, THOMAS R 05223490 1st LT ARTY HHD, 14th Avn Bn APO SF 96233
Apt to: Battalion Assistant Fire Marshall
Ammunition Officer
Eff dates: 12 August 66

Pd: Indef
Purpose: N/A
Auth: WOOD
Sp Instr: N/A

MOON, ROY P JR OF106106 CAPT INF HHD, 14th Avn Bn APO SF 96233
Apt to: Laundry & Concessionaires Officer
Civilian Personnel Officer
Eff dates: 12 August 66

Purpose: N/A
Auth: WOOD
Sp Instr: N/A

SMITH, JAMES C RA55074015 SMAJ E9 HHD, 14th Avn Bn APO SF 96233
Apt to: Regimental NCO
Eff dates: 12 Aug 66

Purpose: N/A
Auth: WOOD
Sp Instr: N/A

STANLEY, HOMER P 05402509 CAPT ARTY HHD, 14th Avn Bn APO SF 96233
Apt to: Witnessing Officer for Destruction of Classified Documents
Eff dates: 12 Aug 66

Purpose: N/A
Auth: WOOD
Sp Instr: N/A

WHEELER, BOBBY G 04029430 MAJ ARM HHD, 14th Avn Bn APO SF 96238
Apt to: Imprest Fund Ordering Officer
Eff dates: 12 Aug 66

Purpose: N/A
Auth: WOOD
Sp Instr: N/A

FOR THE COMMANDER:

MARTIN HEUER
Major, CE
Adjutant

OFFICIAL:
M.F. BENDLER
CWO W-3, USA
Asst Adj

DISTRIBUTION:
25-UPD
3-Indlv conc par 1
5-HHD, 14th Avn Bn
1-Indlv 201 par 3
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GENERAL ORDERS NUMBER 163, dated 19 August 1966, HEADQUARTERS, 1ST AVIATION BRIGADE, APO San Francisco 96307 (Cont'd)

HUMPHREY, MICHAEL K. RA16591719 STAFF SERGEANT E6 USA
54th Avn Co, APO 96291, 1 November 1965 to 14 January 1966
HUNTER, JIMMY M. RA18634600 PRIVATE FIRST CLASS E3 USA
502nd Avn Bn, APO 96357, 21 April 1966 to 10 May 1966
HUSENGER, GEORGE P. RA16833772 PRIVATE FIRST CLASS E3 USA
502nd Avn Bn, APO 96357, 10 May 1966 to 28 May 1966
HUSKEY, TONY S. RA14750637 SPECIALIST FIVE E5 USA
128th Avn Co, APO 96289, 3 January 1966 to 20 January 1966
ISNER, WILFORD O. 04034223 MAJOR ARTILLERY USA
155th Avn Co, APO 96297, 14 May 1966 to 24 May 1966
JACKSON, GEORGE E. JR. W3152214 WARRANT OFFICER W1 USA
61st Avn Co, APO 96291, 15 March 1966 to 14 April 1966
JOHNSON, HAROLD L. 091888 MAJOR TRANSPORTATION CORPS USA
119th Avn Co, APO 96318, 22 March 1966 to 30 June 1966
JOHNSON, PAUL W. 05315360 CAPTAIN INFANTRY USA
221st Avn Co, APO 96296, 11 July 1966 to 20 July 1966
JOHNSTON, NORBERT B. 01932530 MAJOR SIGNAL CORPS USA
13th Cbt Avn Bn, APO 96215, 8 February 1966 to 16 June 1966
JOHNSTON, WILLIAM B. 05213917 CAPTAIN INFANTRY USA
135th Avn Co, APO 96312, 7 April 1966 to 14 May 1966
JONES, ARTHUR J. W3153059 WARRANT OFFICER W1 USA
101st Avn Bn, APO 96296, 6 June 1966 to 18 June 1966

FOR THE COMMANDER:

OFFICIAL:

DWIGHT L. LORENZ
Major, Arty
Adjutant

Francis T. Pachler, Jr.
FRANCIS T. PACHLER, JR.
1LT, Infantry
Asst Adjutant

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SPECIAL ORDERS NUMBER 28
17 September 1966
HEADQUARTERS
14TH AVIATION
APO San Francisco 96307
12. TC 254. RSG dir as indic. NTL.
WILLIAMS, EDDIE F. RA13748526 SP6 E6 PI 67W20 109th TC Det APO SF 96238
Asg to: 174th Avn Co APO SF 96238
Rept date: 19 Sep 66
COA: NB
Aloc: NA
BASD/BPD: 27 Jul 66
13. TC 254. RSG dir as indic. NTL.
MIRCHAULT, CHARMAN B. (Permanent) et date 17 September 1966
SANTIVAGO, LUIS S. RA1474341 SP5 E5 161st Avn Co APO SF 96238
SEPULVEDA, TOMAS C. RA13855089 SP4 E4 161st Avn Co APO SF 96238
14. TC 350. Pol Indiv APPOINTED.
LACOURSE, JOHN D. 02313338 CAPT 161st Avn Co APO SF 96238
Apt to: Class A Agent Off to Finance Officer 13th Flt APO SF 96238
Eff date: 17 September 1966
Purposes: To pay Supplemental Payroll to Off & IM asg and asst to
Pd: Indiv
Auth: WOOD 14th Avn Bn
Sp Instr: Off will not entrust funds to others for any purpose. Upon turn
in, Off will obtain #2 copies of MPV fr Finance Off and return them
to Personnel Off 14th Avn Bn APO SF 96238.
15. TC 246. Pol reg dir et on EDGSA. Indiv will rept as indic for trans
to CONUS and/or further asg. WP TDM TPA in CONUS. 2162010 01.1531.1532.1533
4534.4535.4536.4537 P145 S99-999 CIG: 261M1
PETRE, DONALD C. W2215583 CWO W-2 061B Avn Co APO SF 96238
Rept to: (Trans) OA: PC Instr WB Rurn
Asg to: 16th Avn Det APO New York 09164
DOR: 22 Nov 64
HOR: Berea, Ohio
Temp adrs: 837 28th Ave NW, St Cloud Min
Mo OS (Cur Tour): 10 (MT 12)
Lv data: 30 DMLV
PCS (MDC): 2D
Auth: DA Mesg 782007 para 21 dtd 13 Sep 66
Scty elnc: Cont
Tvl data: Mr tvl auth: 66lbs bag auth.
Comp: USAR
EPED: 10 Jul 61
EDGSA: 11 Oct 66

SPECIAL ORDERS NUMBER 238 par 12 dtd 17 Sep 66, HEADQUARTERS 14TH AVIATION BATTALION APO San Francisco 96238

Sp instr: Off will comply with instr cntn in AR 612-50. Off is resp for inct Req. Off will exec DA Form 137 in tripl prior to Aprt. For shpmt of bag. Indiv is auth to ship hold baggage by AIR FREIGHT. UP AR 600-1-5 this is a Cat (A) Avn Reg. Alloc Hnd.

16. TC 337. Fol indiv with COST-OF-LIVING ALW for period indic.

TANNER, EUGENE P 067431 Maj Inf HHD 14th Avn Bn APO SF 96238
Eff date: 7 Sep 66 VOCO date cfm: 7 Sep 66

17. TC 350. Fol indiv APPOINTED:

KALAGIAN, SAMUEL P 078907 Lt Col Inf HHD 14th Avn Bn APO SF 96238
BREITZ, ROBERT D 071765 Maj Arty HHD 14th Avn Bn APO SF 96238
ELLIOT, ROY P JR 0706106 Maj Inf HHD 14th Avn Bn APO SF 96238
FORSYTH, ROBERT F 086152 Maj TC HHD 14th Avn Bn APO SF 96238
HEUER, MARTIN 04026530 Maj CE HHD 14th Avn Bn APO SF 96238
KANGAS, RAYMOND J 01176685 Maj Arty HHD 14th Avn Bn APO SF 96238
MOSHER, DAVID L 079393 Maj Arty HHD 14th Avn Bn APO SF 96238
PARKER, MURRY E 076493 Maj TC HHD 14th Avn Bn APO SF 96238
PATTON, ROBERT S 067258 Maj Inf HHD 14th Avn Bn APO SF 96238
THORPE, JOHN E 077220 Maj Arty HHD 14th Avn Bn APO SF 96238
HERNANDEZ, VICTOR M JR 05402984 CAPT Arty HHD 14th Avn Bn APO SF 96238
HOLMAN, HOMER P 05402509 CAPT Arty HHD 14th Avn Bn APO SF 96238
Apt to: Aircraft Commander UH-1B, D aircraft
Eff date: 17 Sep 66
Purpose: NA
Pd: Indefinite
Auth: VOCO
Sp instr: NA

FOR THE COMMANDER:

OFFICIAL:

Ulysses Harrison

ULYSSES HARRISON
Capt Arty
Asst Adjutant

DISTRIBUTION:

60-Indiv conc par 15
5-Indiv conc par 12-14, 16-17
5-00, 409th TC Det
5-00, 174th Avn Co
5-00, 161st Avn Co
5-00, 92nd Avn Co
5-00, HHD, 14th Avn Bn
5-00, 16th Avn Det APO NY 09164
1-USARV, 1-USARV-AG, 1-USARV-ACF

MARTIN HEUER
Major CE
Adjutant

3-00, 19th Fin Sec APO SF 96238
30-00

SPECIAL DISTRIBUTION:

2-Adj Gen Ofc ATTN: AEPB-P Wash DC

HEADQUARTERS
14TH AVIATION BATTALION
APO San Francisco 96238

SPECIAL ORDER
NUMBER 250

E-X-T-R-A-C-T

30 September 1966

10. TC 327. Fol MOS action d ir.

DAVIS, RICHARD F RA11388789 SP5 E5 161st Avn Co APO SF 96238
Awd: S71P2S
Withdrawn: NA
Auth: AR 600-200

McGHEE, LAWRENCE E US55863943 PFCE3 HHD, 14th Avn Bn APO SF 96238
Awd: S36A1C
Withdrawn: NA
Auth: AR 600-200

11. TC 254. RSG dir as indic. NTI

EDENFIELD, MALCOLM G RA114884724 PFC E3 71H20 HHD, 14th Avn Bn APO SF 96238
Asg to: 223rd Avn Bn APO SF 96240 DERO: 7 Jun 67
Rept date: 4 Oct 66 PFSC: B
Lv Data: NA Incen Pay: None
COR (MDC): NA SMO: None
BASD/EPED: 15 Dec 64 Scty Clnc: None
ETS: 15 Dec 61 EDCSA: 4 Oct 66

12. TC 325. PROFICIENCY PAY awarded/terminated as indic.

DANIELS, RICHARD A RA14653010 SP5 E5 67N20 232nd Avn Co APO SF 96337
Awd: P1 MCS: 67N20
Term: NA Eff date: 19 Sep 66
Auth: AR 600-200 VOCO date cfm: 19 Sep 66

13. TC 200. Indiv placed on TDY as indic RPSCTDY. TDN.
2172020 80-5000 P2000-21 S83031 (2020.3500) OA NR 61-B-21

KALAGIAN, SAMUEL D 078907 LTC INF 14th Avn Bn APO SF 96238
BREITZ, ROBERT D 071765 MAJ ARTY 14th Avn Bn APO SF 96238
HEUER, MARTIN 04026530 MAJ CE 14th Avn Bn APO SF 96238
MC NATT, OVILLE W 094487 MAJ ARTY 409th TC Det APO SF 96238
WESTLAKE, EARLE 04030694 MAJ INF 174th Avn Co APO SF 96238
WOLLERTON, CHARLES 083091 CPT AMOR 174th Avn Co APO SF 96238

TDY to: Vung Tau, RVN.

Eff date: 23 Sep 66

VOCO date cfm: 7 Sep 66

Pd: Approx three (3) days

Purpose: To attend 1st Avn Bde Commander's Conference

Auth: 17th Avn Gp UNCLAS Msg 209-66 dtd 7 Sep 66

Sp instr: Indiv are resp to insure that travel vouchers are submitted to Fin Off NLT ten (10) days upon compl of TDY.

Par 155) 250 Hq, 14th Avn Bn APO SF 96238

14. TC 337. Fol indiv auth COST OF-LIVING ALMS for period indic.
RE:LR.

ISRAEL, EDWARD H JR 05418728 1ST LE ARTY 174th Avn Co APO SF 96238
Eff date: 21 Sep 66 VOCO date cfm: 21 Sep 66

15. TC 225. Fol rsg (diversion) dir: WP (NTI) PCS (ADC): ZC

JONES, JERRY L 045335666 SP4 E4 P1 67C20 HED, 14th Avn Bn APO SF 96238
Rel fr asg (not jd): 14th Avn Bn APO SF 96238
Asg to: 484th TC Det APO SF 96337
Aloc: NA
Auth: VOCO, 17th Avn Gp APO SF 96240
PFSC: A
ADC: 3 Yrs
Scty Clnc: NA
BASD/EPED: 27 Nov 62
ETS: 31 May 67
DEROS: 21 May 67
Incen Pay: NA
EDCSA (between units): 4 Oct 66
Sp instr: For OJT in MOS 67N20

FOR THE COMMANDER:

OFFICIAL:

for A. Richardson
REX A. RICHARDSON
CW2, USA
Asst Adjutant

MARTIN HEUER
Major, CE
Adjutant

DISTRIBUTION:

20-UPO
5-Indiv conc par 10-15
5-CO, 161st Avn Co
5-CO, HED, 14th Avn Bn
5-CO, 282nd Avn Co
5-CO, 409th TC Det
5-CO, 174th Avn Co
5-CO, 484th TC Det
1-Indiv 201 file par 10-15
5-US..RV-AG

HEADQUARTERS
14TH AVIATION BATTALION
APO San Francisco 96238

SPECIAL ORDERS
NUMBER 295

E-X-T-R-A-C-T

16 November 1966

3. TC 370. Fol orders AMENDED.

SMO: Para 10 SO 218 This HQ CS
Pert to: Rsg of LACOURSE, JOHN D. 0231338 CPT, 1980, 161st Avn Co APO 96238
As reads: Lv data: 30 DDALV
IATR: Lv data: 45 DDALV

SMO: Para 1 SO 271 This HQ CS
Pert to: Rsg of JOHANNSEN, HARRY E. US52628723 FVT E2 44E20 406th TC Det 96238
As reads: Lv data: 30 DDALV
IATR: Lv data: 45 DDALV

4. TC 350. Fol indiv APPOINTED.

BROWN, RICHARD E. SR. W2217374 WOL, USA 161st Avn Co APO SF 96238
Apt to: Class "A" Agent Off to Fin Off 13th Fin Sec APO SF 96238
Eff Date: 15 Nov 66
Purpose: To pay regular monthly payroll to civilians and indigeous laborers
with the 161st Avn Co APO SF 96238
Pd: Indef
Sp instr: Off will not entrust funds to others for any purpose.

5. TC 248. Fol rsg dir eff on EDCSA. Indiv will rept as indic for
trans to new asg. WP. TDN.

CONNOR, ROBERT E. W3152843 WOL, AVN, 062B, 282nd Avn Co APO SF 96337
Rept date: 23 Nov 66
Asg to: USARV Flight Det APO SF 96307
Temp adrs: NA
Scty Clnc: Secret
Lv data: NA
Arr mo OS: Jul 66
Auth: VCOG, 1st Avn Bde
PCS (MDC): 3U
PFSC: A
ADC: NA
BASD: NA
EPED: 20 Sep 62
ETS: 28 Feb 67
EDCSA: 23 Nov 66
Sp instr: For Duty with Capitol Avn Bn

100.

HEADQUARTERS
14TH AVIATION BATTALION
APO San Francisco 96238

7 January 1967

E-X-T-R-A-C-T

SPECIAL ORDERS
NUMBER 6

11. FC 249. For reg dir eff on EDCOA: Indiv will rept as indic for
trans to CONUS enr to new assg. Indiv rept to CONUS trans area at the hour
on the date specified for trans to new assg. WP. TDY TMA in CONUS. 2172010 01-
3311-3312-3313-3314-3315-3316-3317 PTL33 599-999 CIG: 271 A01

HEUER, MARTIN 04026530 MAJ CE 1981 Hq, 14th Avn Bn APO 96238

Rept to: Camp LBJ, Long Binh APO 96307
Act to: 572d Engr Plt APO NY 09129 w/eta Ethiopia US Mapping Mission

Temp adrs: 1313 Kilbourne St., Kewaunee, Wisc. 54216
PC data: PC Instr WB turn

Soc'y clnc: SECRET

Avd mo OS: Mar 66
PCS (MDC): 36

Auth: DA Mesg 794071 fr OPXR dtd 14 Dec 66

PPSC: A

ADOC: Indef

BASED: NA

RFMD: 21 Jan 53

EMB: Indef

INCSA: 12 Mar 67

DEMOB: 2 Mar 67

Avd date: 13 May 67

Alloc: FEB-2 (Ethiopia)

Sp Instr: Off is resp for nec inoc reg. Off will exec DA Form 137 in trip
prior to dpt. Appl for tvi alw on adv pay WB submitted thru unit
of asgmt. Indiv is auth to ship hold baggage by AIR FREIGHT.
Officer must be at POC NIE 13 May 67 to enr O/S dest on or about
15 May 67. Cat 2 concurrent tvi area. US passport and civilian
clothing is req; Ethiopian entry visa is req, issued appl will be
made UP AR 600-290. Off will rept to sta in civ clo. No govern-
ment quarters or furniture are available. Off is auth 13 lbs. whtl.
FOR THE COMMANDER:

MARTIN HEUER
Major CE
Adjutant

OFFICIAL:
REX A. RICHARDSON
CW2, USA
Asst Adjutant

DISTRIBUTION:
20-UPO
5-Indiv conc
1-Indiv 201 File
3-Indiv FDRF
5-CO, 174th Avn Co
5-CO, 161st Avn Co
5-CO, 14th Avn Bn
5-Fin Off, 13th Fin
5-USARV-AG

10-Indiv FDRF
3-Indiv 201
1-AG, Dept of Army, ATTN: AGPR-A
1-Dtr of CEF Oper, ATTN: OPD-CE
5-572d Engr Plt APO NY 09129 w/eta Ethiopia US Mapping Mission Addis Ababa, E.

Para 12 SO 304 Hqs, 14th Avn Bn APO SF 96238

HEUER, MARTIN 04026530 MAJ CE Hqs, 14th Avn Bn APO SF 96238

Dy asg: OIC, EM Promotion Board, Records Management, Customs Officer,
Legal Assistance Officer, Reenlistment Officer, Postal Officer,
Forms Control Officer, Acting Inspector General, President,
Standardization Board

Dy rel fr: NA
Eff date: 28 Nov 66

HARRISON, ULYSSES 05413085 CPT ARTY Hqs, 14th Avn Bn APO SF 96238

Dy asg: Alternate Reenlistment Officer, Awards and Decorations Officer,
Voting Officer, Foreign Currency Exchange Officer, R & R
Officer, Savings Bond Officer, Education Officer, Insurance
Officer, C-Day Conversion Officer

Dy rel fr: NA
Eff date: 28 Nov 66

DEHRKOOP, CLINTON B. 01940739 MAJ SIG C Hqs, 14th Avn Bn APO SF 96238

Dy asg: Witnessing Officer for Destruction of Classified Documents,
Security Control Officer, Custodian Classified Documents,
Primary Censor, Physical Security Officer, CHR Officer,
Escape and Evasion Officer, Cryptographic Custodian

Dy rel fr: NA
Eff date: 28 Nov 66

RICHARDSON, REX A. W2213467 CW2 USA Hqs, 14th Avn Bn APO SF 96238

Dy asg: Tax Assistance Officer, Accountable Forms Officer

Dy rel fr: NA
Eff date: 28 Nov 66

FOR THE COMMANDER:

OFFICIAL:

REX A. RICHARDSON
CW2, USA
Asst Adjutant

MARTIN HEUER
Major CE
Adjutant

HEADQUARTERS
UNITED STATES ARMY VIETNAM
APO San Francisco 96307

15 February 1967

GENERAL ORDERS
NUMBER 680

AWARD OF THE LEGION OF MERIT

1. TC 320. The following AWARD is announced.

HEUER, MARTIN 04026530 MAJOR CORPS OF ENGINEERS United States Army,
Headquarters, 14th Combat Aviation Battalion, APO 96238, 1st Aviation
Brigade, APO 96307

Awarded: Legion of Merit

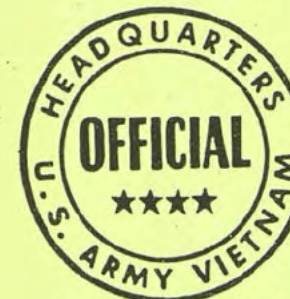
Date action: March 1966 to February 1967

Theater: Republic of Vietnam

Reason: For exceptionally meritorious conduct in the performance of
outstanding service.

