

THE 16TH AVIATION GROUP (COMBAT)



CHU LAI VIETNAM

1970











THE 16th AVIATION GROUP (COMBAT)

The 16th Aviation Group (Combat) was first activated and organized on 20 December 1967 and became operational on 23 Jan 1968, at the Marine Marble Mountain Air Facility, DaNang. This was just one week before the 1968 Tet Offensive explode throughout Vietnam. The 16th Group, as their motto implies, was truly "Born in Battle".

Originally part of the 1st Aviation Brigade, the 16th CAG was attached to the Americal Division on December 1968. Within a week, the Group relocated from Marble Mountain to its present location at Chu Lai. The unit has the distinction of being the only aviation group in the U.S. Army assigned to an infantry division.

Intent upon carrying out its mission, the 16th CAG, commanded by Colonel Benjamin S. Silver, (Kansas City, Missouri), is composed of a Headquarters Company, the 335th Transportation Company, and two battalions: the 14th Aviation Battalion (Combat) with units at Duc Pho and Chu Lai, and the 123d Aviation Battalion (Combat) with units in the Chu Lai area.

The officers and men of the 16th Aviation Group (Combat) pride themselves on the ability to do their jobs regardless of any difficulties. With courage and determination and the professional competence of its subordinate units, the 16th CAG supports the Americal in I Corps.



THE GROUP CREST

On 28 June 1968 the U.S. Army Institute of Heraldry authorized a distinctive insignia (badge) for the 16th Combat Aviation Group.

The insignia is a gold color metal and enamel device 1 1/8 inches in width, consisting of a purple enamel mountain peaks are two enamel bars, the upper one following the contour of the peaks. The purple and black areas are surmounted by a gold falcon's head. The device is circumscribed by a light blue enamel circle with the lower portion covered by a gold scroll inscribed in black enamel letters, "Born in Battle".

The falcon's head symbolizes the combat aviation capabilities of the 16th Combat Aviation Group. The purple mountains refer to those in the northern most part of South Vietnam where the unit was activated. The three mountain peaks symbolize the three fold effort of the United States, Republic of Vietnam, and the Free World Military Forces to win freedom and secure peace. The black enamel area in the base alludes to a helipad. The gold and red bars refer to the flares and flashes of battle and also the national colors of the Republic of Vietnam. The blue annulet stands for the continuous and courageous efforts of the 16th Combat Aviation Group in the sky.

THE GROUP FLAG

The 16th Combat Aviation Group is authorized a distinguishing flag of the following pattern:

An ultramarine blue background with a golden orange diagonal stripe from upper hoist to lower fly, 12 inches in width. In the center of the flag is the numerical designation of the group, 8 inches in height. The fringe of the flag is yellow.

Source: The Institute of Heraldry, U.S. Army,
Cameron Station, Alexandria, Virginia
26 June 1968.

Editor:
1LT JEFFREY D. GOODMAN

Assistant:
SP4 LARRY CAMPBELL



Col. SILVER - Group Commander



LTC O'KANE - Group XO



CPT McDONALD - Adjutant



CSM GUTHRIE
Group Command Sgt Major



Cpt. WILLIAMS - Adjutant



SFC ARNOLD - PSNCO



1LT GOODMAN - Asst. Adjutant



CPT DOBSON - Standardization



SFC NEWCOMB - Career Consoler



SP5 CHAS - NCOIC S-1



SP5 STURM - Clerk



SP5 WALKER - Clerk



PFC DELAHOUSAYE & SP4 MONTIJO
Clerks



SP4 SCHULZE - Legal Clerk



SP5 REESE - Col. Silvers Driver



PFC INGRAM
Message Center Clerk



Maj. CARTER - Asst. S-3



1LT GRAHAM - S-2



CPT CARTHAGE - Instrument IP



MSG LARIE - NCOIC S-2



MSG AWREY - NCOIC S-3



SSG PRITCHETT - Operations



SP5 WARREN - SIC S-3



SP4 ASHJIAN - Clerk



SP4 WOLF - S-2 Clerk



SP4 GRIMSLEY - Draftsman



SP4 HYDE - S-3 Clerk



LTC EATON & Col. Silver

LTC VISSERS - S-3
giving class on the
big hairy circle.





