

Extra -

* My 1st operation was an insertion of Tim Hunt's Bn to the coast. we got shot up fairly good (3 or 4 ships) but no personnel were hurt - It ended up as an extraction which was just as bad. This was in June 68.

* Some time later we had an operation on the coast and a new door gunner (name?) took one in the chicken plate and hand. Saw him in the aid station later that afternoon - He was LTC Charlie Sheens driver and his father was a Col in Korea. I remember LTC Sheen saying that I was doing so well, with good success that I wouldn't let him get hurt ==

That's all I can recall that were KIA or WIA on assaults.
we lost Riley & Sparks on resupply.

#8 Cnd's Virgin

Reasons for taking BWO

* LTC Sheen offered me the Kingmen or Black Widows to command in May with C/C in June -

I chose the Black Widows for a couple of reasons - not necessarily in any order -

#1, I knew the commanders (Bn & Bdes) that the 188th supported

#2 the 188th was at a separate location I liked to get away from the flag pole

#3 the 188th did have a much lower availability aircraft rate than the 17th & I knew I could get it ~~high~~ higher - On my 1st year with the 1st CAU, I brought ours from 50% to 100% for 3 straight months & then kept it at 90-95% until I left.

At the change of command we ~~was~~ were ~~at~~ 45-50% or less. In 2 months we hit 100% Of course I have to tip my hat to Maj. Murray Parker, M.O. for that.

Operations officers under Dwyer

Cpt. Pratt - EARNEST B.

Cpt. Hill ROBERT W

Cpt. Bagby (Operations.) Fred

Kingman KIA - 3rd tour
SAM missile

XO Adamski

1st Shift - Pearl E Achley

Raymond D. Sham

Maintenance

1st Platoon Leader Cpt. Dan Riley

Cpt. Tom Castro

2nd Platoon Leader - Fred Bagby

BAGBY ~~or BAGBY~~ always late, got lost out of ag'd ops. officer

Major Parker

Spider's Lead Captain Smith

October 68 Dan Riley KIA

hit by ground fire

Don Sparks (CC) MIA

Cpt Tom Castro 188th Maintenance

603rd - Major Murray Parker - 101st AB X.O.

They the only one that was Bn controlled was ~~the~~ in the Ashau Valley - and that one hurt.

Operation NEVADA EAGLE ~~OPER~~

Aug 5, 1968

we did a lot of Company Ops

5 Aug 68 - see picture - Bad day at Black Rock - we actually had 2 gun ships shot down -

the Ashau Valley was the last big show during my tenure. There were lots of assaults of Company size that I ran with Dan Kingman & Fred Bagby, but nothing that stands out.

I do recall an operation way to the south - when I talked to Maj. A. Balbeido (later Cndr of the Eagles AB 101st) that the coordinates were off my map - He said on your way down stop in we've got lots. The area was hot & we had to stop on the southern edge of the valley because of so cal fire on the north -

Here comes Maj. Bart Bartholomew (an old Buddy) with aerial Rocket artillery.

Ordered to commit 3 slicks north to work with Thairi 34s. These may have been Special Ops - because one of our new slick (looker) was sent up and was shot down - He wanted (Dwyer) to get a chinook in to retrieve the downed bird but Major Sheen (Bn C.O.) overruled him and the Huey was destroyed in place. They never sent any good hump up again.

FOB - forward Operations base for cross border missions - PRAIRIE FIRE?

footnote
referred by the
man means killed
in a little more info
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we did a lot of Company Ops and eagle flights there after

On the Aug 5, 1968

1400 ~~lift~~ two gunships hit - shot out of air hit, bounced and hit again Killing Harry Kim and trapping Bob Burton under north

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Footnote

several of the men were killed on a later tour by a SAM missile.

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Sept '68 sent a platoon under Cpt Don Riley north to work with 1st CAU. DIV. for a month
^{1st}
he was KIA in 1968 and C. C. Dinsparks was by ground fire during a log mission

* We had a young warrant officer who got the nickname Archlight 6. His claim to fame was the use of masonry jars (empty) with a pulled grenade pin that would fit into the jar until it was dropped from the air and on impact would break sending the grenade off. He got away with it for awhile but was grounded for two weeks by Hank Breker.