Authority: By direction of the President under the provisions of the
Act of Congress, approved 20 July 1942, and Executive
Order 10600, 15 March 1955.

FOR THE COMMANDER:



RICHARD J. SEITZ
Brigadier General, US Army
Chief of Staff

S. A. MacKENZIE
Colonel, AGC
Adjutant General

DISTRIBUTION:

- 5 - Each unit concerned
- 2 - AVHGA
- 1 - AVHIG
- 3 - AVHIO
- 2 - AVHAG-A
- 20 - AVHAG-PD
- 7 - CINCUSARPAC
- 2 - CINCUSARPAC ATTN: GPOP-MH

SPECIAL DISTRIBUTION:

- 2 - TAGO, DA ATTN: AGPF-F
(for official personnel file)
- 1 - Dir, OPD, OPO, DA ATTN: OPEN

HEADQUARTERS
11TH AVIATION BATTALION
APO San Francisco 96238

SPECIAL ORDER
NUMBER 44

E-X-T-R-A-C-T

17 February 1967

9. TC 371. Fol orders REVOKED.

SMO: TC 249 para 11 SO 6 this HQ CS

Pert to: HEUER, MARTIN O4026530 MAJ CE 1981 Hq, 11th Avn Bn APO 96238

10. TC 246. Fol rsg dir. WP. TDN. 2172010 01-4511-4512-4513-4514-4515-4516-4517 P1445 S99-999 CIC: 271 A01

HEUER, MARTIN O4026530 MAJ CE 1981 Hq, 11th Avn Bn APO 96238

Rept to: 22d Repl Bn Cam Ranh Bay APO 96312

Ass to: USAPHS (4A-4000-02) Ft Wolters, Texas 76067

Temp adrs: 1313 Kilbourne St., Kewaunee, Wisc. 54216

PC data: PC instr WB furn

Scty clnc: SECRET

Lv Data: 60 DDALV

Arr mo CS: Mar 66

PCS (MDC): 5C

Auth: DA Msg 79845 fr OPXR dtd 2 Feb 67

PPSC: A

ADC: Indef

BASD: NA

EPED: 21 Jan 53

ETS: Indef

EDCSA: 22 Mar 67

DELOS: 12 Mar 67

Alloc: May-M-336

Sp instr: Off will comply with instr cntn in AR 613-50. Off is resp for nec instr. Off will exec DA Form 137 in trip prior to dep't. Appl for tvl alw or adv pay WB submitted thru unit of asgmt. USASCV Reg 55-2 applies for shprt of bag.

FOR THE COMMANDER:

OFFICIAL:

REX A. RICHARDSON

CN2, USA

Asst Adjutant

MARTIN HEUER
Major CE
Adjutant

DISTRIBUTION:

20-UPD

75-Indiv

10-Indiv FDRF

5-Indiv 201

5-HND, 11th Avn Bn

5-Ft Wolters, Texas

1-Adj Gen, DA, ATTN: AGFT-F

1-DA, ATTN: OPD-CE

5-572d Engr Flt

14TH AVIATION BATTALION
APO San Francisco 96238

SPECIAL ORDER
NUMBER 44

E-X-T-R-A-C-T

17 February 1967

9. TC 371. Fol orders REVOKED.

SMO: TC 249 para 11 SO 6 this HQ CS

Pert to: HEUER, MARTIN O4026530 MAJ CE 1981 Hq, 14th Avn Bn APO 96238

10. TC 246. Fol rsg dir. WP. TDN. 2172010 01-4511-4512-4513-4514-4515-4516-4517 P1445 S99-999 CIC: 271 A01

HEUER, MARTIN O4026530 MAJ CE 1981 Hq, 14th Avn Bn APO 96238

Rept to: 22d Repl Bn Cam Ranh Bay APO 96312

Asg to: USAPHS (4A-4008-02) Ft Wolters, Texas 76067

Temp adrs: 1313 Kilbourne St., Kewaunee, Wisc. 54216

PC data: PC instr WB furn

Scty clnc: SECRET

Lv Data: 60 DDALV

Arr mo OS: Mar 66

PCS (MDC): 50

Auth: DA Msg 79845 fr OPXR dtd 2 Feb 67

PPSC: A

ADC: Indef

BASD: NA

BPED: 21 Jan 53

ETS: Indef

EDCSA: 22 Mar 67

DEROS: 12 Mar 67

Alloc: May-M-336

Sp instr: Off will comply with instr cntn in AR 613-50. Off is resp for nec inoc req. Off will exec DA Form 137 in trip prior to dprt. Appl for tvl alw or adv pay WB submitted thru unit of asgmt. USASCV Reg 55-2 applies for shpmt of bag.

FOR THE COMMANDER:

OFFICIAL:

Lee A. Richardson

MARTIN HEUER
Major CE
Adjutant

REX A. RICHARDSON
CW2, USA
Asst Adjutant

DISTRIBUTION:

20-UFO

75-Indiv

10-Indiv FDRF

5-Indiv 201

5-HHD, 14th Avn Bn

5-Ft Wolters, Texas

1-Adj Gen, DA, ATTN: AGPF-F

1-DA, ATTN: OPD-CE

5-572d Engr Plt

HEADQUARTERS
1ST AVIATION BRIGADE
APO San Francisco 96307

GENERAL ORDERS
NUMBER 2371

"NGUY HIEM"

9 June 1967

AWARD OF THE AIR MEDAL

1. TC 320. The following AWARDS are announced.

Awarded: Air Medal (First thru Sixth Oak Leaf Cluster).....Section I
Air Medal (First thru Ninth Oak Leaf Cluster).....Section II
Air Medal (Second Oak Leaf Cluster).....Section III
Air Medal (Second thru Sixth Oak Leaf Cluster).....Section IV
Air Medal (Second thru Seventh Oak Leaf Cluster).....Section V
Air Medal (Third Oak Leaf Cluster).....Section VI
Air Medal (Eighth Oak Leaf Cluster).....Section VII

Date action: As indicated in Standard Name Line

Theater: Republic of Vietnam

Reason: For meritorious achievement while participating in aerial flight.

Authority: By direction of the President under the provisions of Executive Order 9158, 11 May 1942, as amended by Executive Order 9242-A, 11 September 1942, and United States Army Vietnam Message 16695 dated 1 July 1966.

Section I

AWARD OF THE AIR MEDAL (FIRST THRU SIXTH OAK LEAF CLUSTER)

APPLER, CHARLES B. 05230497 FIRST LIEUTENANT ARTILLERY USA
117th Avn Co, APO 96377, 3 February 1967 to 25 May 1967
LANZISERO, WILLIAM H. RA12723018 SPECIALIST FOUR E4 USA
180th Avn Co, APO 96377, 17 December 1966 to 16 May 1967
NEVENFELD, RICHARD R. US56402019 SPECIALIST FOUR E4 USA
129th Avn Co, APO 96377, 10 February 1967 to 17 April 1967
PICKHARD, WILLIAM RA17746908 SPECIALIST FOUR E4 USA
117th Avn Co, APO 96377, 13 March 1967 to 29 May 1967
SHANK, JODY L. RA16945835 SPECIALIST FOUR E4 USA
180th Avn Co, APO 96377, 6 January 1967 to 21 May 1967

Section II

AWARD OF THE AIR MEDAL (FIRST THRU NINTH OAK LEAF CLUSTER)

WITWICKI, WILLIAM W3155163 WARRANT OFFICER W1 USA
118th Avn Co, APO 96227, 26 February 1967 to 2 May 1967

Section III

AWARD OF THE AIR MEDAL (SECOND OAK LEAF CLUSTER)

HEUER, MARTIN 04026530 MAJOR CORPS OF ENGINEERS USA
174 Avn Co, APO 96238, 25 October 1966 to 10 February 1967



GENERAL ORDERS NUMBER 2371, dated 9 June 1967, HEADQUARTERS, 1ST AVIATION BRIGADE APO San Francisco 96307 (Cont)

Section IV

AWARD OF THE AIR MEDAL (SECOND THRU SIXTH OAK LEAF CLUSTER)

DEMPKOOP, CLINTON 01940739 MAJOR SIGNAL CORPS USA
14th Avn Bn, APO 96238, 24 September 1966 to 21 April 1967

Section V

AWARD OF THE AIR MEDAL (SECOND THRU SEVENTH OAK LEAF CLUSTER)

THOMPSON, MILLARD US52656812 SPECIALIST FOUR E4 USA
129th Avn Co, APO 96377, 14 December 1966 to 23 March 1967

Section VI

AWARD OF THE AIR MEDAL (THIRD OAK LEAF CLUSTER)

FRY, RONALD A. 097535 CAPTAIN INFANTRY USA
14th Avn Bn, APO 96238, 19 September 1966 to 29 January 1967

Section VII

AWARD OF THE AIR MEDAL (EIGHTH OAK LEAF CLUSTER)

MURR, JOHN W. 036567 COLONEL INFANTRY USA
17th Avn Gp, APO 96240, 4 April 1967 to 31 May 1967

FOR THE COMMANDER:

OFFICIAL:

J. M. Greetham
J. M. GREETHAM
Captain, AGC
Asst Adjutant General

ROBERT A. ARNET
LTC, Armor
Chief of Staff

DISTRIBUTION:

- 65 AVBA-A
- 1 Record Copy
- 1 Reference Copy
- 1 USARV ATTN: AVHAG-PD
- 7 CINCUSARPAC
- 2 CINCUSARPAC ATTN: GPOP-MH
- 1 CINCUSARPAC ATTN: AG-DP

SPECIAL DISTRIBUTION:

- 6 TAGO ATTN: AGPT-O
- 5 TAGO ATTN: AGPE-P
- 2 DIR OPD OPO INFANTRY
- 1 DIR OPD OPO ARTILLERY
- 1 DIR OPD OPO SIGNAL CORPS
- 1 DIR OPD OPO CORPS OF ENGINEERS
- 1 DIR OPD OPO WO

Robert Lee Scott Jr.

Phoenix, Arizona
June 28 1966

Major Dick Overham, USA
174th Aviation Company (Airborne) (Light)
14th Aviation Battalion
APO US Forces--96238

Dear Major Overham:

Having just returned from the Air Force Academy and our 1966 Annual Convention of the American Fighter Aces Association (where I was with just about all the Flying Tigers)--I consider it the appropriate time to acknowledge your letter of June 14th--requesting permission to adapt the shark-mouth used on our P-40s back in World War II--to the "faces" of your organization's 540 Huey 'copters...

So--you have my immediate permission. As the Commander of the 23rd Fighter Group as well as General Claire Chennault's Fighter Commander for the C-47--I pass it on to you because I know that if he were still alive he would give it to your organization. He and his Tigers gave me that permission long ago--and they would want any group of American fighting men to aid in its continuance of use--for the purpose of winning against the enemies of the United States....

Therefore, authority is hereby granted and I assure you I will write members of the First American Volunteer Group (Flying Tigers) and tell them what I have done in their name. I assure you that such men as Tex Hill, Ed Rector, Bob Layton, Bob Neal, Chuck Sawyer, Gil Bright and Jim Howard--of the original group--as well as General Bruce Holloway, Dallas Clinger and all the others of my later 23rd Fighter Group--will back me. In the mean time--please pass on to your fine men that all of us who ever flew into combat behind that shark-mouth--wish you--the 1966 version of the Tigers--every success...

Good hunting and GOOD LUCK!

/s/ Robert L. Scott, Jr.
/s/ ROBERT L. SCOTT, JR.
E/Cdr., USAF (ret.)
Former Fighter Commander
China Air Task Force

May 21 1983

Fred

Yesterday's mail had a bundle from Ted Saunders in FL, your packet and 2 hrs later a phone call from Vickers in Prescott. Talk about playing catchup & burning the midnight oil!

I'm surprised at the effort involved in contacting me and very appreciative of it. Since we've always resided in the Valley since '71 with a listed phone, I'm amazed at being an MIA for so long.

The enclosed notes are intended to help your reunion efforts etc. I called Gene Teague and P.T. Yowell today. Both will attempt to be here for part or all of the July gathering. Yowell is also going to the Tenn. fest. He has agreed to help out re Northwest members but needs rosters, reservation blocks, schedules etc. He expects to hear from you.

B.G. Robert L. Scott Jr. resided in Sun City AZ for some time but relocated to Warner Robbins, GA. I had a helluva time trying to catch him thru the Sun City Homeowners Assn., local papers, Luke AFB & phone companies and the best I can do is

B.G. Robert L. Scott Jr. Ret

P.O. Box 2468

Warner Robbins, GA 31099-2468

(phone at his request is neither published or listed)

If you furnish me with appropriate forms I'll mail him an invitation for July 83. I have no idea what his health is but he must

he in his seventies. I doubt if he'd show up here but he'd enjoy the thought.

We have been very busy with 2 grandmas and associated problems as of late. Plus I'm trying to build our new home in the White Mts of Arizona. The period July 1-5 has us hosting a visiting relative. HOWEVER we will catch some of the festivities you guys so aptly plan. It's been a long time, too long, not to see people with so much in common. Undoubtedly we'll add to the tales, especially if Gene Trague & Perry Yawell show up.

On the downside is that list of MIA/KIA which took the wind out of my sails. We had lots of close calls but few hits etc. Too bad our current CIC didn't taste any of it! Oh well

Fred - again my thanks for your time and effort. Keep in touch; you have to pass Glendale to get to Scottsdale. Besides our beer is always cold. See you in July. Talk to you before then!

Sincerely

Dick Overham
Toni, Sue & Chris

Ted Saunders (copy furnished)
Fred Thompson ✓ note copies sent → Trague & Yawell

Information to assist in filling some gaps in your rosters as of 5-21-93 and to the best of my knowledge:

1. LTC Hank Rust, one of those 23 O-4s of the original 174th, died of a heart attack in Nha Trang just prior to his DEROS in '67. Believe he was Signal Corps.

2. Last word I had Gary Lohan was an O-4 with a tour in Europe circa 1968 or so. HOR was California. He was transferred as an old hand from the 161st to give the newly arrived 174th some experience. We played around with some USAF contacts to mount a 20mm on a Huey but encountered shock mount problems & then bubble damage! It would have made a mighty "junk chaser". Also played with the C-123 Chester light project for night gun runs but the powers that were put a dash on us. Meanwhile Charlie ran the Blue Cats and up & down the coast virtually at will.

3. Bob White also transferred over from the 161st guns. He was extremely good with the M-5 40mm system. Left as a Cpt. HOR maybe Arkansas.

4. LTC Bob Jones was one of the original

P.T. Yawell probably has more info re Gary Lohan

174th at Benning. came in as an O-4 from the Signal Depot at Sacramento. Got a lot of signal equipment for us and scrounged up a 20KW scrap generator from Wright Patterson. Had it rebuilt at Sacramento and loaded on with the main body — all on phony documents. Flew on the first night gun run in the Phu Cat with me, Teague, Wylie and 2 others BEFORE we were "mission ready". Teague saw Jones at Ft Rucker as a D.A.C. in the mid seventies. Address etc unknown.

5 Dale G. Wylie was one of the original 174th O-2s. Talk about a stranger in paradise & outranked !!! Dale was a shark, not with the 17-5. I remember him as my CP on a run west of the Sank when he disabled a VC river crossing by cutting a suspended steel cable in mid stream with a 40MM after I was unable to topple the anchor trees with 2.75s. I'd give anything for a video of that gun run. HOR was/is Hope, Arkansas. Teague claims Dale is with the ANG or was as of '82-'83.

6 Richard "Dick" Smith, an O-3, joined us at Benning. I believe he resided in Albuquerque, N.Mex. during the late '60s. His father was a big dealer in some national refrigeration assn — he put out a call for "contributions" throughout the Southeast. What we acquired all those refrigerators. Smith was also a shark. Lost track of him after we returned.

7 The 174th got another gunship jock from the 161st when Lotan & White came over (reluctantly); CW3 Perry T. Yowell. P.T. flew my wing several times including a few visits to the Sank; one of which we'll never forget. He made CW4 and retired. We swap his once a year or so. His current address:

Removed by VNCA

I suggest you provide him with names & addresses of former 161/174 members in the Northwest. He has time to act as a point of contact and likes a party !!

8 Last but not least is my old buddy from Walters; Gene A. Teague. Our families are close and stay in touch (as of 10³⁰ 5-21-83). Gene's extensive background in maintenance and gun systems is noteworthy. He ran the Cobra testing at Hunter after we got back in '67 and got the RVN Cobra Training Team organized. He's at

Removed by VNCA

He was one of the 174th originals and later was moved over to the 161st. Being a Texan he has a knack for war stores i.e. "no shitters".

9 As a point of interest we ran an unofficial rotary wing school for a handful of ROT

fixed wing pilots. They began as CPs on slick resupply missions for obvious reasons of coordination. Since Walters was expecting the first Korean RV students in the near future we ② translated the appropriate manuals into Korean & sent them to Becker ② conducted some basic English classes and ③ did some real flying with these ROK pilots between CPs & gun runs. One of them, Cpt Rhea (sp?) abused Sam Kalagian's COC by adjusting the skids somewhat. Naturally I caught hell for "damaging my ship" to which I responded "all I see is US Army on the sides and BELL on the pedals." Well has to say I was not one of Sam's boys. Soon thereafter Aaron E. Bram and a ROK student were killed when a main mast snapped in flight. Bram is on the Wall in D.C. The ROK in country training ceased & was later picked up in CONUS; as it should have been all along!

10. I don't know if the Sharks still had the HOG but that 48 rd monster was a real & deal swap with the AKA unit at On the in '66. Talk about using up 2.75's!!

11. The infamous letter to BG Scott of Flying Tiger fame was prompted when I read his book "Cool As My Co-Pilot". There's quite a story about displaying the "Colgate Smile" when other units had to cool down their a/cft to meet current reqs. Lots of short fuses re the privileged new comers.



19 Aug 66 Lane Army Helport RVN
The first painted OH-1C Shark
with the HOG
Sp5 Cliff Hulsman
Maj Dick Overhamm



28 Aug 66 Nha Trang RVN
 UH-1C 65-9424 with M-5 system
 Sp4 Arthur Meseker crew chief
 Sgt Dexter Frisby gunner squad chief



UH-1C with the miniguns & pods



Overseas

A TOUCH OF HOME ... AWAY FROM HOME

Vol. 24, No. 13

Pacific Edition

Saturday, April 5, 1969

SHARK

DUC PHO, South Vietnam—
The Flying Tigers are alive
and doing well in sunny South
Vietnam.

Once again the shark-faced
avengers cruise through the
skies of Asia, only this time
they're using UH-1C Huey gun-
ships—not P-40 fighters. Instead
of being called the American
Volunteer Group, they're known
as the 174th Assault Helicopter
Co.

The ships of the gun platoon
are called "Sharks" after an old
radio call sign. They also sport
painted sharks' mouths on the
nose just like their counterparts
of yesteryear.

Way back in 1966 an officer in
the 174th decided they ought to
make their insignia official, so he
wrote to Gen Claire Chennault's
old assistant CO for the Flying
Tigers, Brig Gen Robert L. Scott,
and asked for permission to
adopt their famous trademark.
The now-retired Scott quickly
granted permission and the sons
of the Flying Tigers were born.

They're one of the dwindling
number of gunship platoons that
still use the old C-model Huey
instead of the Cobra.

"It'll be a sort of sad day when
we get the Cobras," said Maj
Richard Brown, CO of the 174th.
"The pilots will miss their door
gunners."