Maj. ALSOP - S-4



Maj. DERR - S-4



Cpt. LIEHR - Asst. S-4



SFC CLINE - NCOIC S-4



CW2 WADE - Food Advisor



SFC ROCKET - NCOIC S-4



SP ALEXANDER & SP TRIANTOES - Clerks



Maj. MILLER - GP Maint. Off.



SFC MARTIN - NCOIC



CW2 TUCKER - Armament



SFC THOMAS



SP4 WALKER - Clerk



CW2 JAMES S. SIMS - Div. Avn. Safety Off.



CW2 JOHN R. KENNAMORE
Asst. Div. Avn. Safety Officer



SFC WILLIAM GRAY - Avn Safety NCOIC



SP4 VERNON P. CHAPMAN
Avn Safety Clerk



Chaplain SCOTT



SP4 HESS - Asst. Chaplain



Maj. FOY - Group Flight Surgeon



1LT KUCERA - Group Signal Officer.



SSG BENOVIKZ - Signal NCOIC



Sgt. JENKINS



PFC CHANLEY - RTO



SP4 WALKER - Lineman



PFC RIVERIA - Lineman



SP4 GRAY - RTO



1LT BAKER - HC Commander



2LT MILLER - HC Executive Officer



2LT MILLER, 1LT BAKER, MSG LARIE



MSG LARIE - HC 1Sgt



SP4 TURNER - HC Clerk



SP4 WITHERS, SP4 CRAVEN, PFC COLEMAN



SGT WILLIAMS - HC Supply Sgt.



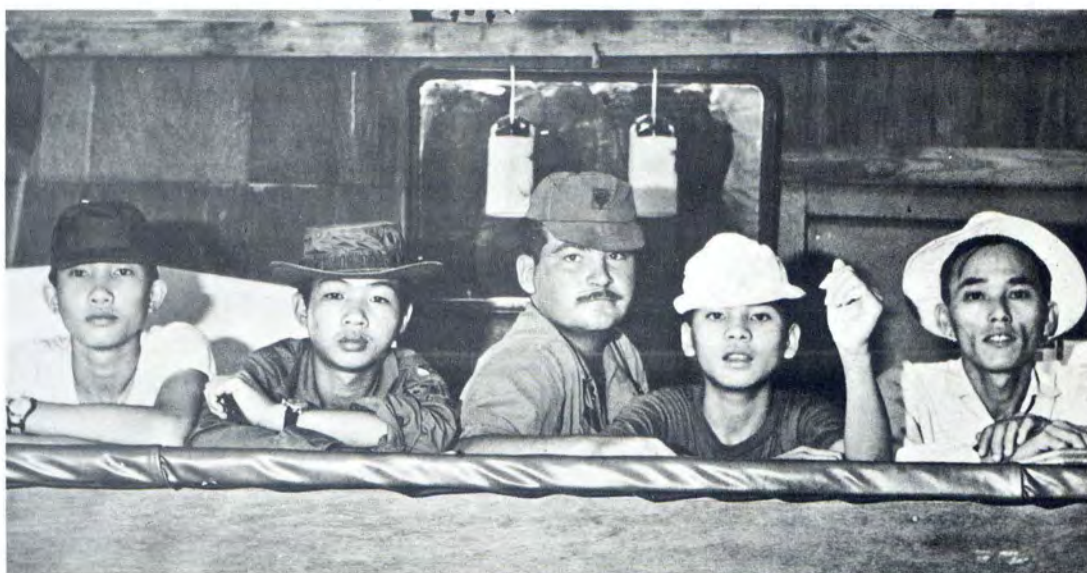
SP4 DORRETT, PFC GRAVES, SP4 ERVIN
Mech. Gen. Mech. Motor Sgt.