* Breker used to get his laundry back from the Vietnamese with a pack of cigarettes filled with weed. The orphanage just off base did our laundry. He couldn't figure out why it was always sent with his laundry.

Also the day we let a Courier get away - He was on a bike, then on foot, then a Sampan - Two gun ships expended 100% and haven't got him yet - He's now probably in Ho Chi Min City or Hanoi tell about it to his grand children - just as well.

Another heavy fire team took a VC courier under fire (HFT) He was on a bike and on the run to a sam pan tied up to the water edge. The 3 gun ships blew the hell out of everything around this guy but missed him. Breker had to laugh and told the guns so over the company frequency. It was Victor Charles lucky day.

Also this day Bagby & I were hovering along a canal with LTC Hunt. One of the spiders behind us transmitted "BU 6

There's a Charlie behind you with an AK-47 and he wants to surrender" Some Sam had Bombi - "Thanks Spiders"

① Cpt. Smith was the Spider platoon leader at Sally - July 68

We had a 25th I.D. doorgunner on his third tour. He was having some major head problems when he barricaded himself in one of the bunkers and told everyone he'd blow them away if he was messed with. Breker called BN and told them he should be transferred to a safer habitat than Sally. He was transferred to BN and when Breker saw him later in the town he thanked him and turned out to be very happy.

Sent platoon north to 1st CAU about a month

The permanent SEA HUTS appeared at Sally in October 1968.

* ① Same doorgunner opened up on shoot final when only the outside door gunners were cleared to fire. The guy was checked out by the flight surgeon and shrunk. They said to leave him on the job he was probably high or drunk. When he was called into the orderly room to see Breker he just stared out the window not saying anything. The C.O. said come with me, the guy ran and Cpt. Smith tackled him - bonny tunes -

Someone through a shovel into the shower trying to hit the C.O. (He wasn't there)

April 1969 is when the unit moved to Phu Bai

- The only other accidents were when
- ① we lost a chopper in a monsoon - evening
 - ② we popped a flare on loading and almost lost the ship
 - ③ we lost a gasoline tanker when a young trooper was fueling the horse buckets - A
- we also lost the survey (flew out of the chopper - ④ instead of using jerry cans and decided to use Pol and tanks and ran to the shelter filling them until the he started burning one which was burning

When the Spiders became D/101 Hawk, the gunships stayed at Sally until there was room at Camp Eagle for them. In other words they belonged to D/101 but stayed at Sally.

units; the 188th / ^{Black widows} ~~C/O~~ ^{were} ~~lost~~ ^{was} by far
the finest and holds the record of memories.

The thing that I revered most about my pilots (off & on) is that they followed ~~my~~ me wherever I lead them and went where ever I told them to go. We never aborted an assault!

London

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- ① we lost a chopper in a monsoon - hovering
- ② we popped a flare on landing and almost lost the ship
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I left the BWS ~~10th~~ Dec 1968 Change of command 10 DEC 1968
When I was ready to leave
country I ran into a few of the
spiders (WO Tom Tuttle ~~&~~ is the only one
I can recall) at Saigon - they were
there to pick up some Cobras - IT
was like Christmas & kids with new
toys - and they deserved them -

I cannot undo the past & therefore
will not speculate or comment on
what I would change - But I will
say I wish that I had done more for
them enlisted personnel. I command 4 Avn

units; the 188th / C/O ^{Black widows} ^{were} ~~1st~~ ^{1st} was by far
the finest and hold the Landat of memories.

* As a Cmdr I felt that the crew chiefs were the most dedicated, hardest working and least recognized personnel in all of Army Avn in VN. Both in the 1st OAV and in the 308th & 101st. The aircraft that they crewed was their aircraft and they took great care of it. While I always preflighted my aircraft, there were many times that this was probably unnecessary because the ships were in "A" one condition even with the money hours -

the thing that I revered most about my pilots
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lead them and went where ever I told them
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We never aborted an assault!

Keep them Flying

Lonk.