The fling wing gunners are a
proud, cocky bunch. They've got
a right to be. During the first day
of the Tet offensive in 1968, they
were credited with 238 kills.

"It was kinda hairy," says Sp5
Ron Conner, of Silsbee, Tex. "The
VC were trying to overrun Quang
Ngai City that morning. It was
dark and real overcast and when
we made our first pass over some

**Trooper keeps
shark's teeth clean.** ▶

of the enemy, they shot the
windshield out."

The 23-year-old Texan has
spent over 23 months in Vietnam
with the 174th. His closest call
happened just a few days ago.

"We were flying around Quang
Ngai when all of a sudden every-
one in the world opened up on
us. The ship went down, but
luckily we had another Shark
flying over us. We all got out
okay, but it was weird being
down there on the ground."

"Yeah, they're all hairy," said
his buddy Sp5 Harold Koster, a
22-year-old, 22-month veteran
with the 174th. "You go out on a
mission and you're always scared
until you get rolling. Once you
get started shooting, it doesn't
bother you, no matter what's
going on."

"But flying with the Sharks is
great," he concluded.



Dick Overhamm
4567 W Echo Ln.
Glendale, AZ 85

DIRICK C. OVERHAMM
LTC
USA

Dear Sir:

Permission is hereby requested per your copyrights clause to
reproduce an article entitled "Shark" which appeared on the front
page of your 5 April 1969 Pacific edition. This article concerns
itself with the UH-1C gunships of the 174th Assault Helicopter
Company. I happen to be the "an officer" mentioned in the article.
Demands for copies of the article exceed the limited number of
available copies of that particular edition.

The Overseas Weekly
380 Lexington Avenue
New York, New York 10017

8 July 1970

Overseas

Ann Bryan, Editor, Pacific Edition. Mailing address: Juspao Press Mission, APO San Francisco 96243
Overseas Media Corporation, 56 Duong Duy Tan, Saigon, Republic of Vietnam. Phone: PTT 93008. Cable: Weekly, Saigon

August 5, 1970

Ltc Dirick C. Overhamm
USAAVNS Element
DAHT
A & ST Div
Hunter Army Airfield, Georgia, 31409

Dear Colonel Overhamm:

Thank you very much for your letter, which was forwarded to me by our New York office.

I am pleased to give you permission to reproduce the article headlined "Shark" in our April 5, 1969, issue. The only request I have is that Overseas Weekly, Pacific edition, be credited.

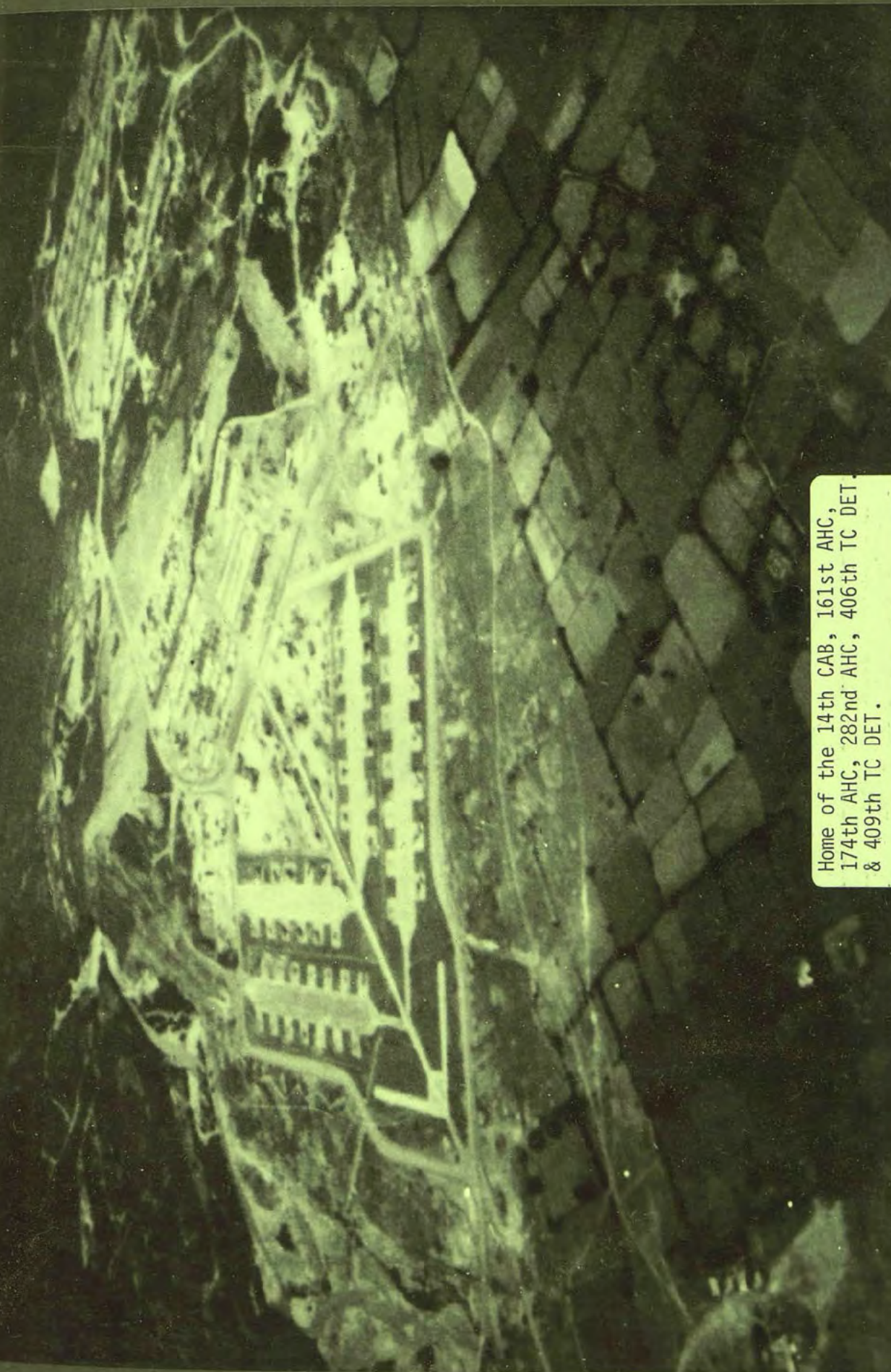
I hope you find your Stateside assignment enjoyable. If I can be of further help to you please don't hesitate to write.

Sincerely yours,

Ann Bryan
Ann Bryan

Lane Army Heliport, Phu Tai, RVN
(1966-1967)
(10 miles west of Qui Nhon)

Home of the 14th CAB, 161st AHC,
174th AHC, 282nd AHC, 406th TC DET,
& 409th TC DET.



"THE HIGH PRICED HELP"
(Formerly the "THREE MAJORS & A
MINOR")



Majors: Martin (Marty) Heuer,
Charles V. (Chinch) Wollerton,
Orville W. (Scat) McNatt,
Earle J. (Jack) Westlake

Live Performance at the Officers
Club, Lane AHP, RVN - February 1967

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Live Performance at the Enlisted
Mens Club, Lane AHP, RVN
February 1967



TUY HOA MAT HALL 2 MEN TENTS (McNIELL) '66

SONGS OF HELICOPTER PILOTS IN VIETNAM

Evenings at some officers' clubs in Vietnam were lightened by songs written and performed by pilots. Subjects included flying, humor, Saigon girls, the desire to go home, the Vietnam experience, and rousing esprit-de-corps. The songs traveled among units. The 48th AHC had a song book. The 173rd AHC "Merrymen", and the 174th's "Three Majors and a Minor" performed at a Commander's Conference. These songs are now part of our folklore. In fact a folklore student wrote his master's thesis on helicopter pilot songs from Vietnam. Some of the songs went back to Fort Wolters, Texas to be performed by the Warrant Officer Candidate Chorus, which even cut a 45 rpm record of "Saber Wings" and "This Is My Country". The songs below were frequently sung by the WOC Chorus, but there is no record of the authors. If anyone knows the authors of these, or knows the words to other similar songs, or has the 45 rpm record, please contact member Jim Schueckler.

SABER WINGS

(author unknown helicopter pilot in Vietnam circa 1968 - unique tune)

Saber wings will lift us when we get the call,
Through the dawn like eagles we will soar.
Roll the pitch and throttle, cyclic to the wall,
Listen to the Army eagles roar.

(Chorus:)

We're winged soldiers, we fly above the best,
Defenders of the land and the free.
From the sky we do or die, let the angels rest.
Winged soldiers are we.

Charging o'er the jungle, hear our rotors roar,
Down through the valley toward the hill.
Fighting aviators, out to win the war,
Here comes the Army's Esquadille.
Chorus

Rotor blades are coning, RPM is low.
I see the needles splitting now and then.
Gotta get that pitch down, get right pedal in,
Oh my God, it's mud I'm landing in!

Chorus (with extra half rest)

ARMY AVIATION

(author unknown helicopter pilot in Vietnam circa 1968 - tune "Oleander")

Fly the jungles, fly the mountains, fly the whole Vietnam.
Carry cargo, carry troopers, carry anything we can.

(Chorus)

Army Aviation, Army Aviation.
Haul away, night and day, Army Aviation.

Into combat, out again, making infantry mobile.
Doing things they never dreamed of, seeking out VC to kill.

Chorus

South to Saigon, North to Pleiku, back again to eastern shores,
from the Delta, to the highlands, beating at old Charlie's door.

Chorus

Now here's to the aviator who's gone before, he guides our path of flight.
He served his country and he gave his all, now he's wearing wings of white.

Slicks and gunships as a team, giant Chinooks and the rest,
Caribou, and the Mohawk, we will fly above the best.

Chorus

ABOVE THE FINEST

(author unknown helicopter pilot in Vietnam circa 1968 - unique tune)

(Chorus:)

Above the finest, no heart is weak or frail.
That our land may live in peace, our mission will prevail.
Stand and be proud, these wings we cherish dear,
And as Army Aviators let our foe beware when we get there.

Vietnam erupted in the fall of 'sixty four.
A few were there already, but the call went out for more.
So Army Aviators from Rucker, Wolters, too,
Took off their greens, put on fatigues, and wings of silver hue.

Above the finest, our hearts are strong and true.
They best beware when we get there, with wings of silver hue.

Victor Charlie fought us, in steaming jungle rot
With punji sticks and ambush and battles fierce and hot.
Those gunships in formation, those slicks and dustoffs, too,
They clobbered Victor Charlie's ranks with the choppers from the blue.

The fighting still continues, our choppers never rest.
From dawn to ev'ry sunset we give the Cong our best.
When hist'ry books are written, and ballads bold and true:
They'll know we flew and won with these, our wings of silver hue.

Chorus:

GREEN FLIGHT PAY

(from 48th AHC song book - tune: "Ballad of the Green Beret")

Silver wings upon my chest, I fly my chopper above the best
I can make more dough that way, But I can't wear no Green Beret.

Tennis shoes upon his feet, Some people call him sneaky Pete
He sneaks around the woods all day, Wearing that funny Green Beret.

It's no jungle floor for me, I've never seen a rubber tree
A thousand men must take the test, While I fly home and take a rest.

And while I fly my chopper home, And leave him out there all alone
That is where Green B'rays belong, Out in the jungle writing songs.

And when my little boy is grown, Don't leave him out there all alone
Just let him fly and give him pay, Cause he can't spend no Green Beret.

And when my little boy is old, His silver wings all lined with gold Then he
Will wear a Green Beret, In the big parade, Saint Patrick's Day.

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Roll the pitch and throttle, cyclic to the wall,
listen to the Army eagles roar.

(chorus:)

We're winged soldiers, we fly above the best,
defenders of the land and the free.
From the sky we do or die, let the angels rest.
Winged soldiers are we.

Charging o'er the jungle, hear our rotors roar,
down through the valley toward the hill.
Fighting aviators, out to win the war,
here comes the Army's Esquadille.

chorus

Rotor blades are coning, RPM is low.
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Gotta get that pitch down, get right pedal in,
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chorus (with extra half rest)

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Fly the jungles, fly the mountains, fly the whole Vietnam.
Carry cargo, carry troopers, carry anything we can.

(chorus) Army Aviation, Army Aviation.
Haul away, night and day, Army Aviation.

Into combat, out again, making infantry mobile.
Doing things they never dreamed of, seeking out VC to kill.

(chorus)

Now here's to the aviator who's gone before, he guides our path of flight.
He served his country and he gave his all, now he's wearing wings of white.
Slicks and gunships as a team, giant Chinooks and the rest,
Caribou, and the Mohawk, we will fly above the best.

(chorus)

"Green Flight Pay" from 48th AHC song book tune: "Ballad of the Green Beret"

Silver wings upon my chest, I fly my chopper above the best
I can make more dough that way, But I can't wear no Green Beret.

Tennis shoes upon his feet, Some people call him sneaky Pete
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It's no jungle floor for me, I've never seen a rubber tree
A thousand men must take the test, While I fly home and take a rest.

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That is where Green B'rays belong, Out in the jungle writing songs.

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The fighting still continues, our choppers never rest.
From dawn to ev'ry sunset we give the Cong our best.
When hist'ry books are written, and ballads bold and true:
they'll know we flew and won with these, our wings of silver hue.

(chorus)

September 2, 1993

Fred Thompson
Removed by VNCA

Dear Fred,

Guilty as charged. That was me in the 174th in 1966-67.

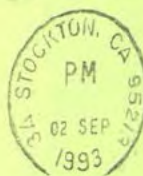
Please do let me know what you folks are doing. I probably have a bunch of old orders, documents and pictures buried in various boxes. Will dig them out as time permits and provide any copies in which you might be interested.

Thanks for the card.

Sincerely,

Derald H. Smith
Derald H. Smith
Removed by VNCA

DERALD H. SMITH
Removed by VNCA



FRED THOMPSON
Removed by VNCA

interoffice memo

tampa, fl — complex hqs



TO: Fred
FROM: Arvity
DATE: 4-09-93

SUBJECT: TAPE

☐ READ AND DESTROY ☐ RETAIN, FILE CODE

WHEN REPLYING
REFER TO:

This is the tape of the Singing Man of Our Honor
I have promised to send several times.
I'm including a copy of Sam Salazar's
letter to me as background to the tape. I've
tried repeatedly to contact Karon but get no
answer - not even an answering machine.
MANPOWER
TEMPORARY SERVICES
(over)

1/13/93

Worby -
The "Singing Nuns of Ghim Nho" were an international order of Nuns dedicated to supporting the leper colony just south of "Ghim Nho." Ben Westmoreland & Perry Hopkins picked up on them & sponsored them. Units of the 14th Br. at Anson adopted them and thru contributions of money/food & by personal labor, each unit built hootches for a leper family and supported their need for food/shelter/clothing and toys for the children - during our tenure.

Perry & Ben would - many times - fly the nuns to our base camp; we'd feed them, give them food to take back; and once or twice, they'd entertain with these songs on the tape.

We met up with them as a result of going to their beach on the Ching Sea, get sand & trade the sand in DA/AT for ~~our~~ roof covers for our new hootches. This tape was even sent to a recording studio in the States to see if we could get a recording contract for them. Great tape! Treat w/care!
Love - Sam

AIDE SERVICES, INC.

Sept. 30, 1992

Fred Thompson
Removed by VNCA

Dear Fred:

First of all, I'd like to thank you again for all the information you sent. I have copied most of it and sent it on to Jack, Scat and Chinch as well as Sam Kalagian, the former (First) C.O. of the 14th CAB because he has ties to many of the former members of the 174th AHC. I really liked the video and would like to know if you have any information on copying videos. I know you can do it from VCR to VCR but there is a loss unless you use a video enhancer. Maybe you can provide some guidance because I'd like to send copies to the members of the group, to Sam and a few others. I'd be happy to pay for the tapes should you have a solution that's cost effective.

I have studied the orders I sent you to try to find more info for your directory. Here are some additions to your list.

Charles V. (Chinch) Wollerton
Removed by VNCA

(Home)

174th AHC - 1966-1967 (Dolphin & Shark)
Ret. LTC "High Priced Help"

Earle J. (Jack) Westlake
Removed by VNCA

174th AHC - 1966-1967 (Dolphin, Shark-5 & Service Platoon Commander)
Ret. LTC "High Priced Help"

Orville W. (Scat) McNatt
Removed by VNCA

C.O., 409th T.C. (Maintenance Det.) attached to
174th AHC - 1966-1967
Ret. LTC (?) "High Priced Help"

William W. Ford - Major 174th AHC (assigned to unit (174th) at Ft. Benning and rotated to VN with 174th. Was then transferred to a unit of the 152nd CAB (don't know which one) and was later killed in action. Heard he and complete crew were killed when tail rotor was shot away and the aircraft crashed.

He is on paragraph 2, SO 114, HQS 10th AVN Grp - dated 12 Nov 1965 (as a Capt.)

A. P. Sarnecki

Removed by VNCA

Ret. COL (Dolphin) 1966-1967

George Travis - 1st Lt. - 174th AHC (assigned to unit (174th) at Ft. Benning and rotated to VN with 174th. Was then transferred to another unit (don't know which one) and completed his tour with that unit. He was killed in an auto accident about a week after returning to the States. (I don't know if he or Bill Ford qualifies for your list since he was not a member of the 174th for a long time, nor when he was killed).

Some additional info on me:

My nickname is "Marty"

Removed

ved

by

174th Service Platoon Commander 22 Apr 66 - 9 Aug 66

Removed by

VNCA

Wife:

Removed

ved

Since talking to you last I've heard from Ken Fritz who I'm sure you know. He made some inquiries about what equipment would be needed for us to sing at the Phoenix reunion. We discussed all sorts of VN related subjects and even got into the Gulf war, mainly because Ken had been there also. He's an interesting guy! He said he'd call back but time went by so I called him again. We had another good conversation but didn't get the VHPA reunion issue resolved. In the meantime, I sent the orders, pictures and my Rotary Wing class picture and the orders to go with it to Gary Roush. That brought a call from a Jim Schueckler who heard we'd be at the reunion and wanted to know if we'd like to sing in an impromptu "WOC Chorus" he is attempting to form to sing at the reunion. He was a member of the chorus and has since sent me the words for three songs he thinks would be appropriate. I'm including what he sent so you can also be informed. I believe you told me you also were a member of the chorus but I may be mistaken. Anyway, you sound like you could belt out these songs so take Jim up on his request!

I gave your name and address to a retired Sgt. Harvey of Cedartown, Georgia who is trying to find all former members of the 14th CAB which, of course, includes the 174th. I told him that you had a very good data base already established for the 174th and maybe he and you could share information that would be mutually beneficial. You may have already heard from him because this letter has been written, off and on, over a three week period!

Thanks again for all the information you sent. I sincerely appreciate your efforts to put some historical information together. If it wouldn't be for rare individuals like you, nothing would ever get done!

Best regards,

Marty
Martin Meuer

MH/rh

**THE STORY OF THE
HIGH PRICED HELP**

*(Three Majors and A Minor)
And The Early Days Of The
174th AVN Co
RVN 1966-1967*

By MAJ Marty Heuer

AIDE SERVICES, INC.

May 13, 1993

TO: *Fred - Thought you should see this again!*
Much man to go - Regards dear friend.
Marty

Enclosed is the sixth revision of The High Priced Help story. For those of you who read the first version, you'll notice immediately that the story has been expanded to include pertinent information from many sources. To those of you who were kind enough to provide comments, corrections and additional information, I send my sincerest appreciation. You have given me inspiration to see this project through to the end - whenever that is!

Before you read this version, please do me a favor. If you still have the first draft, discard it in the trash. Thanks.

While you are reading this (and I hope you will) keep in mind that the objective is to complete a story of THPH, the 174th AHC and the 14th CAB that covers all the events of the period beginning in November 1965 when the unit was formed and ending when Chinch finally left Vietnam. (That part, by the way, has not even been touched yet - so I'm counting on Chinch to assist with this.)