SP4 ARNOLD - Dispatcher



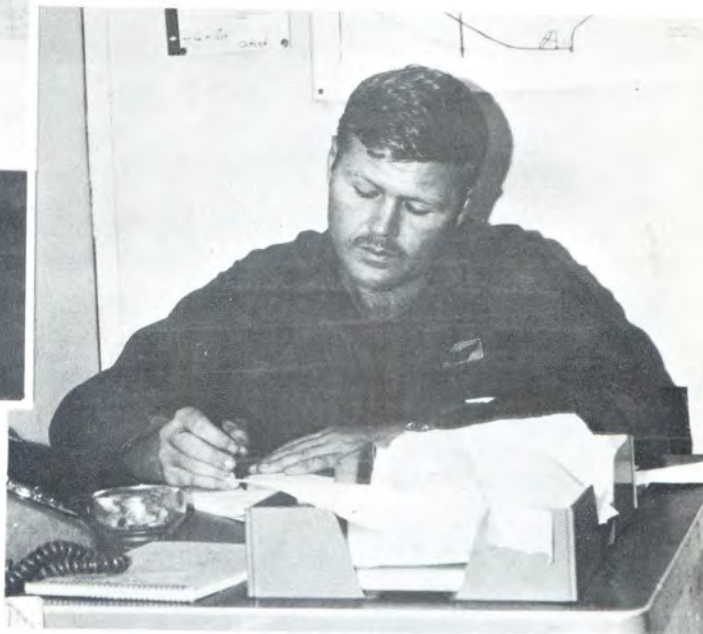
SP5 FREDRICK, PFC YOUNG, SFC WARREN
1st Cook Cook Mess Stewart



SP4 PRINTZ and his boys



LTC MEYERS - Deputy Airfield Commander



CPT ARNOUT



SFC WATKINS



PFC Constant & PFC Presley



SP5 Burdell, SP5 Drumond, SGT Mackley
and SFC Mesker



SP5 Teague, SP4 Kabala, SP4 Brae



SP5 DRUMMOND



SSG Carter, SP4 Leister
and SP5 Nendza



SFC WATKINS & SP4 SILVA



SP5 Garrido
SP5 Burdell
SP4 Silva



LTC LOREN D. EATON - AD AO



CPT JOHN H. SMITH - AAE OIC



1LT CHARLES G. ABBOTT
AAE Duty Officer



1LT JAMES C.A. TONLIN - AAE Duty Officer



SFC JOE F. McBRIDE * ADAO NCO



PFC JUSTIN E. MARSH - Clerk ADAO
The Snake



SP5 WILLIAM R. SIEFERT - Clerk ADAO



PVT GREGORY A. HODGE - Clerk ADAO



SP4, ALLAN W. FORDE - Clerk ADAO

123rd COMBAT AVIATION BATTALION HISTORY

The 123d Aviation Battalion was activated on 8 December 1967 from a nucleus formed by the old 161st Aviation Company. The 406th TC Detachment and the 449th Signal Detachment, which had supported the 161st Aviation Company, were reassigned and attached to the 123d Aviation Battalion in January 1968. The original make-up of the battalion had consisted of Headquarters Company, A Company, and B Company. Company B was organized from the Armed Helicopter Platoon of the former 161st Aviation Company and later given a provisional mission as Aero Scouts. During 1968, the 123d Aviation Battalion compiled an impressive record. Company A supported the Americal Division's ground units by hauling 1482 tons of cargo in over 3,736 sorties and in the process killed over twenty (20) VC/NVA and medevaced over ninety-four (94) persons. Company B learned their tactical lessons well, killing over seven hundred (700) VC/NVA in 77,510 sorties. On 15 December 1968, the 123d Aviation Battalion was attached to the 16th Combat Aviation Group.

The year 1969 marked a significant change in both the make-up and the mission of the Battalion. In January 1969 two CH-47 units, the 132d Assault Support Helicopter Company and the 178th Assault Support Helicopter Company, were attached to the Battalion.

A short period after this reorganization the 406th TC Detachment and the 449th Signal Detachment were deactivated. E Company 723d Maintenance Battalion, which was formed from the assests of the 406th TC Detachment and the 449th Signal Detachment, was attached to the Battalion to provide the Battalion with direct Maintenance support.

The addition of F Troop, 8th Cavalry in May 1969, gave the Battalion a total of two Air Cavalry units. In October 1969, the 132d ASHC and the 178th ASHC were detached from the 123d Aviation Battalion and attached to the 14th Combat Aviation Battalion.

The additions of D Troop, 1st Squadron, 1st Cavalry in October 1969, gave the 123d Aviation Battalion a third Air Cavalry unit. The three Air Cavalry units, B Company, F Troop, 8th Cavalry and D Troop 1/1st Cavalry, are used to support each of the three infantry brigades in the Americal Division. Assets from the 123d Aviation Battalion have been involved in every major operation that the Americal has undertaken since January 1968. The Battalion's mission was defined to extend by aerial means the reconnaissance and security of the Americal Division with three Air Cavalry units and to provide command and control aircraft for the General Officers, Special Staff and all Senior Commanders of the Americal Division.

Under its present make-up the 123d Aviation Battalion (Combat) consisting of Headquarters and Headquarters Company, Company A, Company B, Company E, 723d Maintenance Battalion, F Troop, 8th Cavalry and D Troop 1/1st Cavalry has proved to be a most effective unit.



LTC ORR - 123d Aviation Battalion Commander



COMMANDING OFFICER
LTC JERRY C. ORR

COMMAND SERGEANT MAJOR
CSM CURTIS McCLAUGHERTY





MAJ. AMIDON
Bn Executive Officer



CPT LESTER
Asst. Bn. Exc. Off.



CSM McLAUGHERTY
Bn Sergeant Major

S-1



1LT SMITH - Adjutant



SFC MOOSE - S-1 PSNCO



SP5 ERVIN - Pers. Management



SP4 KESSLER - Pers. Actions



PFC CIVIL - Office Clerk



SP4 TATUM - Bn Mailman



SP4 CORDOVA - Message Center Clerk



MAJ SPRATT - S-3 Officer

S-3



SFC KNIPHER - S-3 NCOIC



1LT ROSSITER - Asst S-3 Off.