The following are items from my notes that I feel must yet be included:

- Ted Saunders, a 174th Crew Chief who lives in Mary Esther, FL is going to give me the story of how he, Dick Overham and others accompanied the aircraft on the USS Point Cruz from Oakland to VN. He was the crew chief who flew with us on Sully's aircraft to the hospital in Qui Nhon! Ted says that Dick flew the first aircraft off the ship.
- Scat and Chinch must tell me how they got their nicknames. I know some of Scats story but can't remember Chinch's.
- Dick Legener must relate the "Wrecker" story in his own words. It's too good to leave out.
- I would also appreciate Dick's input on his recollections of the "longest day" when he and I flew the Korean re-supply mission with 8.3 hours and 89 landings!
- Elaborate on song contests. COL Marr was always a great guy but he pushed this project ahead immeasurably when he graciously loaned me his reel-to-reel tapes of the Cmdr's conferences. They have enabled me to re-live the experience and authenticate the participants, songs performed and most of all, make all of it credible to those who never set foot in VN.
- Would like to get a "typical day" story from everybody so the readers get a solid impression that war is sometimes real hell - and sometimes very routine.

- I intend to add a paragraph on how Lane AHP got it's name. Ray Bows, publisher of the book "Vietnam Military Lore 1959-1973 - Another way to Remember" (I have a copy) states the story about Lane is incorrect in the book. I have spoken to him a couple of times and have given him additional info he didn't have. He has agreed to provide me with the correct story about how Lane got it's name and can put it in this story as long as he is credited. Lane was named after CWO Robert Carl Lane, born 16 Nov. 1930 in Coatsville, PA and KIA 5 January 1966. The how & when is what he will provide.

- COL Kalagian's input has been outstanding also. He has sent me many personal pictures, articles, tapes and some great narrative that is already included. Sam has also sent me a letter with a list of items that could/should be in the story. He sent an original copy of the 14th CAB "newspaper" - The Roadrunner - and I must say it was quite a thrill to see that again! He also loaned me his copy of THPH tape we gave him in VN (so did John Marr) and that is the one being used to produce a brand new marketable cassette of THPH - to be available in mid-June 93.

You can, I hope, now understand that this has become much more than a short story about THPH. I still want the focus of the story (book?) to be THPH but it is clear from the input of many who were there that it would be unfair to all if this was only a story about singing in VN. There is a lot more to the story and it must be included, no matter how long it takes to accomplish.

Maybe I'm too close to the project but after writing and reading; then reading and writing some more, the story seems boring to me. It's being written for historical purposes, at least this version is, and I'm seeking a way to hold the readers interest. All of you can help with that and I will certainly appreciate your comments, critical or otherwise.

I'm leaving for Wisconsin on the 18th of May and won't be back until June 3rd. I thought this would be a good time to send this draft to all of you again. I realize I'm asking a lot from each of you by including you in my personal project but without your help this story will not be as accurate and complete. I intend to mention each of you in the Introduction as contributors and I hope that inspires each of you to add your thoughts, words and deeds!

Thanks for all your help so far! It has been a distinct pleasure to renew the friendship of so many years ago.

Best personal regards,

Marty
Martin Heuer

MH/rmh

"THE HIGH PRICED HELP"

*Draft - Not for
Publication.*

The High Priced Help (THPH) are a singing, performing quartet of United States Army Officer Aviators, all of them Senior or Master Army pilots, dual-qualified (Fixed and Rotary wing) who are now retired from active duty as Lieutenant-Colonels after twenty or more years of active military service. The members of the group are Earle J. ("Jack") Westlake, Orville W. ("Scat") McNatt, Charles V. ("Chinch") Wollerton and Martin ("Marty") Heuer. Marty entered the service from Algoma, Wisconsin; Jack from Washington, DC.; Scat from Denver, Colorado and Chinch from Montgomery, West Virginia.

The group was formed during the buildup of the Armed Forces in support of the Vietnam War. Beginning in late 1965 and 1966, many Army Aviators (mostly older senior Captains and field grade officers plus new graduates of flight training courses at Fort Rucker and at Hunter Army Airfield in Savannah) and enlisted mechanics/technicians from all over the world were issued orders to report to Fort Benning, Georgia to form separate Assault Helicopter Companies. These companies were needed to upgrade the Order of Battle Roster for the Army because of the departure of the 1st Cavalry Division (Airmobile) from Fort Benning to Vietnam in early 1966. The senior aviators reporting to Fort Benning were, for the most part, highly trained, experienced pilots who had been in administrative assignments in service schools, on high level staff positions, those serving as reserve unit advisors or those in flying assignments in non-combat, TDA organizations. At Fort Benning and at other posts throughout the Continental United States (Forts Riley, Hood, Lewis, Bragg), they would organize, train and transition into the UH-1B, UH-1C and UH-1D helicopters which they were to fly in the Republic of Vietnam.

The 174th Aviation Company (Airmobile) was activated at Fort Benning, Georgia, on 1 October 1965 by authority of General Order Number 278 (Appendix I), Headquarters Third United States Army as amended by General Order Numbers 50 (Appendix II) and 309 (Appendix III), Headquarters Third United States Army and General Order Number 116 (Appendix IV), Headquarters United States Infantry Center, Fort Benning, Georgia.

Personnel started arriving at Fort Benning, Georgia, on 1 November 1965. Major Robert M. Stuart assumed command with Major Melvin D. Tate as Executive Officer and Major James E. Shrader as Operations Officer. The attached units were the 409th Transportation Corps Detachment commanded by Major Orville W. McNatt, the 452nd Signal Detachment commanded by Major Theodore M. Stuart and the 765th Medical Detachment commanded by Captain John P. Heilman. The Medical Detachment was detached prior to the units movement overseas in March, 1966. The First Sergeant of the 174th Aviation Company was SFC Marvin D. Hill.

It is interesting to note that the company was not lacking leadership as it was assigned twenty-three majors, nine captains, and two lieutenants in the first thirty-four people to report.

The company was organized under Table of Organization and Equipment (TO&E) 1-77, 63 with change 1, which provided for two airlift platoons, consisting of eight UH-1D's each and one armed escort platoon, with eight UH-1C's (540 Rotor System). One UH-1C was assigned to the Service Platoon.

The airlift platoons were organized so as to be capable of airlifting combat troops, supplies and equipment into a combat zone and to perform command and control missions, as required, in conjunction with both ground and airmobile assault.

Each UH-1D was armed with two door-mounted M-60 machine gun kits to provide suppressive protective fire while performing air landed assaults.

The UH-1C's of the armed escort platoon were equipped with a combination of the M-3, M-5 and M-16 subsystems. The primary role of the armed escort platoon was to provide suppressive fire in the landing zone and armed escort to and from landing zones.

The company headquarters and operations section were organized so as to provide continuous command and control from either a ground or airborne position.

Major Marty Heuer joined the newly designated 174th Assault Helicopter Company (AHC) in November of 1965. A "normal" Assault Helicopter Company is authorized one Major, the Company Commander. The 174th AHC was already considerably overstrength in Majors by the time Marty reported for duty, but that situation worsened. The final pre-departure officer strength was 38 Majors. The remainder of the Company's 52 authorized Aviators were Captains, Lieutenants and Warrant Officers.

Major Scat McNatt was assigned as the first Commanding Officer of the 409th Aircraft Maintenance Detachment (TC) and Captain Jack Westlake was assigned as the Maintenance Officer of the 409th in November of 1965. The 409th was attached to the 174th AHC to perform second and third echelon maintenance on the units aircraft. (It would remain attached until the 174th was deactivated much later.) The (TC) behind the 409th stood for Transportation Corps and it should have been commanded by a Major in that branch. Although there were Majors in abundance in the 174th, none were TC. In a rare exercise of common sense, branch was disregarded and the records were screened for a Major with maintenance experience. Scat had a wealth of maintenance experience in many types of aircraft and was selected as the CO of the 409th.

How unusual, the right man for the right job despite the fact that he was an artilleryman. Jacks' assignment to the 409th was similar. The other officer slot called for a Warrant Officer Maintenance Technician. Although the 174th had a few Warrants, most were relatively inexperienced and none had a maintenance background. Again, the records were screened and low and behold, there was Jack with four out of the last six years spent as a UH-1A, UH-1B maintenance officer, test pilot and instructor pilot. He took the job the minute it was offered. Amazing, although Jack was an Infantry Captain, the right man was assigned to that job also.

In the initial days of company organization, the main problems were lack of personnel, equipment and training. In time the personnel and equipment shortage was remedied and the company began an intensive training program. The training program was hindered by the great number of people arriving in the company in need of completing annual and semi-annual flight minimums. Due to the shortage of time, the units Instructor Pilots gave proficiency rides at night so that both proficiency rides and minimums could be completed before the end of the year.

The 174th AHC was alerted for Permanent Change of Station (PCS) move from Fort Benning, Georgia to United States Army Pacific (USARPAC) on 8 December 1965 and by the end of December, the company had all personnel and TO&E equipment. In addition, the training program was well under way and all aviator minimums were completed.

During the months of January and February 1966, the unit was in the process of intense tactical and Personnel, Organization Readiness (POR) training. The training culminated in the completion of "NUOC NAM II" a field training exercise (FTX) conducted in the vicinity of Fort Benning on 1-2 February 1966. The remainder of the month of February was utilized in

correcting the deficiencies noted during the FTX and continuing the training program initiated when the company was activated.

In addition to the extensive training program, the unit began preparation for movement overseas. During this period, arrangements were made for the accumulation of building materials that would be difficult to obtain once in Vietnam. Used refrigerators were bought and completely reconditioned free, by the father of one of the men, so that proper refrigeration would be available in troop billets.

The advance party was formed but traveling by air, they were scheduled to leave two weeks after the main body.

Fifteen days leave was granted to all personnel before departing for Vietnam. After returning from leave, the unit's equipment was prepared for shipment and the aircraft were ferried to Oakland, California, where they were shipped aboard the USS Point Cruz.

Marty barely knew Scat or Jack until the 15th of March 1966, the night everyone was sitting on their packed equipment waiting for the hour of midnight when they would board the buses for the trip to the Columbus, Georgia Municipal Airport for the flight to Oakland, California. Marty had his guitar with him, as did a couple of other aviators and in an effort to pass the time, they started picking and singing. A group of pilots from the unit quickly joined in, including Scat and Jack. At midnight, the order was given to load the bus and everyone departed for the first leg of the long journey ahead.

The overloaded chartered Lockheed "Electra" departed Columbus at 2:00 AM, timed so it would arrive in Oakland and the unit could board the troopship before anti-war protesters arrived at the airport in the morning. Additionally the cool air would enhance the "Electras'" performance. The take-off was just plain scary. Jack had a window seat and knew the take-off would be

memorable when the pilot used reverse thrust on the props to back the aircraft to the extreme end of the runway. Then the pilot brought the engines up to take-off power and released the brakes. That started the longest take-off roll anyone could remember. The pilot rotated into take-off attitude with little room to spare and the wheels broke ground as the last of the runway disappeared. It was one "memorable flight" as the circumstances were so incredible and completely opposite of usual military thinking and planning. It was unbelievable that the flight schedule was dictated by protestors; that the Army would load one aircraft with over one hundred Aviators, all from two units; that this aircraft was clearly overloaded for the short runway at Columbus since the aviators had all their gear with them, and they all had plenty, plus the aircraft had to have enough fuel for a nonstop trip to the West coast. The pilot confirmed this when Marty asked him during a cockpit visit somewhere over St. Louis. The pilot told Marty he needed every foot of the runway after using a maximum performance take-off technique and still used a portion of the runway overrun before finally lifting off. He also said that he was aware that he had a cargo of Aviators who are the "world's worst" passengers. He didn't know that most of them were already asleep by the time he started to taxi! It was later learned that this pilot, who was also the owner of this charter airline, was killed in a crash in Oklahoma while flying another of his cargo planes.

The Officers of the 174th & 409th arrived in Oakland where they were joined by the Enlisted Men of the 174th AHC and 175th AHC, who had been flown to Oakland from Atlanta, along with several other small special units. They were all bused to the Port and boarded the USNS Upshur for the 21 day voyage to Vietnam.

The Upshur was familiar to Marty and his family as his wife had sailed to Germany on it in January of 1956, a tough time to be on a ship in the North Atlantic. Five years later, he and his wife and their two sons sailed to the Panama Canal Zone on the Upshur in January of 1961, and now it would take him across the Pacific to Vietnam.

The loaded ship departed Oakland at 3:00 PM, 16 March 1967, and passed under the Golden Gate Bridge, and sailed to their initial destination; Hawaii. After getting settled on board it was discovered there were a number of people who played the guitar. Jack checked out a guitar from the Upshur Special Services Office and, along with the other guitarists, sat around and got acquainted with spontaneous sing-a-longs. One of those player/singers was a Chief Warrant Officer Nash, also of the 174th AHC, who was teaching Marty a number of new chord progressions and helped him a lot in those early days.

The ship docked at Pearl Harbor, Hawaii on March 21st and was scheduled to spend about 18 hours there unloading dependents, taking on supplies and provided an opportunity to go ashore for a few hours. Marty had been appointed the unit pay officer, which didn't provide him much chance to enjoy those few hours in this popular vacation spot. Surprisingly, everyone reported back on time, even Jack. He had been taken to the Fort Derussy Officers Club and introduced to a notoriously potent concoction known as a "Skip and Go Naked". He still has only vague recollections of the departure from Hawaii. The unit sailed for Japan on the 22nd of March.

Shortly after departing Hawaii, Marty, Jack and Scat were asked by the ships Special Services Director to provide some "musical" entertainment for the traditional celebration when the ship crossed the International Dateline, when a complete day is lost traveling west. Jack, Scat, and Marty got together and a trio was formed.

The group's first requirement was to decide on a name. They got together and, after going through a list of potential names, including "The Three Majors", they settled on "The High Priced Help" (THPH). Jack was responsible for this name. He said his father had used this as a sarcastic comment when he was exposed to highly overpaid people, or highly qualified people doing mundane jobs. The new name was simple and could be used to add a little humor to the introductions.

The ship would cross the dateline on the 26th so they practiced for hours. The trio's initial songs were "Sloop John B", "Drunken Sailor", "Yellow Bird", "Wimoweh", "Three Jolly Coachmen" and "If I Had A Hammer" plus other popular songs of the day by the Kingston Trio and Peter, Paul and Mary. On the 23rd, the group put on a rehearsal show in the lounge. There were other "entertainers" performing in the celebration and Marty and Jack accompanied them on the guitars. One of them was a nine year old dependent daughter of an American civilian family on their way to Japan. Her name was Randa Marie Griffith and she was so poised she seemed to have little fear of singing in front of any group. When her Father asked, Jack and Marty agreed to provide accompaniment for the songs she planned to sing at the crossing celebration.

On the 24th of March, a ceremony was conducted on the main deck redesignating the 175th AHC as "A" Company, 25th Aviation Battalion (Combat). They would be assigned to the 25th Infantry Division in Cu Chi, located west of Saigon in III Corps, Republic of Vietnam (RVN). (The 175th AHC did eventually report to Cu Chi and became A Company of the 25th Combat Aviation Battalion (CAB), commanded by a Lieutenant Colonel (LTC) Sam Kalagian, an officer who later in this chronicle becomes closely associated with the singing

group.) At least they now knew where they were going to be based. The 174th and the 409th destination was still "somewhere in Southeast Asia".

The 25th of March did not happen! That was the day lost crossing the dateline; therefore, the festivities were held on the 26th. The trio sang for both settings of breakfast to get the celebration started. They were introduced for the first time as "The High Priced Help". Each member of the group had been inducted into the "Order of Neptune" in a hurried initiation ceremony so they could perform while the rest of the ship's passengers were being initiated. A lot of people got soaked with sea water and had to put their shirts on backwards, among other indignities, as part of the initiation ceremony. Everyone had a good time as it broke up the monotony of the ship-board routine.

The next day, the 27th, the trio was informed that they would perform in a talent show to be put on for all the troops who were housed on the lower decks of the ship and had little access to the upper decks. In the meantime, a combo had been formed from some talented soldiers and they asked Marty to add his guitar to this group which consisted of four guitars; including a bass guitar, drums, an accordion and a melodica.

In spite of the musical diversions, the long days aboard ship with little physical activities had everyone homesick as hell, including Marty, who sat down in the lounge on the afternoon of the 27th and wrote the words and music to the song that would become "Fare Thee Well". Marty introduced it to the other members of the group and they practiced it enough to include it in the talent show later. The song expressed not only Marty's feelings at the moment but also expressed the feelings of many others, as they faced the uncertainty of their still unknown destination in Vietnam.

The morning of the 28th was spent practicing by the combo and the trio in preparation for the talent show to be held that evening. There was not enough room for all the troops on the upper sun deck so they were brought up in four groups and the trio and combo performed for each group. The troops seemed to enjoy the entertainment but the singers didn't let the audience response affect their egos too much since they knew the troops would enjoy mostly anything at that point.

The Upshur's newsletter described the events as follows:

"UPSHUR TALENT SHOW"

The Upshur talent show rocked and rolled through an hour long program to the delight of the cabin passengers Sunday night.

The main entertainment was four guitars, a drum, an accordion, a harmonica and a melodica. Augmenting this group were several vocalists.

Two other groups also entertained. (One of these was "The High Priced Help") Nine year old Randa Marie Griffith sang three songs; one of which was written by Major Martin Heuer of the 174th Aviation Company. Miss Griffith was accompanied on the guitar by Major Heuer and CWO Nash.

Benjamin F. Fuller, 174th Aviation Company, completed the show with swing and acrobatic dancing. He was accompanied in his "dancing" by Steven Gulfman, 6th Convalescent Center, who was the band's "Go-Go girl".

The 29th was another day of practicing by the trio to add some songs for a future show for the troops. Randa really liked Marty's song and she had learned it quickly and sang it whenever the group practised in the lounge. The ship arrived in Yokohama, Japan on the morning of the 30th. Since Randa and her family would be debarking here, Marty asked if he could record her singing "Fare Thee Well". She practiced it a few more times and then Marty accompanied her while CWO Nash recorded it. Marty still has that tape and whenever he listens to it he is instantly taken back to that day and the homesick feeling that song always evoked for him.

The troops were able to go ashore in Yokohama for about four hours so First Lieutenant (1LT) George Travis, 1Lt. Rick Speare and Marty decided they'd head for the Base Exchange which turned out to be disappointingly small. Instead they hired a cab and took a wild ride around the city. The driver was fearless (aren't all foreign cab drivers?) and that, coupled with driving on the left-hand side of the road, caused them to miss many of the intended sights and pray the driver would get them back to the ship intact.

The ship departed Japan on the 1st of April on the way to a short stop in Okinawa. The trio and combo kept practicing and the usual impromptu sing-alongs in the lounge continued. On the 2nd of April the group performed for the troops twice, once on the sun deck and the second time down in the troop compartment mess area. Most of the troops had a whole list of unrepeatable names for their accommodations and they rarely saw the ocean, except those lucky enough to get up to the crowded sun deck or have a port hole to look out of. The mood down there could hardly be described as upbeat but the troop morale was great and whenever the group sang for them they always dressed in civilian clothes so the troops could "let their hair down" a bit and let off some steam.

The trio's repertoire increased as a result of these performances and the concentrated practicing sharpened the timing and the delivery. They began to feel a lot more confident as singers and as a group even though they still found it difficult to believe that people would actually applaud the songs they performed.

The ship arrived and departed Okinawa on the 3rd of April. The mood became more subdued in some ways as the ship got closer to its destination and really changed after the short stopover in Okinawa. The sing-a-longs became more raucous and the old standards were replaced by bawdy college songs with many verses made up as they went along. This was possible since all the civilians had been dropped off along the way leaving only those contemplating their future in Vietnam. It would have been very interesting to have recorded all those songs but no one can recall if that was ever even considered or accomplished. The combo got together on the 5th of April for the last time because all the instruments had to be returned to the ship's Special Service's Director that evening. All of them were sad when the last song ended because they'd had a great time creating some good music with the sole purpose of entertaining their fellow shipmates. It reminded the members of the group then (and still does) of the musical groups that were formed in the prison camps of World War II as the purpose and some of the conditions were very similar. Other conditions, of course, were very much different, like housing and food, but the enjoyment derived from a few instruments and songs was immeasurable.