PFC JORDAN - S-3 Clerk



SGT ODIER - Asst S-3 NCOIC



CPT RONALD WECAS - S-3 Officer



CPT PHILLIP FLANAGAN - Safety Officer



CW2 ARTHUR DOYLE - S-3



SSG LOWELL COY - Safety NCO



SP4 Mattingly, SP4 Woodburn
Bn Mail Clerks



SP4 Vonglieche



CPT HOWARD HENDRICKSEN - S-4



CPT CRAIG GRIFFITH



1LT RICHARD HANDY



SFC ARTHUR WENTWORTH - S-4 NCOIC



SP5 EDWARD TUCKER - S-4 Clerk



SFC RONALD REAGAN



SGT EDWARD PINSON



CPT HERNDON - Bn Maint. Officer



SSG HUGHEY - Bn Maint. NCOIC



SP5 HOWARD HOLLIS - S-4 Clerk



CPT LOGGINS - HHC Commanding Officer



SGT Thomas - Co. Clerk



PFC Williams - Co. Clerk



SP5 Kobeck - Co. Driver



Lynn - Co. Interpreter



SP4 Thompson - Co Clerk



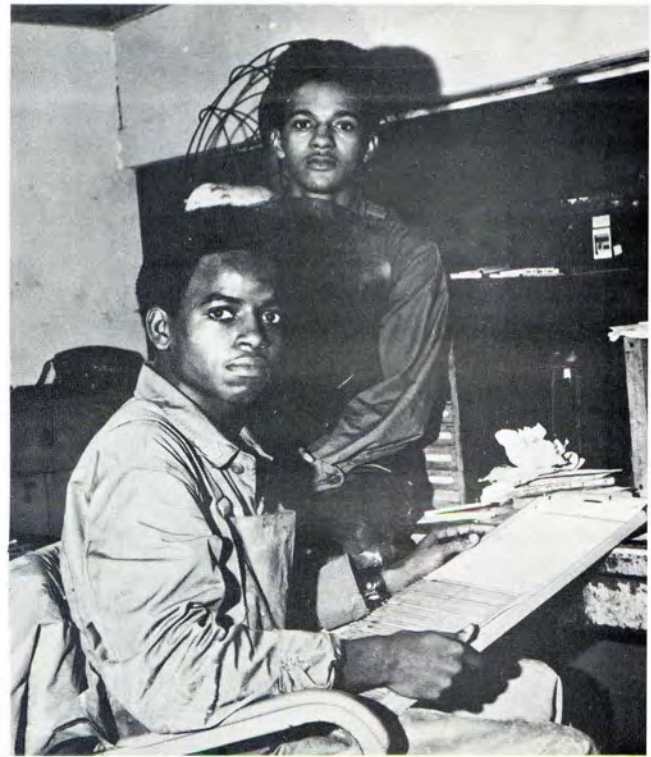
CW3 Fianagan - Bn Motor Officer



PFC McCullom



HHC Motor Pool



Motor Dispatch



HHC Supply Sgt



HHC Supply Clerk

A CO - 123rd AVN. BN. (COMBAT) UNIT HISTORY

"The Pelicans", Company A, 123d Aviation Battalion began its history at Fort Benning, Georgia in September 1965, when it was formed as the 161st Assault Helicopter Company. In December 1965, the 161st came to South Vietnam's, II Corp, to provide transportation and tactical support to the units around Qui Nhon where it was then stationed.

Then in December 1967 the 161st came to I Corp with Task Force Oregon and was redesignated as Company A, 123d Aviation Battalion and thus became part of the Americal Division.

Since our arrival with the 123d Aviation Battalion, we have had the missions of providing tactical helicopter transportant for the General Officers and their Staff. In addition to the primary mission of supporting the Americal Division Headquarters, the "Pelicans" can be seen throughout the Division supporting Division Artillery, Engineers and Support Command on a daily basis.

Special Forces teams from the DMZ to Qui Nhon also know the Pelicans well for the dedicated support rendered to them in re-supply of their Base Camps.

Company A also has the vital mission of providing support to the Marines at Da Nang. A Pelican helicopter and crew provide visual reconnaissance for our sister service in support of their ground operations.

Company A willingly provides its support to the Americal Division, Special Forces and Marines in their effort to win the war in the Republic of South Vietnam. It is through the effort of every person that has made Company A one of the finest and most respected Companies in the Americal Division.



"Number 121"
Company Commander
MAJ POPE

"A" Co.



Domestic Pelicans
CPT Eastlick, LSGT Smith, MAJ Pope



"Hotwire"
Executive Officer
CPT EASTLICK



LSGT SMITH
"There it is."



SP4 WARR - Company Clerk
"You want how many copies?"



SP4 WRIGHT - Company Clerk
"I hate morning reports."



SP4 CUMMINGS
Chief of Staff



Deleted



The Motley Crew



1LT EARL - Motor Officer
"Just one more Log Book to go."



1LT DIAMOND - Operations Officer
"I like it here!"

OPERATION



SSG PITTS - Flight Ops. Chief
"How do I get two cars to Georgia?"



SP5 BRUESCH - Flight Ops. Senior Clerk
"I burned it up again."



PFC HIDBRINK
"Who's eating prunes?"



The Gaggle



"End of the month at the club!"
MAJ Pope
CW2 Stuhmer
WO1 Stone



"The more pencils you have, the more important you look!"
(back row): WO1 Sperling
WO1 Muller
WO1 Clark
(Front row): WO1 Horn
WO1 Weightman
WO1 Murphy



"If I had it to do all over again."
(back row):
1LT Earl
WO1 Livernois
CPT Paladino
(front row):
1LT Johnson
CPT Haves
CPT Delp



"Slightly glazed over"
 (back row):
 WO1 Hogan
 WO1 Ortenblad
 1LT Gros
 (front row):
 WO1 Williams
 WO1 Wilson
 CW2 Haselpen



"Two short and three
 who don't want to
 think about it."
 (back row):
 CPT Beatty
 1LT Dockery
 (front row):
 CPT Eastlick
 CPT Peterson
 1LT Diamond



"What floor show?"
 (back row):
 WO1 Vincent
 WO1 Grove
 WO1 Voss
 (front row):
 WO1 Wright
 WO1 Clark
 WO1 Pfromm



MAINTENANCE

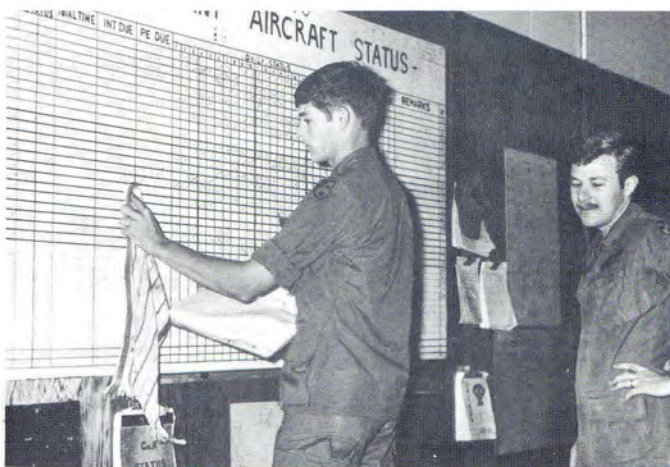
CPT BEATTY - "Number 117"
Maintenance Officer Service Platoon Leader



SFC REED - Service Platoon Sgt
"100% again?"



SP5 RIDOUT - UH-1 Tech. Inspector
"272 did it again!"



PFC TROTTER & SP4 TEWKSBURY
"You're been in run too long,
Tewksbury!"



CPT Beatty, SFC Reep, SP4 Coachman
"What do you mean, no short shafts?"