In the early morning hours of the 6th of April, all unit personnel were informed that the 174th AHC and the 409th TC Detachment would be landing in Qui Nhon, RVN the following day. Everyone was on deck as land was sighted and watched with anticipation and anxiety as the ship sailed from the South China

Sea into the port of Qui Nhon. None had any idea what they would encounter in the next few days. There was little conversation; and, singing was the last thing on their minds. The Upshur sailed into the Qui Nhon Bay and dropped anchor. The ship was still a mile or two offshore and everybody wondered why it wasn't docking as it had in all the other ports. The gear and baggage had already been packed and a number of small landing craft utility (LCU's) came alongside to take it ashore. The troops of the 174th and 409th would follow the next day. That night all were reminded where the ship was anchored by occasional muffled explosions that seemed quite near the ship. It was learned that a small patrol boat did an occasional circle around the ship and dropped grenades in the water to discourage possible scuba equipped Viet Cong ("VC") from attaching mines to the ship. That possibility seemed awfully remote. The VC and North Vietnam Army (NVA) turned out to be pretty good jungle fighters, but Frogmen they were not.

Early the next morning, the 7th of April 1966, before the sun rose over their new home, the unit assembled on deck. Shortly thereafter, a landing craft medium (LCM) of possible World War II vintage came alongside and a rope net was thrown over the side. The Officers of the 174th and 409th went over the rail, down the swinging rope net into the landing craft which was rising and falling about six feet with each passing swell. Marty remembers, as probably all who experienced this still do, how ridiculous everyone felt at the time. The similarity to an amphibious assault was unmistakable. The transition from peaceful surroundings to a war zone was taking place, but everyone was having great difficulty with how it took place. Marty remembers he had a camera around his neck, his 45 caliber pistol in a shoulder holster under his left armpit and his guitar in his right hand. No one had even a single round for their pistol so they were storming the Qui Nhon beaches

without ammunition! It was weird; but then the whole trip had been that way, and it would get worse as time went on.

As the LCM approached the beach, no one could see over the ramp, which when raised, became the bow of the landing craft. The LCM bumped the beach and the ramp was quickly lowered to reveal the row of U.S. Army buses parked there to take the troops inland. Many "I have returned" comments were heard.

They boarded the buses and began the twelve mile trip to their "home" in Vietnam. The bus windows were all open because of the heat but a heavy mesh wire screen had been welded over each opening. When some wondered out loud about the screens, the driver explained it was there to prevent the enemy from throwing a grenade into the bus! It was clear to everyone that they would have to change their thinking immediately because they were now in a war zone and their naivete was showing. The heat, the new smells, the people, the terrain all made their impressions on everyone and very few words were exchanged throughout the 45 minute journey to Phu Tai Village, adjacent to Lane Army Helipoint (AHP). (Also known as Lane Army Airfield).

Lane AHP was an aviation unit base camp within a 300 acre military complex that had been hewn out of some hills and valleys by U.S. Army Engineers and TRW, a civilian construction organization working throughout Vietnam under contract with the military. Another AHC, the 161st, was already on station at Lane and had been for about one month. The other major military unit located within this 300 acre complex was the Capitol Republic of Korea (ROK) Infantry Division, (nicknamed the "Tiger Division"). An advance party of about 20 personnel representing the 14th Combat Aviation Battalion (CAB) were also on station at Lane. Perimeter fencing, mine fields, bunkers and all of the usual defensive measures at Lane AHP were in place and the parking aprons (asphalt) for the yet to arrive helicopters. Lane AHP looked like a

Stateside stationing facility as far as airfield facilities were concerned but there were no other facilities, sanitary or otherwise in the unit's area. Even something as basic as water had to be trucked in from a water point near Qui Nhon.

The 174th AHC was fortunate in one respect in that they had a proven facility to report to and had the Koreans to help provide defensive support with their infantrymen. During the helter-skelter buildup of the military presence in RVN in early 1966, confusion was the name of the game. Many brand-new Assault Helicopter Companies arrived in ports in RVN and were given an in-country map with a small circle drawn on it out in some rice field or on the fringe of the jungle and were loaded on to 2 1/2 and 3/4-ton Army trucks and told to go to that circle point on the map and establish their base camp and heliport. No sponsors; no defensive infantrymen; no water source; no power except for TO&E generators -- but the aviators accomplished the mission! One unit's experience is worthy of mention -- the 48th "Blue Star" AHC commanded by a Major "Ace" Drummond. His unit disembarked in Qui Nhon in November of 1965, well before the arrival of the 174th AHC. He and his unit were directed to a spot in the jungle, 75 miles south of Qui Nhon near Phan Rang. They drove 60 miles at night, through VC country, arrived at sunrise and began building a base camp and setting up communications. One week later, the VC infiltrated the unit's perimeter and a sapper got into Major Drummond's tent, stabbing him four times in the chest. Other members of the unit were also attacked. Drummond almost died from his wounds but survived after a stay in a military hospital, eventually returning to country and commanded the 223rd Combat Aviation Battalion, headquartered in Qui Nhon.

In the case of the 174th AHC, although the airfield was in place, not a single tent had been erected for the troops; however, a temporary Orderly Room

and Company Messhall had been hastily constructed by the Advance Party. The first few hours were spent finding a tent from the huge pile and erecting it on one of the terraces that had been dug parallel to the single elongated hill that ran through the middle of the camp from East to West. The 174th AHC and 409th T.C. Detachment were assigned to the Southeast quadrant of the camp, probably the least desirable and exposed of the four and were, without a doubt, assigned there because they were not the first unit to occupy the heliport. Fortunately, the 161st AHC was already encamped in the Southwest quadrant and had already improved their area. They were therefore, able to provide some basic needs; such as warm food and flyable helicopters. The newly arrived Aviators didn't complain much because many of them had friends in the 1st Cavalry Division and they knew the living conditions at An Khe (also known as the "Golf Course") were primitive compared to theirs. At the end of a very long day, Marty and a friend from their Central and South America flying tour, Major William (Bill) Ford, were settled into their two man hex tent getting eaten alive by the mosquitos. By 2:00 A.M. it finally got cool enough to sleep.

The 8th of April was another long day. Marty was the Service Platoon Commander of the 174th and was responsible for aircraft maintenance, aircraft refueling and rearming. Although his Platoon had no aircraft at this point, Marty and the Platoon members erected the maintenance tents and organized the Service Platoon areas of responsibility. Scat and Jack were accomplishing the same tasks in the 409th TC Detachment. In between, Marty and Jack, two of three unit Instructor Pilots, received an in-country orientation check-out provided by an IP of the 161st. On the 9th, the 174th received word that their aircraft had arrived on the aircraft carrier, USS Point Cruz, anchored

very near where the Upshur had been only yesterday. The immediate priority became the mission to fly the helicopters off the carrier to Lane.

Several years before, Jack had been a member of an experimental group of Army helicopter pilots who had gone through a formal course conducted by the Marines to be fully aircraft carrier qualified. Jack mentioned this to Major Jim Schrader, the Operations Officer, in the hope that his experience might be of assistance in recovering the 174th helicopters. Major Schrader agreed and on the 10th, Jack, Major Hank Rust and Specialist Sixth Class (Sp6) Richard Head, a tech inspector in the 409th were flown by 161st pilots out to the carrier. After a very thorough preflight by all three, Jack started one of the UH-IDs. His experience on carriers previously paid off on that first engine start because the Navy used JP-5 (jet fuel) and all the helicopters had been refueled with it. The normal fuel used by the Army was JP-4. In the T-53 engine, Jack remembered the engines starting slower and hotter using JP-5. Jack and Hank flew back to Lane and picked up a "slick load" of pilots and mechanics, briefed the pilots on the hotter EGT (exhaust gas temperature) they should expect and returned to the carrier to begin the ferry operation. By nightfall, many of the helicopters were parked on the new ramp adjacent to the new tent city. The remainder of the aircraft were ferried to Lane on the 11th. The next few days were spent improving the area both individually and as a unit preparing for immediate operations.

During the period of 12 April to 12 May 1966 the unit participated in unit readiness training. During this training period, combat requirements necessitated the frequent use of the 174th for both Direct Combat Support (DCS) and Combat Assault (CA) missions. The unit's wheeled vehicles would not arrive until the 11th of May as they had been loaded in the wrong order on the African Glen Cargo ship; thus, requiring the ship to unload in Saigon before

stopping at Qui Nhon. Everyone was finally issued ammunition for their personal weapons. Rockets and machine gun ammunition were provided for the helicopters and the unit's defensive weapons. The readiness training included training for the newly issued M-16 rifles and crew-served weapons. Each individual was required to qualify on the nearby firing range and, after that, these weapons, fully loaded, became an integral part of the uniform.

By this time, the troops were pulling guard duty on the perimeter, filling in with the Security Platoon, 14th CAB Headquarters who had been doing it up to that time along with infantry elements of the Capitol ROK Division. Needless to say, everyone was on edge but there had been little activity that would make anyone believe they were now in combat and surrounded by the enemy. A few stray rifle rounds had landed in the camp a couple of times but even that was brushed off as being errant rounds from some far off battle instead of coming from a nearby sniper. It was confirmed later those rounds probably had come from a sniper or a Viet Cong patrol operating in the local area (more about this later).

Because of the rapid buildup in RVN during this period, operational command and control of the incoming aviation units was nebulous at best. The 17th Combat Aviation Group (CAG) Command headquarters was located in Nha Trang, 100 miles to the south of Lane AHP. Tactically and operationally, the 174th AHC was under the control of the 52nd CAB, located at Pleiku, 50 miles to the west. The 174th was to receive their combat mission directives from these two remote units, neither of which had representatives at Lane AHP but, basically, sent their mission directives as well as administrative requirements, by radio or telephone. The unit sent a liaison officer to the 52nd CAB in Pleiku to coordinate, schedule and allocate flight missions for the supported units. The 174th's general mission was providing direct support for

the Capitol Republic of Korea Division, the 22nd Army of the Republic of Vietnam (ARVN) Division and the Qui Nhon U.A. Army Area Support Command.

Beginning on 11 April, as was the custom in RVN, a mass exchange of personnel took place but the trio was not affected. Some of the Lieutenants, Captains & Warrant Officer Aviators were transferred to other units in Vietnam, along with most of the Majors assigned to the 174th AHC. This mass transfer was accomplished to spread out the dates of return to the United States (commonly known or referred to as "DEROS" - Date Expected to Return from Over Seas) of each unit's personnel because the normal assignment to RVN was for one year. If this had not been done, all of the personnel in the 174th would have returned on the same day, one year hence. The outgoing transferees were replaced on a one for one basis by pilots and crew members from many other veteran combat units already in Vietnam, with the 1st Cavalry Division sending the greatest number to the 174th. This infusion of new personnel, with varying time and experience in country, caused a number of problems; but they were quickly overcome and the unit then became a cohesive combat organization. Bill Ford was transferred to a unit of the 52nd CAB so Marty, who remained as Service Platoon Commander of the 174th, inherited the tent. The remaining pilots were sorry to see so many good friends leave so abruptly. Major Scat McNatt was still the C.O. of the 409th TC Detachment and Captain Jack Westlake was his assistant. Fortunately, they were not affected by the transfers or that would have been the end of the group.

The period from mid-April until about 12 May was also spent improving the unit area as well as individual living conditions with material and labor on hand and some donated by the Garrison Command at Qui Nhon. A newly formed Battalion Headquarters, the 14th, with LTC Samuel P. Kalagian in command, arrived at Lane AHP on 12 May 1966. The 14th CAB relocated within Vietnam

from Nha Trang to Lane AHP to become the operational Battalion Headquarters for the 161st and 174th AHC's and the 282nd AHC stationed at Da Nang. A fourth helicopter company of Chinooks (CH-47) was destined for the future. The Battalion was also the operational control headquarters for four fixed companies -- the 92nd CV-2 (Caribou) Aviation Company and the 18th U-1 (Otter) Aviation Company (both headquartered in Nha Trang at the time but with elements and platoons stationed throughout I & II Corps as well as a two-ship detachment stationed in Bangkok, Thailand); plus the 220th Reconnaissance (O-1) (L-19) Aviation Company and the 131st OV-1 (Mohawk) Aviation Company, both of which were stationed in Hui Phu Bai, north of Da Nang. The Battalion controlled over 2300 military personnel (330 pilots, 196 aircraft and helicopters, and 1976 enlisted men) and had the responsibility for all Army Aviation support for all of I Corps to the Demilitarized Zone (DMZ) (and beyond, with the Mohawks), from Phan Rang in II Corps north to the DMZ, and the support of all province Chiefs and Advisors from Phan Rang north to the DMZ. Nine hundred members of this Battalion were located at Lane AHP. Later, the Battalion Commander arranged the move of the 92nd and 18th Aviation Company Headquarters to Qui Nhon Airfield which brought those units closer into the fold.

The 14th CAB Headquarters was established in the center of the north side of the hill opposite the 161st and 174th areas. Construction of the base camp and flying combat and combat support missions became the name of the game. Priorities were established as follows:

- a. Get the officers and men off the ground into "Hootches".
- b. Get power, equal to all points, at Lane AHP.
- c. Get running, potable water into Lane AHP.

With monetary donations from the troops and orders issued by Battalion, a liaison (scrounge) team was dispatched to Manila, Phillipine Islands to procure tools, generators and anything else of value. They returned in about ten days with a C-130 cargo planeload of hand and power tools, generators and enough other materials that enabled the 14th CAB to establish it's own, in-house, saw mill and lumber yard. Plans were drawn up for "Kessler" huts to house the troops and to build messhalls, clubs and administrative buildings. The tin for the "Kessler" hut roofs was procured by trading sand, loaded into unit helicopters at China Beach, South of Qui Nhon. The sand was flown to the site of other construction activities going on within the area of operation and traded for the tin, which was then flown to Lane. These construction sites had plenty of tin but had no sand to mix with cement to create concrete.

The construction supervisor at Battalion Headquarters was LTC Bob Bretz, a former construction foreman in civilian life. Bob also supervised a Vietnamese labor crew that was brought in daily from Qui Nhon. This crew was mainly employed to construct roads, walkways, revetments, bunkers, retaining walls and drainage systems. This crew, made up of some men but mostly women, were adept at working with hand tools and were certainly used to working in the hot, sun-filled days. They were searched when they arrived in the morning and again when they departed in the evening. Some of them were, undoubtedly, Viet Cong spies and sympathizers and none of them were trusted. Although some of them were later used in the construction of troop billets, they were generally used to construct the camp's utility systems, general use buildings and the items described above. They were watched constantly by an unarmed soldier and were never allowed in the administrative and operations buildings nor the aircraft maintenance, parking, rearming or refueling areas. Overall, they were very good workers, but they were of the slow, methodical type

usually found in tropical areas of the world due, no doubt, to the scorching hot, humid weather. The size of this crew was about 25 to begin with and grew to over 200 as the camp was enlarged.

In the 174th, Marty became the OIC (Officer-in-charge) of the construction effort by acclimation but the fact that he was an Engineer Officer probably had a lot to do with that decision. He organized a construction crew from experienced personnel within the unit and they were assigned to the building project until it was finished. They were assisted generously throughout this period by flight crews and maintenance personnel whenever they had "free" time. He was told by the 161st that the engineer unit in Qui Nhon wouldn't give him any construction materials. Marty smelled a fish and headed for Qui Nhon to find out the reason. When the 161st had earlier requested building supplies the Qui Nhon Support Command Engineers informed them that they had to build engineer approved tropical buildings. The 161st replied that they would design and build their own buildings. The engineers responded with "not with our materials you won't". Marty took a look at the plans for the approved tropical buildings, found them perfectly acceptable and drove back to Lane leading a convoy of 2 1/2 ton trucks loaded with all the material they needed. He was also told, "when that runs out come back for more".

A first class messhall for the troops was everyone's first priority. Quickly following were a fresh water well (dug and supervised by two Majors who had been oil well riggers in civilian life); shower facilities (heated by the Vietnamese sun); troop barracks and improvements to the walkways so everyone could get out of the mud or dust that constantly plagued them.

At the same time, Bob Bretz and his crew were installing a campwide electrical power system using double-0 wire scrounged from a TRW outfit in Da Nang; shower facilities; troop barracks; Battalion Headquarters and staff

buildings; improvements to roads and ditches for drainage and sidewalks throughout the headquarters area.

Everyone pitched in -- officers built the Officers Club and Mess; the NCO's themselves built their own NCO Club and Mess; but everyone chipped in to build the Enlisted Club. The 134 Majors assigned to the Battalion (11 of whom made Lieutenant Colonel during this period) brought a wealth of talent and experience to the construction effort. It was amazing what could be done from scratch with such talent. Lane AHP became the favorite "logging" (overnight stay for refurbishing, showers, eating) for the 1st Cavalry Division and the Battalion was able to sponsor and support the 4th Infantry Division when they reported into country, initially at Tuy Hoa and thence to the Pleiku area.

As much of Marty's time was spent working with the building crew, Scat and Jack monitored and supervised the maintenance of aircraft. Once a routine had finally set in, the guitars came out and the sing-a-longs were resumed to pass the time after dark, before hitting the sack each evening. The trio really had little time to spend singing and they thought that aspect of their Vietnam tour was behind them. If they had known how important a part of their tour it would become, they might have continued to practice and been better prepared.

When the transfer of personnel was completed, the remaining Majors in the unit were busy constructing an "H" shaped building on the top of the ridgeline on the east end overlooking the valley toward Qui Nhon. It was the newest and nicest building on the camp at that time even though it was built using the same amount of materials as the standard troop billet specifications. It should be noted that all the Enlisted barracks were constructed first and this was the last building to be constructed. The sides of the "H" were two 20' x 40', 2" x 4" wood frame buildings connected in the middle by a 20' x 20'

shower room. The concrete floor was poured in late May and on the 18th of June, Majors Mel Tate, Jim Knerr, Dick Overhamm, Dick Legener, Scat McNatt, Hank Rust, Bob Jones and Marty Heuer moved in. On the 19th a house warming party was held with plenty of refreshments and a lot of singing. These pilots felt tremendous satisfaction even though they had spent a relatively short time in tents. This building was known at the time as the "Major's Hootch". Jack moved in shortly thereafter, since his promotion to Major was imminent.

During the period 12 May to 23 May, the 174th AHC got its first real taste of combat while supporting the Capitol ROK Division and the 22nd ARVN Division. On 12 May the Company airlifted elements of the ROK Cavalry Regiment marking the beginning of operation "PON GIA 66-6" (Lightning 66-6). In this operation the aviators encountered low clouds, severe turbulence and winds in excess of 50 knots. After finishing the airlift of troops, the company continued support with the airlift of supplies and the evacuation of the wounded.

On the 14th of May 1966 the 174th moved to Tuy Hoa to support the airlift of troops of the 47th ARVN Division. On this airlift the Company received groundfire while enroute and 378 troops plus heavy weapons were lifted into the landing zone.

On 16 May 1966 the Company moved to Camp Holloway, Pleiku and supported the 3rd Brigade, 25th Infantry Division in operation "PAUL REVERE." The 174th flew numerous combat assaults and resupply missions contributing immensely to the success of the overall operation.

Throughout the remainder of this period the 174th AHC participated in numerous combat assaults among them, POKPUNG I (Typhoon I) and PUKPUNG I-I in support of the Republic of Korea Tiger Division Cavalry Regiment.

On 24 May 1966 the 174th AHC was placed under the operational control of the 14th CAB and on 1 June 1966 complete control was shifted from the 52nd CAB to the 14th CAB.

The major combat operations were "PON GIA 66-6" (Lightning 66-7), "MUGHOK 3", "PON GIA 66-9" and POKPUNG 3" (Typhoon 3) all conducted in support of the Capitol ROK Division. In addition many other operations were conducted in support of the 22nd ARVN Division and the American 101st Airborne Division. The majority of the assaults were in the Phu Cat mountains and the associated valleys.

One of the major problems encountered during this period was aircraft receiving ground fire in the ROK 1st Regiment area of operations. The exact location of the fire could not be pinpointed to allow the gunships to fire upon the target. It was suspected this Viet Cong position was also responsible for the occasional rifle rounds lobbed into Lane.