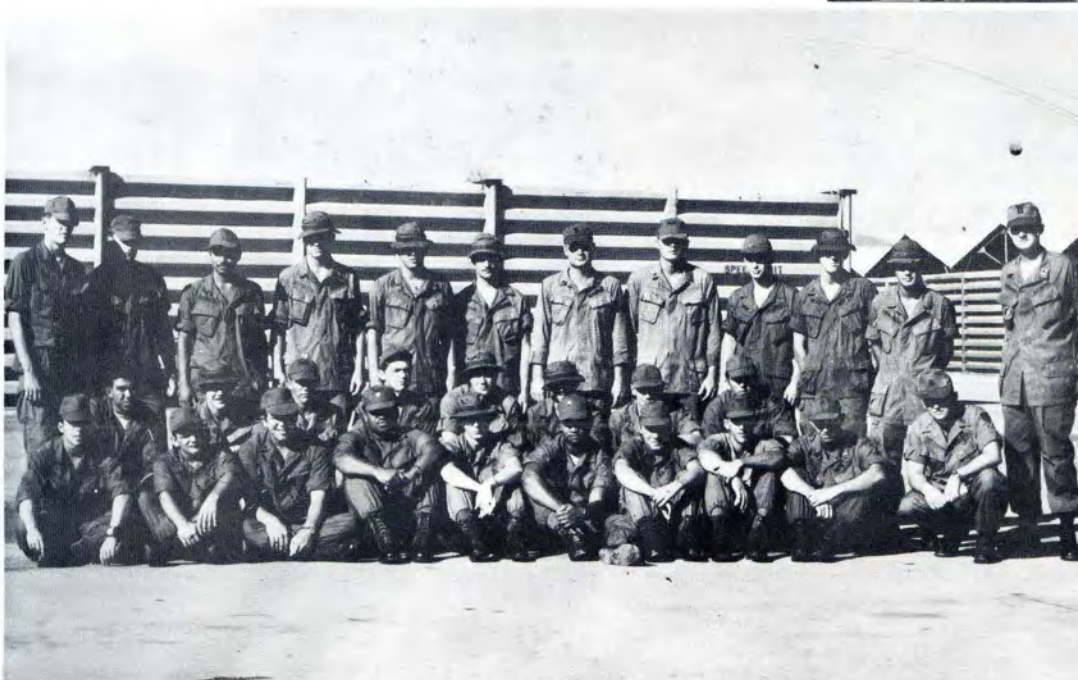
SP5 Querfurth - Handy man



That socket has to be here."



SGT Burton - Motor Sergeant
"Didn't pull motor stables?"



The Wrecking Crew - Service Plt.



Not in A Company



B CO - 123rd AVN. BN.(COMBAT)

UNIT HISTORY

B Company, 123d Aviation Battalion was formed on 14 January 1968. The nucleus of the company came from the Armed Helicopter Platoon of the 161st Aviation Company which was de-activated. Initially the unit had 6 UH-1B gunships and 2 UH-1D lift ships.

Due to the extremely large area of operation of the Americal Division, the Commanding General, Americal Division, decided to expand the unit to form it into an additional Air Cavalry type unit. The unit was given the following missions: to extend by aerial means, the reconnaissance and security capability of the Americal Division; to engage in offensive, defensive or deploying actions within its capabilities; to seize and dominate lightly defended terrain.

During the months that followed, the units' fleet of aircraft was changed over to AH-1G gunships, UH-1H lift ships and OH-6A scout aircraft. In addition, two additional AH-1G, two UH-1H and two OH-6A aircraft were given to the unit.

On 17 January 1969, Headquarters United States Army Pacific, General Order 43, reorganized Company B. The actual organization and designation of the unit did not change. Today the unit operates under the authorized strength of 19 officers, 17 warrant officers and 121 enlisted men. During the period that Aero Scout Company has operated in the Americal Division, the "Warlords" have been credited with 1141 enemy KIA, 65 WIA, 84 enemy captured and 105 weapons captured.



MAJ LONG - Commanding Officer

B" Co.



CPT RONALD COX - Executive Officer





SGT Oettinger



SP4 Bennie Bloodworth - Co. Clerk



PFC John "Flash" Gordon
A & D Clerk



SP4 Hal Swiss - Opns Clerk



SP4 Richard Allen
Armorer





CPT JAMES V. KAYE - Flight Platoon Commander

OPERATION



SSG ANDREJS BEDELIS - Opns NCO



WO1 James Blackwell
Ass't Opns Officer



PFC Louie Deherrera - Opns Clerk



You're not smiling, Swissier!"



CPT Frederick Shea - Maintenance Officer

MAINTENANCE



SFC Lee Swartz - Maintenance Platoon



SP6 Jack Mow - Technical Inspector



SP5 Roland Mayhair - Maintenance Clerk



Caught in the act.



My Zenbhidism book fell down there.



PFC Elliott



"38 - 24 - 36"



SP5 Broussard & SP5 Hampton



"Call the TV repairman
Yearty"



The Maintenance Platoon "Mod Squad"



I think we should have turned left at the fork in the road, Mr. Buck!