Desperately seeking a solution to the problem, authorities decided to "ambush" the Viet Cong gun position. An aviator, Major (P) Bernie Cobb, with two hand picked volunteers were airlifted into the area where they set up an observation post. After two days of waiting they were able to spot the Viet Cong patrol getting into position. When the next re-supply helicopter flew into the outpost, the Viet Cong began to fire. Armed helicopters, that had been orbiting out of sight by prearrangement, were called in by radio from the small observation post. The armed "Hueys" were on the scene and annihilated the Viet Cong patrol before they had a chance to hide. Subsequent resupply flights were conducted into the area without further enemy harassment.

Through the exchange of letters between Major Dick Overhamm, Platoon Commander of the 174th Aviation Company's gun platoon and General Robert Lee Scott Jr., past commander, China Air Task Force, (with LTC Kalagian's personal

letter indorsements and assistance), permission was granted authorizing the 174th gun platoon to use the famed shark mouth of General Claire Chennault's "Flying Tigers". Since that time the gun platoon has painted a sharks mouth on each gun ship and became well known throughout Vietnam as the "Sharks". Dick, therefore, became the first "Shark 6" in the history of the 174th and the Vietnam war to fly an armed helicopter with this famous emblem. He and all subsequent "Shark" platoon members carried on the tradition of close and hazardous combat support in a manner that would have made General Chennault very proud.

Captain Chinch Wollerton had arrived in mid-June as an individual replacement and was assigned to the 174th AHC initially as the Assistant Commander of the Gun Platoon (Shark-5). Jack had earlier served with Chinch in the 101st Infantry Division (Airborne) and they renewed their friendship. This was probably the event that was the catalyst for the formation of the quartet, since Chinch was an excellent pianist and loved to entertain. Sam Kalagian received word that the 1st Aviation Brigade was soliciting for singing groups or individuals to provide entertainment following a full day Brigade Commander's conference. He challenged Marty, Jack and Scat to "put something together" and enter the contest. Sam loved "mission" type orders. The Commander's Conferences - as they were called - were held in various locations in the Southern half of Vietnam and brought together all of the Commanders from Battalion level and higher for a monthly meeting with the Brigade Commander, General Seneff. The first one of these, which now included an evening "song contest" was scheduled at the 17th CAG Headquarters in Nha Trang on 13 August 1966. Jack immediately suggested Chinch be invited to join the group. Time became a major factor if the group was going to have any chance of winning the contest. Chinch readily agreed to join but he told the

group at its first meeting that if they were going to do this "he wanted to do it right". All agreed that this was the only way they'd want it to be, but it would involve a lot of off-duty practicing. Further, the Group was asked to perform at the grand opening party of the Officers Mess scheduled for the 1st of July.

The quartet practiced every spare moment they could find, which usually meant from 9:00 PM until midnight or later. They practiced in the "Majors Hootch" and sang everyone to sleep each night.

During a practice session late one evening, the group decided they would re-name the group because it was now a quartet. Someone, and it was probably Chinch, suggested the quartet be named "The Three Majors and a Minor" (TMAM) since there were really three Majors and Chinch, a Captain became the "minor". (Chinch also said, since he was from West Virginia, he could also claim to be a "Miner".) It was decided the play on musical terminology was good for a few smiles and TMAM was adopted as the official name. They were introduced at the Officers Mess with this name.

The TMAM performed about five songs at the grand opening of the Officers Mess on 1 July. It wasn't a bad performance but the group knew that much more practicing would be necessary to "get it together" for the upcoming contest.

Scat McNatt provided a welcome surprise and a solution to the problem of ice accumulation in the freezing compartment of the refrigerator in the "Major's Hootch" when he received an old fashioned ice cream maker from his family back home. Scat had one crew collecting ice from the refrigerator while another handled the crank and very soon he had some superior ice cream, the first since leaving the USNS Upsher. Like all good things, it didn't last long enough but everyone savored each mouthful. Everyone thanked Scat profusely for making Sunday, the 3rd of July a memorable one.

In July, many changes took place in the group's military responsibilities. Jack Westlake was promoted to Major on the 14th and became the Commanding Officer of the 409th Detachment. He replaced Scat McNatt, who was transferred to the 14th CAB Headquarters, to become the Battalion S-4, Supply Officer. Marty Heuer was also transferred to the 14th CAB Headquarters to become the Battalion S-1, Adjutant. These changes were welcome events for all, but Scat and Marty now had more "normal" work days, while Jack and Chinch were still flying and working late into the night. Sam Kalagian made a concession to accommodate the group when he agreed that Scat and Marty could remain in the "Majors Hootch" instead of moving to the Battalion Headquarters area on the other side of the hill. This made it much easier for the group to practice and when Major Hank Rust transferred to Nha Trang, Chinch moved to the "Hootch" to fill his spot. Jack hated to see Hank leave since they had been friends in flight school in '56 and served together in the 82nd Airborne Division on their first aviation assignment. Shortly after the transfer, everyone in the "Major's Hootch" was terribly saddened by the news that Hank Rust had suffered two massive heart attacks and had died in the Nha Trang hospital.

Major Dick Legener, a lift Platoon Commander of the 174th (Dolphins) became the group's critic and advisor. He said he took on the job out of necessity since his bunk was in the corner of the "Hootch" where the quartet always practiced. His suggestions were not always heeded but were certainly welcomed by the group as a "first reaction" to anything new they composed. Dick had been transferred to the 174th in late May from the 92nd Aviation Company (FW). The 92nd was a Caribou Company, and for those who can remember those days, the Air Force acquired these aircraft from the Army in a dispute over the fixed wing and rotary wing mission responsibilities of the Army and

the Air Force. The Air Force won the fixed wing battle and were to acquire all Army Caribous by 1 December 1966. Therefore, all Army Aviators in these units that were rotary wing qualified, Dick being one, were ordered to transfer to Assault Helicopter Companies throughout RVN.

Marty and Dick became good friends with a lot in common, having been born and raised thirty miles from each other in Wisconsin. Dick was born in Green Bay and he and Marty were avid Green Bay Packer fans. Three other officers in the 174th were also from the Green Bay area. They were Captain David E. Baeb and Warrant Officer Gary Lesage of Green Bay and Captain Vincent Meulmans of Wrightstown. All five basked in the glory of the Packers who were at their peak in the mid-sixties, amazing most sports fans, because Green Bay is not a very large city. Dick had a sign made that fit on the spare tire mounted on the rear of a jeep that said "GREEN BAY, WISCONSIN - TITLETOWN, USA". The sign also had a Packer helmet painted in the center and was, of course, painted in the Packer colors; green and gold. When Dick rotated to the States, he presented the sign to Marty, who promptly displayed it on his jeep. (The sign was presented to Warrant Officer Lesage when Marty departed.)

Dick made a big contribution to the group when he finagled a trip to Bangkok for he and Marty. The 14th CAB maintained a small Air Detachment consisting of a Caribou from the 92nd Aviation Company, an Otter from the 18th Aviation Company and an OH-23 helicopter at Bangkok International Airfield to support Army in-country detachments with air travel and supplies. Each month, a new Caribou crew and aircraft was dispatched from Qui Nhon to Bangkok to replace the in-country crew. This provided the Battalion with 24 seats to send worthy members of the Battalion to Bangkok for a three day Rest and Recuperation (R&R). Quotas for these seats were allocated equitably between

Battalion Headquarters and the seven Aviation Companies assigned to the 14th CAB.

Marty had a guitar he had purchased in Lima, Peru in 1962. The guitar was hand made by a well known Peruvian guitar maker but the humidity difference between Peru and Vietnam had taken its toll. The neck had warped so badly that Marty had attempted to keep it playable by attaching a double length of commo wire from the strap knob on the base of the guitar, across the back to the tuning knob area, with a "tourniquet" type tightener in the middle of the wire to keep the strings near enough to the frets so it could be played. In addition, so many cracks developed on the sound box, it had to be covered with "500 mile an hour" army green tape to prevent the buzzing sound of cracked, vibrating wood. The trip to Bangkok would solve all that because it gave Marty an opportunity to shop for and buy a guitar that would be more acclimated to the Vietnam weather. Dick and Marty departed on Friday the 5th of August and they returned on Sunday the 7th with the brand new Thai guitar and case, just in time for the Brigade song contest.

On 8 August 1966 Major Walter L. Payne assumed command of the 174th AHC from Major Robert M. Stuart.

On the 13th of August, the quartet flew with the Battalion Commander to Nha Trang for their first real test as singers and entertainers. Chinch Wollerton, still a Captain, had become the MC and arranger for the group, a position he assumed naturally because of his seemingly limitless talent for music and entertaining.

The song contest was held in the living room of the Group Commander's (Colonel (COL) John Marr - 17th CAG) villa which was packed! Eight singing groups performed in succession with the TMAM singing Marty's original song "Fare Thee Well". The group was introduced as "The High Priced Help" at the

contest but Chinch added the TMAM name as a bit of humor. Although they finished in second place, the group gained some valuable experience and learned what it would take to win the contest. The contest was taped in stereo with a copy going to each Group Commander the week following. (COL Marr still has these tapes and graciously consented to lend the tapes to Marty for re-recording and to be placed in the Smithsonian historical archives.) When the "official" contest was over, the various groups took turns on stage singing songs they had prepared and the TMAM contributed five or six songs when their turn came around. After that, the party turned into an impromptu sing-a-long until 3:00 AM before it finally ended. Some of this was also taped and those tapes are a valuable historical record of the songs of the time and the ways they were sung during this period of the Vietnam War. Jack performed his "Alexis From Texas" comedy routine publicly in Vietnam for the first time and his outstanding live performance is on the tape!

It was a tired, but satisfied group that returned to Lane AHP the following morning realizing they had done well enough to come in second in the contest. They also had come to the conclusion that older guys could compete with the younger groups which gave them greater incentive for future performances.

On the 27th of August, The TMAM were invited and gave a impromptu performance at the newly built NCO Club at Lane AHP. The usual songs were performed and generally, a new one was introduced at each of these shows. Jack's "Alexis From Texas" routine became part of every performance. Scat provided the introduction for another of Jack's comedy routines by singing a portion of "On The Sunny Side of the Street", just like "Satchmo" himself with Jack accompanying on the guitar. Jack then did a monologue about "his girl" and Scat came in at the end with eight bars of "Sunny Side" to finish the tune.

After this short notice performance at the NCO Club, the TMAM decided to increase their repertoire as quickly as possible because it was becoming apparent they would be invited to perform more frequently and put on longer shows than they had expected.

On the 30th of August, Marty received a letter from Randa's older, married sister. She explained in her letter that she knew a singer/ entertainer - Joey Silva, who recorded for Decca Records. She wanted Marty to give his permission for the song "Fare Thee Well" to be copyrighted and to be recorded on Decca Records by Joey Silva. He had heard the song and was anxious to record it with his promise for any proceeds from the record to be given to Widows of Vietnam Veterans. After considerable thought and discussion with Jack, Scat and Chinch, Marty decided to ignore the letter since it would be nearly impossible for him to accomplish the necessary legal aspects of this request while in Vietnam.

In the afternoon on the 3rd of September, the TMAM put on an open air show as a part of the 14th CAB's Organization Day celebration. This was the first such Organization Day executed by any unit in Vietnam right in the middle of a combat zone. The Organization Day idea was later picked up and copied by many other units and was continued throughout the next four years. The war was simply "stopped" and the unit members had a fun day!

That evening the TMAM gave a performance at the Officers Club at Lane AHP and introduced the song "Black Sam" which was a song about the Battalion Commander - LTC Sam Kalagian - and the 174th AHC conducting a combat assault in the early days of the Battalion's existence. Sam is of Armenian heritage and was known as "Black Sam - the Armenian rug salesman". As a result the 14th CAB was known as the "Arab's". Sam was an outstanding leader and commander. He was respected by all who served with him. Although the song

sounded disrespectful, it was really the opposite. Sam, with his enormous sense of humor, enjoyed the "spoof" every time it was sung. He remembered the old saying "You don't tease someone you don't like". This performance at the Officers Club was the longest so far, about an hour, and the evening ended with the usual community sing-a-long.

The group continued to practice whenever there was a spare moment and on the 6th of September they recorded a tape of all their current songs. Dick Legener rotated to the States on the 10th of September and that evening the TMAM put on a show at the Battalion NCO Club for the departing and incoming Commanding Officer of the 161st AHC, Major's Hembrey and Tanner. On the 12th of September, the group received an invitation to put on a show for the two Aviation Companies in Qui Nhon. After some hard practicing on the intervening evenings, the group flew to Qui Nhon on the 17th and performed for the 92nd and 18th Aviation Companies and portions of a med-evac helicopter unit. The practicing and audience exposure was beginning to pay off in the form of confidence, timing and getting to know each other better which increased the interjection of humor between songs.

During this period the Tiger Division of the Republic of Korea Army launched operation "MENG HO 6". The 14th CAB, under LTC Sam Kalagian's outstanding leadership, provided the airlift and armed gunship firepower of the 161st and 174th AHC's, as well as the battalion staff, in support of the Korean Infantry troops. The GI's newspaper, "Pacific Stars & Stripes" published an extensive article of Operation Meng Ho 6 in its Wednesday, November 16, 1966 edition, long after the operation was completed but it described the action and the results very well. Quoting from the article: "They went through the Phu Cat Mountains like a posse of revenuers going through the Ozarks after moonshiners." That's the way Americans of the 14th CAB described

the Republic of Korea Capitol Division's Operation Meng Ho 6. The American description is valid; they furnished the helicopter support for the ROK's - troop lift, supply missions and gunships in the drive to clear the Viet Cong from the hills from which the Reds until now have controlled Highway 1.

Meng Ho 6 not only accomplished its military mission, it also cemented a firm friendship between the Korean division and the American battalion. "It would have been almost impossible to have succeeded in this operation without the 14th, to have encircled the enemy and destroyed him. To have gone in on foot would have taken too much time. Thanks to the 14th we had elements of surprise and rapid deployment of troops." So Maj. Gen. Byong Hion Lew, commanding general of the ROK Division described the contribution of the 14th to the success of the Korean mission. "But then" he continued, "I regard the 14th as part of my division 66, the relationship is so close. We have full confidence in the 14th." (The ROK's had earlier worked with the 14th in Operation Crazy Horse.)

Apparently the only people unhappy with the American-Korean spirit of cooperation were the Viet Cong. They not only lost their mountain lair, which hadn't been held by Free World troops since the French left in 1954, they also lost a lot of troops. In the 12 days of Meng Ho 6, the Koreans accounted for 452 VC killed, 462 captured and about 300 individual and crew-served weapons captured - and took the mountains, according to Lew.

While the ROK's were busy on the ground, the three assault helicopter companies of the 14th, commanded by LTC Samuel P. Kalagian were flying from before dawn until after dark, rain or shine. The battalion lifted 7,500 ROK soldiers and flew in 5,000 tons of supplies during the first 12 days. Troop movements were to initial landing zones and deployment of earlier-landed soldiers.

The Americans also furnished "suppressive fire" from their gunships, fire designed to keep the VC down while the Koreans moved in. In 12 days the copter crews fired 6,000 rounds of 40mm grenades, 1,000 2.75 inch rockets, and 370,000 rounds of machine gun ammunition.

"We landed the ROK's on hills, on the edges of cliffs, on razor-backed ridges, beaches, craters and mountain-tops." said Major Robert S. Patton, battalion operations officer. "And when the water in the rice paddies was too deep for us to land, the choppers hovered four or five feet above the ground and the Koreans jumped."

The copter units also had help from Navy and Air Force air and sea units. To help clear the landing zones for the Koreans, they called for and directed fire from Navy destroyers, rocket barges and planes, and from Air Force bombers.

Now holding the hills, the Koreans are still searching caves, gullies and villages for the last of the VC. Despite his satisfaction with the support of the 14th, Lew doesn't call for helicopter support unless he really needs it. "I only ask for them at the decisive moment, especially when we want to encircle the enemy. Then it becomes the responsibility of the ground soldier."

On 21 September, Major William C. Dalrymple assumed command of the 174th AHC from Major Payne. The 174th AHC supported this operation with numerous combat assaults and re-supply missions. During the period 23 September to 30 September 1966 the 174th AHC flew 2,454 sorties in 505 total flying hours and expended over 5,400 rounds of ammunition in conducting eight combat assaults in the Phu Cat mountains. Through the efforts of the 174th AHC the Tiger Division was able to inflict a crippling blow in the Viet Cong movement in the Phu Cat mountains. The "Valley of the Shadow", or the "Valley of Death" as it

came to be known, was, through the efforts of the 174th AHC, free of communist domination for the first time in 20 years. Many combat efforts by other units in the past failed to open the Phu Cats. Only after "MENG HO 6" was this area really opened. Elements of E210 B, the Viet Cong Division opposing the Koreans were scattered and destroyed.

This was the largest operation to date that the 174th AHC was able to support. In appreciation for the outstanding support rendered by members of the 174th AHC, the Commanding Officer of the 26th Regiment Republic of Korea Army, Colonel Pak, presented key officers in the company with a Viet Cong battle flag and a swagger stick constructed from a Chinese communist rifle bayonet and a 50 caliber machine gun shell. In addition, as a token of appreciation for his fine work in leading the combat assaults during "MENG HO 6", Major Henry E. Schwarz, Commanding Officer of the 1st flight platoon, was presented with a Chinese Communist Flag and a letter of appreciation from Major General Lew, Commanding General of the Capitol ROK Division.

The TMAM flew to Vung Tau on the 24th of September to sing in the 1st Aviation Brigade Conference song contest for the second time. The contest format was the same but this time the TMAM won by a landslide with the song "Black Sam". The group was asked to sing additional songs after the contest, as were "The Merryman", a quartet of Army Captain Aviators from the 173rd AHC stationed at Lai Khe. The Merryman were exceptionally talented and prolific song writers. The singing and partying lasted into the wee hours. Army Aviators always had a good time at these kinds of parties, even if the Brigade Commander was present.

The "Road Runner", the official 14th CAB "Newspaper", reported the contest results as follows:

"GROUP WINS SONG CONTEST"

"The High Priced Help" a singing group from Lane Army Airfield, won first prize in the First Brigade's monthly song contest for September, held in Vung Tau. All of the eight entries were good, but this group, consisting of Major Martin Heuer, from Algoma, Wisconsin, Major Jack Westlake, (now) of Fayetteville, North Carolina, Major Orville McNatt, of Westminster, Colorado and Captain Charles Wollerton, from Montgomery, West Virginia, proved to be a lot better."

General Seneff must have wondered what was going on at Lane AHP after hearing (and laughing throughout) the song "Black Sam", so he flew in, unannounced, on the 27th of September with his Aide and his ever present little black dog. Marty met him, escorted him around the area, made amends for the absence of the Battalion Commander and answered all his questions. He departed in a satisfied state of mind. This and other unannounced visits General Seneff made to Lane became the nucleus for the song "General Seneff," written by the group for a later Commanders Conference. The high quality of the meals at the "O" Club probably had nothing to do with his frequent visits.

The group was then requested to sing at the Enlisted Mens Club on Lane AHP which officially opened for business on 1 October. A small USO Troupe consisting of a male magician and an amply-endowed female assistant and a male juggler were also on hand to provide entertainment. The EM Club was the only club that had a raised stage at one end of the building. The stage was raised about four feet for nearly the full width of the club and had a door leading directly onto the stage out of sight of the audience. When the club manager announced the group, Marty threw his old, battle scarred guitar across the stage floor and the group followed. With each performance the group had

improved, becoming more relaxed and confident. Immediately following this performance of about an hour and fifteen minutes, the TMAM were summoned to the Officer's Club to put on another show for a large group of aviators from the 1st Cavalry Division who were logging at Lane AHP in preparation for a joint combat operation with elements of the 14th CAB the following morning. After this performance, a number of the 1st Cavalry pilots invited TMAM to come to An Khe to put on a show for the 1st CAV at the "Golf Course", its home base. The group accepted and agreed that the date would be sometime in the near future when most of the 1st CAV would be in An Khe.

On October 5th, TMAM received a copy of the tape made at the September 1st Aviation Brigade song contest from the NCO in charge of a three man team from the USARV Public Information Section. The team had come to Lane AHP with the mission of making interview recordings of soldiers in their usual military occupations. These were then sent to the soldier's hometown radio station for broadcast. The NCOIC requested to interview the TMAM and possibly record some of their songs so it was agreed they would meet in the "Hootch" at 9:00 PM on the next evening. Everyone got together at the appointed time and the NCO listened to some of the tapes of the group and selected eight songs he wanted to record. He began his recording by interviewing the members of the group, questioning them as to their military job, rank, etc. and then some questions about the group and how it was formed and where and for whom they had performed. Then he asked the group to sing the eight songs while he recorded them on his very sophisticated equipment. He had each member complete the usual PIO forms and when he departed, he told the group he would send the tape to the Army Information Center in Washington and that office would reproduce the tape and send it to each of their hometown radio stations for broadcast.

The 14th of October brought another invitation from the 1st CAV for the group to put on a show at An Khe on the 22nd of October, but they had to decline because Jack would be in Hawaii on R&R.

An article in the "Roadrunner" described the major event of 18 October 1966 as follows:

"14TH AVIATION BATTALION HAS AWARDS CEREMONY"

"The 14th Aviation Battalion had an awards ceremony on 18 October. A total of 50 awards were presented by Lieutenant Colonel Kalagian, Battalion Commander of 14th Combat Aviation Battalion.

Distinguished Flying Crosses went to:

Captain H. P. Holman, HQ. 14th Combat Aviation Battalion

Major Walter Payne, 174th Aviation Company

Major Richard Dietsch, 161st Aviation Company

Warrant Officer Russell Millette, 282nd Aviation Company

Captain David Baeb, 161st Aviation Company

Specialist Five Ranier Wilcke, 174th Aviation Company

A Bronze Star was presented to Major Martin Heuer, 14th Combat Aviation Battalion.

Army Commendation Medals were received by:

Chief Warrant Officer Charles Weitzel, 174th Aviation Company

Major James Knerr, 161st Aviation Company

Purple Hearts were presented to:

Major Roy Elliott, Headquarters, 14th Combat Aviation Battalion

PFC William Willie, 161st Aviation Company

38 Air Medals were presented to members of the command."

(14th Cbt Avn Bn PIO)

On the 6th of November, Martha Raye arrived at Lane AHP for a three day stay. She kept busy visiting with the troops, beating the Officers at poker and playing the slot machines in the Officers Club. On the 8th of November, her guitarist arrived and Martha put on a great show from the bed of a semi-trailer on the high ground between the 174th and 161st Company areas. That evening, the TMAM sang a number of their songs for a small group of people at the Officers Club, including Martha and her guitarist. Martha liked the songs and asked, kiddingly of course, if the group could tour Vietnam with her. Her guitarist told the group to copyright some of the songs and record them because he thought they were very good. The group was flattered by all this but didn't think they were anywhere near good enough to entertain that idea.

TMAM had also agreed to adapt a "performance" uniform sometime in early November 1966. They purchased short-sleeved all-white shirts with their nicknames embroidered over the left breast pocket and wore them with black slacks and the standard army black low-quarter shoes. This uniform was usually worn for performances at Lane AHP. When they flew to perform elsewhere they usually had little time to change. The decision to adopt the uniform for performances at Lane were primarily to reduce, to the extent possible, the intimidation that would normally be felt by an audience of enlisted soldiers. The uniform helped alleviate this problem and for the couple of hours that the group performed, they felt free to be "entertainers" without the encumbrance of "rank"! The troops never took advantage of this, at performances or after, even though the humor that transpired within the group, and with the audience, certainly could have caused this to occur.

LTC Kalagian also arranged to get the Roy Rogers/Dale Evans Troupe into the Lane AHP compound. They spent two days and a night visiting with as many

soldiers as possible and a couple outstanding performances. Roy and Dale are wonderful people with big hearts and a loving attitude toward anyone military.

From the 8th of November through the 11th, the group was busy every spare moment preparing for a going away party for LTC Sam Kalagian, the 14th CAB Commander scheduled for the evening of the 12th. "Black" Sam was being reassigned to the 12th CAG as Deputy Group Commander and would be succeeded by LTC William ("Wild Bill") Ponder. Chinch began putting together a "This is Your Life" story about Sam on tape. On the 11th the TMAM sang at a party for Sam at the NCO Club sponsored by the entire NCO staff of the Battalion. This was a rather rowdy event but it was clear the NCO's respected Sam and were sorry to know he'd be leaving soon. The 12th of November arrived and Chinch was putting the finishing touches on his "This is Your Life" tape. He was also involved in putting together the schedule of events as he would be acting as Master of Ceremonies. That evening, Chinch set up a reel to reel tape player in the club and the party began. There were skits performed by an enlisted Mens group, Red Cross "Donut Dollies" and Army Nurses. The Korean Infantry Division sent a delegation to honor Sam and the star of the evening was a female Korean singer that appeared out of nowhere to sing a group of songs to Sam. Jack and Marty did their best to provide guitar accompaniment for her songs without benefit of practice - or even having heard the songs before. The TMAM were supposed to sing "Black Sam" after the "This is Your Life" tape was played but, as usual, one song led to more at the request of the audience. The party was a huge success, primarily because of Chinch's planning and outstanding job as the MC. All of this was taped but no one knows where the tape is today.

The next evening, Marty, Scat and the other Battalion Headquarters Staff, Officers and NCO's, accompanied Sam to a farewell dinner at a Vietnamese

restaurant in Qui Nhon as guests of a prominent Vietnamese gentleman who owned all of the "on base" service concessionaire facilities (laundries, barber-shops, indigenous labor, etc.) This event began with a short cocktail hour and then the six course meal followed. It was all authentic Vietnamese food but with the language barrier and the usual disguising of base foods with sauces and garnishments, it was very difficult to tell what was being served. Of course, throughout the meal, every American soldier remembered, with no small amount of trepidation, the Vietnamese penchant for the flesh of dogs. (Considered the "Number 1" delicacy in Vietnam.) They all knew for certain, since this was a celebration for the departure of a "Number 1" US Army Commander, that the menu would at some point also include the "Number 1" delicacy! Most of them ate while trying not to look too closely at what they were eating; and washed it down quickly with "Ba Muoi Ba" (translated it means "Thirty-three"), the famous Vietnamese beer referred to by all GI's as "Ba Me Ba - Thirty-three". In spite of all the pre-dinner anticipation, the food was good and no one became ill. To the relief of many, the meal ended and after the usual speeches (which had to be translated) the group was trucked to the airstrip and the waiting helicopters and pilots, for the short flight back to Lane AHP. All agreed it was a great experience but one that should be limited to once per tour.

On the 15th of November, LTC Sam Kalagian relinquished command of the 14th CAB to LTC Bill Ponder at a very impressive "Stateside-like" change of command ceremony with COL John Marr, CO, 17th CAG making the presentation of the flag from Sam to Bill. The ceremony also included the presentation of awards and decorations to the officers and enlisted men of the Battalion's various units stationed at Lane AHP.

One of the units of the Battalion, the 282nd AHC, was headquartered in Da Nang but one of the lift platoons was attached to the 14th CAB at Lane AHP. The Platoon Commander at Lane, Major Robert "Bob" Chedester, having served with Marty in the 937th Engineer Aviation Company (IAGS) in Panama Canal Zone and Guatemala, requested the TMAM to put on a performance for the 282nd in Da Nang on the following Saturday night. Bill Ponder approved the visit on the provision that Marty and Scat conduct a staff inspection of the 282nd at the same time. The group flew to Da Nang early on the 19th of November. Scat and Marty accomplished the staff inspection of the supply and administrative functions in the afternoon while Jack checked the unit maintenance section. Scat reconnoitered the performance site. After dinner, the TMAM put on the show for all unit members in their "theater". A number of Marine helicopter pilots who were friends of the 282nd pilots also were invited. Jack taped this performance and still has the original tape. The group felt very good about this show because everything seemed to fall into place just right and the audience was very generous with applause and cheers. At the end of the performance, which lasted about an hour and a half, the Marine pilots pleaded with the group to return to sing for their unit and the group was showered with comments from the audience, such as, "Better than any USO show we've seen!" and "Why can't you guys tour Vietnam!" to "When can you come back again?". The group was flattered by the reception and the response but could not make any commitments for future performances, especially for a location like Da Nang, which was a considerable distance North of Lane AHP. After a night of partying with the 282nd, the group returned to Lane on Sunday the 20th of November.

On the 27th of November, the TMAM put on an hour and forty-five minute evening performance at the Enlisted Mens Club at Lane. Bill Ponder had

requested they do this because he'd received so many requests from the troops as he made his rounds. The club was packed with people and many had to stand three deep around the walls. By now, some in the audience knew the songs so they yelled out requests in between songs. The TMAM also had continued to increase the number of songs, introducing new songs at nearly every performance. The timing and humor were more precise and practiced which added to the "entertainment" as the show progressed. Chinch also was very adept at enticing audience participation, which contributed a great deal to the overall success. The troops were already planning for the next show, after two encores and a lot of disappointment when the group ran out of material.

The TMAM and Bill Ponder departed Lane in a UH-1D early on the morning of the 3rd of December for the 1st Aviation Brigade Commanders Conference and the song contest that evening in Dong Ba Thin. The weather was horrible so, after flying between cloud layers and on the deck, they ended up in Nha Trang where they parked the helicopter and commandeered a Caribou to Dong Ba Thin. Only four singing groups showed up due to the bad weather. The TMAM and Merry-men performed again but this time an enlisted group was awarded first place and it was high time since none had won before. General Seneff requested the TMAM and the Merry-men stay to alternate singing their songs for the crowd and that went from 11:00 PM until 3:00 AM the next morning. The TMAM finally got back to their BOQ room and were just dozing off when the VC began mortaring Tan Son Nhut Airport. The mortar rounds were impacting dangerously close. The group were up and dressed in record time but they had no idea where the bunkers were. After a short indecisive discussion on the best course of action, they all congregated at the only window in the room and watched the mortar attack! Some of the mortars landed only a couple of blocks from the BOQ, with the concussion rattling the windows and jangling the nerves of Jack, Scat, Chinch

and Marty. The attack lasted for about fifteen to twenty minutes which seemed like two hours to the group. It ended as abruptly as it started, like most good fireworks displays. After a few hours of sleep, Bill and the group boarded a Chinook to Nha Trang where they recovered their helicopter and flew back to Lane, all of it in bad weather. They were all very glad to get "home".

The TMAM received a message from the 1st Cavalry contingent on the 6th of December which invited them to An Khe on Friday, the 9th of December. The message also added the news that there would be widespread publicity to ensure a large crowd and the performance would be carried "live" on the Armed Forces Network (AFN). Needless to say, this news caused the group to practice more often and more seriously every spare moment they could find. Unfortunately for the 1st Cav and the group, Chinch was admitted to the hospital in Qui Nhon on the morning of the 9th. Without him the group could not perform so they called the 1st CAV with the bad news.

The doctors and nurses couldn't keep Chinch occupied or sedated enough to keep him from seeing an opportunity to entertain with his admission to the hospital. Chinch called Marty on the morning of Saturday, the 10th and asked him to round up Jack and Scat to fly to Qui Nhon after lunch to sing in the hospital. Chinch also added he had gotten permission for the aircraft to land on the helipad at the hospital. Bill Ponder approved the mission so Jack and Marty rounded up their guitars and Scat and headed for the 174th ramp where a Dolphin slick was waiting. Enroute to the hospital, the pilot, CWO "Sully" Sullivan, called the Qui Nhon tower and received permission to land on the hospital helipad. When the aircraft touched down on the pad at 2:00 PM the double doors of the hospital emergency room swung open and about six medics emerged pushing two gurneys toward the helicopter. Scat, Jack and Marty

jumped out of the aircraft and when the medics saw the guitars, they were confused and somewhat annoyed since there were obviously no injured people on this flight. It was against the rules to land at the hospital heliport without an emergency, or without permission and it became abundantly clear that the people who gave permission to Chinch had failed to tell the responsible department! After a short and rather heated discussion, the Executive Officer of the hospital arrived and resolved the situation to everyone's satisfaction. By this time, CWO Sullivan was probably back at Lane!

The trio were escorted through a few buildings where they met Chinch who already had the schedule and route through the wards all planned out. Reunited again, the TMAM went to five wards, accompanied by a platoon of doctors, nurses and staff, where they performed a condensed thirty minute show in each ward. At one point, before they entered a ward where the severely wounded were hooked to every medical machine known (and some unknown) to man, a nurse left the side of a wounded troop, walked over to Jack and said, with serious concern in her voice, "Please don't do anything that will make him laugh." Jack said he was sure brought down to earth by that request. The group honored her request and abstained from any humor on that ward. The hospital staff expressed their appreciation to the TMAM for their multiple performances and indicated they would look forward to another visit in the near future. After completing the singing tour of the hospital, Marty, Jack and Scat said good-bye to Chinch and wished him well before flying back to Lane about 7:00 PM.

A few days later Chinch called to say he was being transferred to a hospital in Japan which effectively put the TMAM out of action until he returned.

On the 17th of December, a very good friend of Jack's was killed in an aircraft accident at Lane AHP. Captain Aaron L. Bram, a new arrival to Vietnam and assigned as the Commanding Officer of the 452nd Signal Detachment attached to the 174th AHC at Lane, was acting as Instructor Pilot and training a Korean Lieutenant pilot to fly the UH-1D in the alternate traffic pattern at Lane used for training, maintenance flight checks and autorotations. The aircraft was on downwind at about 500 feet when a dampener bracket broke, permitting the damper to fly up and hit a pitch-change link. That caused the advancing blade to dive into the cockpit. Aaron was hit by the blade and killed instantly. The crew chief was thrown from the aircraft and the Korean Lieutenant was killed when the remainder of the wreckage nosed over and dove; incredibly, into the opening of a large round water well. It was a horrible accident, witnessed by many pilots and crew members on the flight ramps of the 174th and 161st. Emergency equipment and medical personnel were on the scene when it occurred but there was little they could do. This was a sad day for all, especially Jack, who had just lost a dear friend. Jack and Aaron served together at Fort Campbell in 1961 and '62 and he was even more upset because he had asked Marty to get Aaron assigned to the 14th CAB when Aaron returned for his second Vietnam tour.

Chinch Wollerton wrote from the hospital in Japan on the 18th of December that he had been promoted to Major. In spite of the events of the previous day still on their minds, Scat, Jack and Marty had a drink in celebration of Chinch's promotion. The TMAM group name would now have to be changed. They decided to wait until Chinch returned.

The 22nd of December was another sad day for everyone at Lane AHP, especially for Jack and the flight crews, when a memorial service was held at the base chapel for Captain Bram and the crew chief. The following day, Jack

departed Vietnam, escorting Captain Brams's body back to the United States, to his family for burial. Being an Escort Officer is not a pleasant task but the Army always prefers to have a friend or relative perform this duty in deference to the family of the deceased. Aaron's wife Brenda had requested Jack as the Escort and he would remain in the United States on a short leave with his family after his duties were fulfilled.

The 174th AHC continued its fine record of achievement throughout the period 16 October to 31 December 1966 in many combat operations. The company supported operations of the 4th Infantry Division and 101st Airborne Brigade at Tuy Hoa. The pilots flew an average of 10-12 hours per day many times eating only C rations so that continuous support would be available.

In addition the 174th AHC supported the Republic of Korea Tiger Division in operation "MENG HO 7" beginning 11 November and ending 25 November 1966. In this operation the Cavalry Regiment of the Tiger Division was very successful in clearing the area around Qui Nhon of Viet Cong. Additional operations throughout the period included "BON GLA 66-11" on 16 December, "GHEON JIN 66-4" on 17 December, "POK PUNG 3" on 19 December, "POC PUNG 5" on 22 December, "Eagle 5" on 23 December, "BON GIA 66-12" on 26 December and "GHEON JIN 66-5" on 30 December.

All of these operations were successful. The 174th AHC, in addition to providing combat assault aircraft, continually followed up with resupply of all areas of operations.

The 174th AHC, in addition to providing support in combat action, also contributed to civic action as well. Led by Major William C. Dalrymple, members of the company provided food, clothing and toys for the children in orphanages and towns in the area around Qui Nhon.

One of the company's greatest contributions to the Vietnamese was its hiring of indigenous personnel. Through these effects both the company and the Vietnamese benefited. The company benefited by the availability of labor to build cantonment projects and the Vietnamese benefited monetarily. This in turn, stimulated the Vietnamese economy by keeping the unemployment down.

Christmas in Vietnam found the aviators of the 174th AHC once again supporting the combat troops. There weren't any combat assaults, but many troops in the field got hot turkey through the helicopter support given by the 174th AHC.

The 174th AHC completed a very successful first nine months in Vietnam. The aircraft flew 20,483 hours, 117,612 sorties, carried 10,429 tons of cargo and transported 114,077 passengers since its entry into the Vietnam conflict.

(The actions and accomplishments of the 174th AHC mentioned above and earlier in this text are from the official unit history for 1966, written by Major Henry E. ("Hank") Schwarz, CE, Unit Historian.)

On 9 December, when Chinch went to the hospital, the TMAM were out of action once again until he returned on the 11th of January 1967. When Jack left on the 23rd of December, only Scat and Marty remained. The "Holidays", Christmas and New Year's day, was an especially lonely time for everyone in Vietnam but the war went on. As an example, a young Captain Aviator in the 174th AHC was wounded badly in the leg on the 24th of December while flying a resupply mission in the right seat of a UH-1D. He and the Aircraft Commander flew the helicopter back to Lane where he was immediately transferred to another aircraft and flown to the hospital in Qui Nhon. Christmas passed as though it were any other day; but church services helped diminish the depression and loneliness felt by all. On the 29th of December Bill Ponder and Marty flew to Da Nang to visit the 282nd AHC which had finally been reunited

with all of its elements at Da Nang. On the 31st of December, Marty and Scat received a card from Chinch who was still in Japan recuperating. He sent his best wishes and predicted he'd be back in the best of health on the 13th of January. Scat and Marty celebrated New Year's Eve in the "Hootch" with the remaining occupants. They were distracted every half hour or so by a display, viewed from their hilltop vantage point, of indiscriminate rifle and machine gun fire with tracers from enemy and friendly positions in every quadrant. At times, flares were also shot into the air and near midnight; the firing became so intense, that everyone quickly ducked back into the "Hootch" to escape being killed by free-falling bullets, which were landing everywhere proving the theory "what goes up must also come down"! Marty's big thrill for New Year's Eve was watching the date change on his new SEIKO watch! There was much discussion and conjecture as to the cost in dollars to the United States taxpayers this evenings "celebration" had caused. It certainly seemed like a total waste of ammunition as well as the fact that the enemy now knew where all the crew-served weapons were located. Although the situation was potentially very hazardous, with all those free-falling rounds, no one was injured at Lane AHP.

The emotions involved in spending the Holidays were manifested in many ways. An unknown 14th CAB Army Helicopter Pilot expressed his emotions in the following poem published in the 14th CAB "Roadrunner":

"HERE I AM IN SOUTH VIETNAM"

I knew I was coming, the exact date I didn't know.
I was sitting in the States under seven inches of snow.
It was ten below zero when the postman rang the bell,
And now I am over here and it's hotter than hell.

Like it or not, here I am, flying a helicopter in South Vietnam.

I am in the 14th Battalion with a good bunch of guys,
And they keep us busy, flying through the skies.
The day starts early, and ends sort of late,
And every now and then a meal has to wait.
But like it or not, here I am flying in South Vietnam.

We support the ROK's and the ARVN's, and they are not fighting for fun.
So we take them lots of ammo, to keep "Charlie" on the run.
Now and then they catch him and take him by surprise.
While the old 14th keeps them in supplies.
Like it or not, here I am, boring holes in the sky over South Vietnam.

The Officers' Club is where every pilot meets.
They have steak and eggs, and all kinds of treats.
Three slot machines, and cups full of dice.
Lots of cold beer, and drinks over ice.
So like it or not, here I am, "Living it up" in South Vietnam.

When this tour is over, and I am homeward bound.
I'll miss all the friends, over here that I found.
But when that day comes, it'll suit me fine.
I'll be going back to the States, and the girls I left behind.
Meanwhile, here I am, serving Uncle Sam, in South Vietnam."

It is unfortunate the author of this very descriptive poem was not identified in the article. It would make a great song!

Jack returned to Lane on the 10th of January and Chinch, with his new Majors leaves shining brightly, returned earlier than expected on the 11th of January. The groups first requirement was to decide on a new name. They got together and, after going through a list of potential names, including "The Four Majors", they settled on the original name, "The High Priced Help" (THPH). This name had been used frequently and many associated that name with the group, especially outside the perimeter of Lane AHP. Some confusion about the name of the group remained after this point and remains today. The name TMAM was not fully understood by those who did not make the connection with music terminology. They incorrectly made the assumption that when Chinch became a Major, the name would automatically become "The Four Majors". That is one of the names that still persists even though the tapes that have circulated quite extensively clearly identifies the group as "THPH".

When Chinch returned, they began practicing again in earnest because there was at least one more Commanders Conference song contest before three of them would rotate back to the US. In addition, they wanted to record all the songs they knew well before they were reassigned; as a remembrance for each of the group members. Scat, Jack and Marty were now getting to be "short-timers" and beginning to realize that it had been a very memorable year. They would miss the close association the quartet had developed.

On the 20th of January, Bill Ponder asked THPH to perform at the 10th CAB Organization Day festivities at Dong Ba Thin. At the same time, the 14th CAB and all of its subordinate units were undergoing an annual Inspector General (IG) inspection and that kept all of the members very busy in their areas of responsibility. The 178th Assault Support Helicopter Company (ASHC) arrived

at Lane AHP on the 24th of January with their full complement of CH-47 Chinooks. The 178th had been assigned to the 11th CAB from March of 1966 but were now attached to the 14th CAB and would be officially assigned to the 14th CAB in April of 1967. This unit was assigned to the Northwest quadrant of Lane, where ramps and parking had been built for them.

The 196th Assault Support Helicopter Company (ASHC) arrived at Lane on the 29th of January but were officially assigned to the 14th CAB on the 21st of January when the advance party arrived. The 196th was co-located with the 178th for support purposes and the use of common maintenance facilities. Although most of the personnel and aircraft were now at Lane, their equipment would continue to arrive in the following weeks.

Chinch had departed on R&R to Hawaii before the final tape could be accomplished. When he returned on the 10th of February he learned that he would be transferred to Headquarters, 14th CAB to replace Marty as the Battalion S-1, Adjutant when Marty, Jack & Scat departed. Since Bill Ponder knew the THPH would be together again, he came over to the "Hootch" and, after asking the group to put on a performance for the Korean General and invited guests at the Officers Club the next night, he stayed and talked to Jack, Scat, Chinch and Marty for about five hours. This was a most memorable occasion for each because they learned a great deal from and about Bill in the course of the discussion. When the group had formed originally, they vowed they would not seek special treatment or favors just because they were "some-time" entertainers. They also understood that their military responsibility was primary and they all made sure they met those responsibilities to the best of their abilities, regardless of the hours or effort it took, to make sure they could never be accused of having a "favored" status. Bill commended the group during this private discussion for all the efforts they had made for the

benefit of all and for the conduct of the group in both their primary responsibilities and as THPH. These comments, coming from Bill, were worth more to each member of the group than any other accolade. It was an emotional moment that made all of the trying times worthwhile.

Bill didn't really tell the group much about the audience for the performance on the 11th so when THPH arrived at the Officers Club at the appointed hour they were surprised to see that General Lew, Commanding General, Capitol ROK Infantry Division, had brought along his staff and a group of Korean Army Nurses. THPH had sung for General Lew when "Black" Sam was the Battalion Commander and weren't inhibited by his presence. The addition of the Nurses posed a new problem because the group did not want to offend anyone, especially Nurses of an Allied army, so a decision was solicited from Bill. He told the group that General Lew had told him he liked THPH songs so much from the last time and wanted to hear all of them again. Of course, General Lew spoke and understood English very well but no one dared ask if the Nurses could also. Just before their introduction the group decided to put on the normal performance, including "Alexis from Texas", "Black Sam", "Wild Bill", "General Seneff" and all the rest. General Lew appeared to have a great time and the Nurses, who the group members watched nervously, smiled, laughed and applauded right along with the General. After the show, the Group was re-introduced to General Lew who, in turn, introduced them to his Staff and the Nurses. Except for General Lew, not one word of English was spoken or overheard so the big question of the evening was never answered. The presence of General Lew and the Nurses did have a calming affect on the usual "party" atmosphere exhibited by the contingent of Army Aviators who packed the club that night but they were very generous with their applause, whistles and requests. After the

General and his entourage departed, normalcy returned. This performance was also taped but the group never received a copy.

On the 15th of February, THPH were requested, by Col Marr via Bill, to sing at the 17th CAG Organization Day festivities in Nha Trang on the 1st of March. On the same day, Bill also asked the group to put on a performance at the Enlisted Men's Club at Lane on the 18th of February and reminded the group that they would be singing in the Brigade Song Contest on the 4th of March. A full schedule to say the least.

It was around this time, early February 1967, when Bill Ponder was presented with a cap that, although it had the shape of the regulation military headgear worn with jungle fatigues, was clearly not regulation in any other aspect. The cap was fashioned with panels of all the colors from the various units at Lane AHP and had a white embroidered LTC leaf and white embroidered Senior Army Aviator wings over the leaf. Bill was overwhelmed when he received this "present" from "the troops". He may not have fully realized it, but he was a highly respected leader in the hearts and minds of all the men of the Battalion, and the cap was the symbol of their admiration for him personally and for their trust in him as their leader. From that day on, whenever Bill led a combat assault, he wore the cap; to the appreciation of everyone who saw him. (Although Bill is now deceased, this cap is a treasured item in the collection of Vietnam memorabilia of George Reese, a combat veteran Army Aviator and memorabilia collector, and has been displayed at annual meetings of the Vietnam Helicopter Pilots Association (VHPA).)

Chinch is an accomplished pianist but there were few pianos in Vietnam. He finally "commandeered" a small portable organ from the Base Chaplain which he used to compose the song "Always Give A Try". Chinch finally admitted that he had agreed to and had been playing for Sunday Services for some time to get

the use of the organ. He did this rather covertly until the day he introduced it to the group. Jack, Scat & Marty were very impressed with his song and began practicing it with Chinch for the upcoming performances. Many have commented over the years that this song should replace the official Army Aviation song because it is more appropriate for modern Army Aviation. In addition, no one really knows the words to the "official" song anyway.

On the 18th of February, THPH performed at the EM Club once again. Someone had fashioned a huge poster announcing that the THPH would appear on the 18th and had taped it to the back wall of the stage. The club was absolutely packed and there were people standing outside of the club peering through the louvered walls which were covered only with wire mesh screening. Any Fire Marshal in the States would have blown his top! On Chinch's request, Bill loaned him his multi-colored cap which Chinch wore while the group sang "Wild Bill". The show was well received by the audience and THPH had a great time putting it on. After more than two hours of performing and numerous encores, the group ran out of material but probably, based on the audience response, could have sung all night. Most of this show was also taped and the group received a copy. When the show ended, Bill Ponder took the stage to a standing ovation that lasted a full minute; put on his now famous cap and gave an impromptu speech about THPH. He expressed the same thoughts to the audience that he had privately told the group only a few days before. He praised each member of the group for their outstanding work in Vietnam, both in their primary duties and the many long hours the group spent in practicing and performing for the troops. It was another emotional moment for the group who were overwhelmed by Bill's remarks.

The IG inspection of the Battalion and its subordinate units was finally completed on the 23rd of February. The Battalion passed the inspection with

flying colors and no major deficiencies were reported. Chinch and Marty were making the transition of the Adjutants job in between the IG, singing, practicing and coordinating the arrival of the 176th AHC to Tuy Hoa. The 176th was officially assigned to the 14th CAB on 20 February 1967; and Chinch had flown to Tuy Hoa to greet them as they arrived. When the IG team left on the 23rd, Chinch took over as Adjutant and Marty relinquished his desk and became a "short-timer" in an advisory role. Scat and Jack were also turning over their responsibilities to their replacements and becoming "short timers".

On the 27th of February, the group assembled at the Officers Club in early afternoon, when the activity at the facility was at its lowest point, to record a "final" tape. They had made arrangements with an NCO (name not remembered) who had a very good tape recorder and agreed to make the tape. The group wanted the session to produce the highest quality recording possible under less than optimum conditions and the resulting tape was as good as it could be, considering the helicopters constantly flying overhead and people were coming in and out of the club incessantly. The tape, containing 27 songs; was completed in about five hours and even though the introduction by Chinch stated "this is the last time this group will be together" there was plenty of performing yet to do before they separated. Each member of the group was given a copy of the recording the next day.

Early on the morning of the 1st of March, THPH flew to Nha Trang with Bill to put on a performance for the 17th CAG Organization Day celebration. The days events began with a formation of the 17th CAG Headquarters Company where the normal activities of reading the activation orders, presentation of awards and decorations took place. The Battalion Commanders of the 17th CAG and many of their staff members were also present for the event. A very good meal was served at noon, compliments of the Headquarters messhall, with some

hard to get items (like steak) as the main course. At 2:00 PM THPH performed their show outdoors on the Headquarters Company volleyball court. The show went over very well, in spite of a poor public address system. After the show, COL Marr asked the group to stay and sing at the 17th CAG "Cockpit" Club that evening. The group could hardly say "no" and they agreed, even though they had planned to fly back to Lane with Bill that evening and did not have a change of clothes or even shaving kits with them. Shortly after dinner, THPH put on a show at the "Cockpit" Club which was filled to capacity. The group sang their usual songs and were running out of material after about two hours but the audience continued to demand "more"! Chinch then accomplished something the group had never tried before or even considered. He began singing one of those songs that everyone was familiar with, a song that has a two line rhyming verse and all in attendance sing the chorus, with Jack and Marty providing the accompaniment on the guitars. The group knew many of the officers in the room and those they didn't know had name tags quite visible on their uniforms. Chinch then completely ad-libbed a verse to the song, starting with COL Marr, and everyone in the room boomed out the chorus. Incredibly, Chinch then continued around the room making up very humorous verses about each person while the audience had a great time singing. It continued until Chinch ran out of people he knew or whose names he could ascertain. It was a memorable finish to the show but it was clear that Chinch was the "star" for his singularly outstanding performance. Although the performance was officially completed, the party continued until the wee hours with a very informal sing-a-long.

It was a very tired group that went to their outdoor cots to try to get some sleep only to find there were no mosquito nets provided. Needless to say, the mosquitos had a field day, especially at Marty's expense who slept

very little trying to ward them off. When he got up the next morning, his face was swollen from all the bites. The Flight Surgeon gave him some lotion but it didn't seem to do much good. The group showered, even though they couldn't shave, put on their uniforms of the day before and said their farewells to COL Marr and his staff.

Bill had departed the night before and hitched a ride with another Battalion Commander who dropped him off at Lane. He left his aircraft for the group to use for their return flight with an admonition to "take your time because this party looks like it will last awhile". He was right, of course, so THPH finally returned to Lane around noon.

On the 4th of March 1967, Bill and THPH flew to Saigon for the 1st Aviation Brigade song contest and their last performance in Vietnam. The contest was held in the evening in a huge messhall called "The Red Bull Inn", filled with the usual personnel, the Group and Battalion Commanders, some of their staff members and, of course, much of the 1st Aviation Brigade staff. Nine singing groups performed, including the Merry-men. THPH had decided to do something for this contest that was risky, to say the least, but they all agreed the chance was worth taking. They had gotten together at one of their earlier practice sessions shortly after General Seneff's visit to Lane and wrote the words to the song "General Seneff" which is sung to the tune "Freight Train". It includes references to General Seneff, COL Marr & COL Campbell (Group Commanders) LTC Kalagian and LTC Ponder, all in fun of course. No one knew how this song would be accepted by General Seneff, especially since he would be about four feet from the microphones when it would be sung, so the group decided to put an "escape" verse on the end just in case. For those of you reading this who have heard the song, you will certainly know why they were concerned!

THPH performed their song near the end of the contest. When they took the stage after the introduction, it was apparent their "secret" had been compromised somewhat because the air was heavy with anticipation. The compromise may have come from Bill since he had already heard the song and may also have had some trepidation about the affect it would have. Chinch introduced the members of the group and then introduced the song. The messhall became so quiet you could hear a pin drop and a feeling of nervous anxiety permeated the group but they couldn't change a thing at that point so they began singing like it was the last song they'd ever sing.

"Down in Saigon, they have made,
An Aviation monster called the 1st Brigade.
A glamorous unit they hoped to forge,
and they gave it to a guy named George".

Chorus

"General Seneff, don't bite me.
I couldn't help it don't you see.
This little flap is bound to pass,
So please don't chew my ---." (Substitute word spoken here by each member)

"He flies around in and out of the fog,
Followed by his Aide and that little black dog.
He's always looking for a victory,
And his dog is looking for a tree".

At this point the audience was laughing, clapping, hooting, whistling and hollering so loudly the group could not begin to sing the chorus so Marty and

Jack just continued strumming until it quieted down somewhat. General Seneff had a big grin on his face so the group began to feel better as they launched into the chorus and the third verse:

"He's got a Group Commander, by the name of Marr.
It doesn't look as though he's going very far,
Cause General George put him up a tree,
When he saddled him with IFFV".

The audience repeated the boisterous applause interrupting the song. After the chorus, with more yelling, etc. the group sang the fourth verse:

"Colonel Campbell is big and burly.
Throughout his Group he's known as "Curly".
He's not as mean as some folks think,
But he's driving "Black Sam" to drink".

Once again, the audience interrupted the singing leaving Marty and Jack strumming while Scat and Chinch waited for the noise to die down enough to continue. After another Chorus, the fifth verse:

"Up at Lane there's an Aviation wonder,
Known as Colonel "Wild Bill" Ponder.
His choppers look good on any day,
Cause they're always on static display".

Same audience response and by now, even General Seneff, COL Marr, COL Campbell and COL Ponder were laughing out loud. The last verse began after reasonable quiet had been achieved:

(Sung slowly)

(Marty) "We wrote this song, cause we like to sing,

(Chinch) We had no idea what trouble it would bring.

(Scat) Now we see some folks glaring at us,

(Fast) (Group) So where the hell's that G-- damn bus!"

Hardly anyone could hear the group as it sang the final chorus and ended with the usual substituted words until Scat announces that he "knows"! He launched into the last line again "So please don't chew my" (while Jack and Chinch cover his mouth at the moment he is about to say the expected word and everyone relaxes a bit until they take their hands away and Scat sings out loudly the word "A--"! The applause was louder than ever before as THPH left the stage as quickly as possible. There was, of course, little doubt in anyone's mind who had won the contest, all, that is, except the members of THPH. They still weren't feeling all that comfortable until they were announced the winners and were called up to the stage to accept. THPH presented a copy of their "final" tape to General Seneff, COL Marr and COL Campbell and then had to immediately sing the "winning" song all over again!

As was the custom, the groups were asked to return to the stage and sing more of their songs but THPH and the Merryman alternated and provided most of the entertainment because together, both groups had a much greater repertoire. It was another long evening. THPH were happy to have won the contest,

specially with the song "General Seneff", but they were also somewhat saddened with the knowledge that this was indeed their last performance.

The following morning, Bill and THPH flew to Nha Trang, stopping at the 14th CAG Headquarters to say goodbye to COL Marr and his staff and then Bill came up with the idea to stop in Tuy Hoa and put on a show for the newly arrived 176th AHC. After landing in Tuy Hoa, Bill was not too happy to discover that the whole unit, in spite of the fact that it was Sunday, had taken the day off and had gone to the beach! The group flew back to Lane where they were welcomed with cheers from their fellow Aviators.

The plaque that was always presented to the contest winners was not available until the following month's contest. WO1 Leonard Eugene Easley, a very talented singer/guitarist assigned to the 282nd AHC represented the 14th CAB in the April 1967 contest and accepted the plaque for the 14th CAB and THPH after the competition. The presentation was made by General Seneff and recorded on the audio tape of the contest but the quality of the tape is so poor it is very difficult to ascertain what was said. WO1 Easley continued to represent the 14th CAB in the monthly contests and won the contest in May 1967. He was killed within weeks of returning to the U.S. on 14 August 1967, when, as pilot of a UH-1, he was shot in the neck near Da Nang while flying with the 282nd AHC out of Marble Mountain.

The March edition of the "Roadrunner" contained a feature article on THPH. It was written by the Battalion PIO Section based on interviews with the group.

"THE HIGH PRICED HELP"

"In March of 1966 the 174th Aviation Company sailed from Oakland for its new home at Lane AHP, 12 miles west of the port city of Qui Nhon, Republic of

Vietnam. Facing twenty-one days at sea, one member of the 174th and two from the 409th Maintenance Detachment pooled their common interest in singing to form a trio. The original purpose was simply to defeat boredom and engage in a favorite hobby. The original members of the group were Major "Marty" Heuer, Algoma, Wisconsin, Major "Scat" McNatt, Westminster, Colorado, and Captain "Jack" Westlake, Washington, D.C. As the voyage continued the trio began sounding a little more professional and shows were put on for the enlisted men on board. Due to the rank of the members the name "High Priced Help" was adopted. After arriving at Lane AHP, a DEROS shuffle, then the heavy work load coupled with the building of a living area, just about ended the singing group. In July Captain Charles "Chinch" Wollerton, Montgomery, West Virginia, joined the 174th and after hearing stories of the singing aboard the ship, suggested that the group get started again.

As a "school-trained" musician "Chinch" agitated for regular rehearsals and a more professional approach. Lt. Col. "Black Sam" Kalagian, then 14th Aviation Battalion Commander, heard the group and applied some enthusiastic command influence. The "High Priced Help" then started "on the road" with an appearance at a 1st Aviation Brigade Commanders Conference.

The type of show put on by the quartet is "Folksy" by nature with "straight" music like "Early Morning Rain", and "Blowin in the Wind" are favorites. The group is noted for the comedy lyrics put to popular folk music. The Kingston Trio's "MTA", "Banui " and "New York Girls", have become "Black Sam", "Vietnam" and "Saigon Girls". Peter, Paul and Mary haven't been excluded as their "Freight Train" has become "Bad Bill". This last one refers to the 14th's Commander, Lt. Col. William R. Ponder, Columbus, Georgia. Comedy specialties are performed by "Jack" Westlake, "Scat" McNatt and

"Chinch" Wollerton, with "Marty" Heuer playing straight man and lending an air of respectability to the proceedings.

As the Vietnam tour drew to a close for three of the four members, the "High Priced Help's" short existence seems bound to end. "Marty" Heuer is headed for Ethiopia, "Scat" McNatt is off to Ft. Leavenworth and "Jack" Westlake moves to Fort Rucker. They will probably never sing together again but each will remember the enjoyment and satisfaction they received from this bright spot in their Vietnam tour. It's quite likely that quite a few of the men they entertained will remember "the crazy majors and the funny songs".

From the 5th to the 8th of March, Jack, Scat and Marty packed and shipped their personal baggage, out-processed and said good-bye to all their friends. On the morning of the 8th of March, THPH assembled at the Battalion Headquarters. In a small, brief ceremony attended by the Headquarters staff, Bill presented Marty with the Legion of Merit. Following that, the Battalion Public Information photographer took some "official" pictures of the group and then it was time for the trio to say good-bye to Bill and Chinch. Although all three were exceptionally happy to be going home, the final good-bye was both difficult and emotional. It would be hard for anyone to understand the comradeship that develops during a tour of duty in combat, unless they had experienced it, but for the members of THPH there was that extra measure that can hardly be defined. There were few words spoken, only the usual, casual words of good-bye between friends and then Scat, Marty and Jack boarded a helicopter which, after taking off, made a low circling pass over the Headquarters and Lane AHP on the first leg of the long journey home. They landed in Cam Rhan Bay in the afternoon, continued out-processing and departed on the 9th of March aboard a chartered jet to SEATAC Airport near Seattle,

Washington, and on to their separate homes and the future. As Army Aviators, they were sure that another tour in Vietnam was in their immediate future and equally sure that the second tour could never match the best "assignment" they had ever had --- that of being a member of "THE HIGH PRICED HELP".