SP4 Wade & SP4 Chavez



That's right, my Pet Cobra



The rubber band broke



This is the last time I get a job in a gas station.



SP5 Hampton & SP4 Delgado



Taught him everything he knows.



You crossed the distributor wires?



Fly the friendly skies.



Crew Chief?



SP5 Ken Rieck



Get to work, Rhoden, here comes CPT Shea!

D - TROOP 1/1 CAV.

UNIT HISTORY

"Delta Troop" began it's history in 1833 when it was formed as part of the 1st Squadron 1st Cavalry.

On July 1968, "Delta Troop" reported "Present for Duty" to the 101st Airborne Division in I Corps, Republic of Vietnam. In order to combat the elusive enemy who fought a war of hit and run, a new concept of war had to be applied. It was D Troop who was chosen for the newest concept, the air cavalry troop. Our job was one of finding the enemy, harassing him and bringing about his destruction. The concept was applied to perfection not only by our choppers who scouted from the sky, but by our aero-rifle platoon who scouted on the ground.

On 1 May 1969, "Delta Troop" moved to it's present, the Americal Division at Chu Lai, and rejoined it's parent unit, the 1st Squadron 1st Cavalry. However this attachment was short, as in October 1969 we were assigned to the 123d Aviation Battalion. Our mission became the support of the 198th Infantry Brigade. When not supporting our own troops, D Troop supports the Army of the Republic of Vietnam. Through our efforts they are able to conduct a larger part of the war.

It is through the efforts of every "Delta Trooper" that we have diligently upheld the tradition in Vietnam of being part of the most battle honored unit in the history of the United States Army.



CPT BORN - Commanding

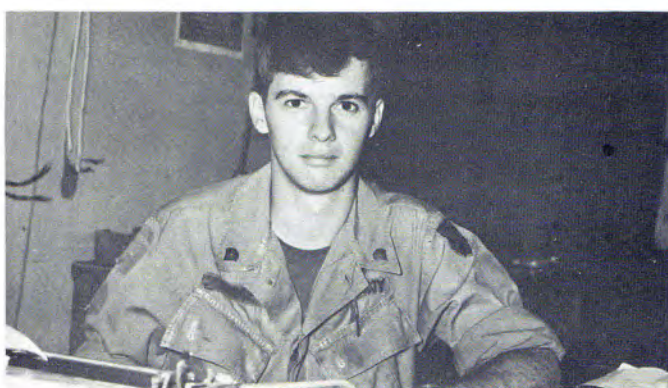
D - TROOP



SFC Gaskin



CPT McDonald - Executive Officer



SP4 House



SP4 Schmidt



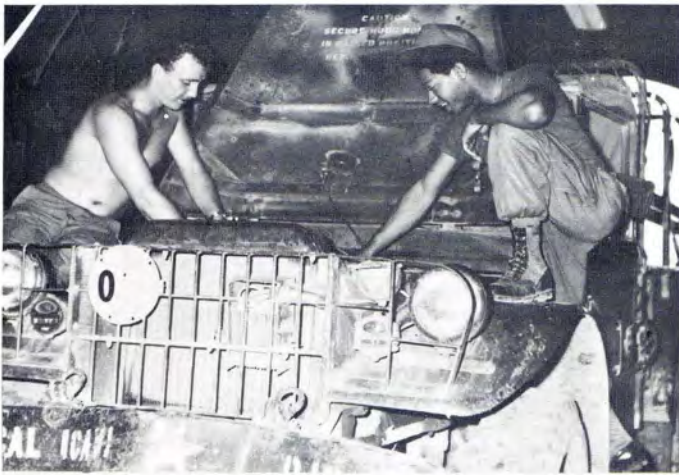
SP4 Walker



SSG Toland - Motor Sergeant



Army has the better ideal.



SP4 Varndell & SP4 Cole



If I were a carpendar!



Motor Pool Personnel



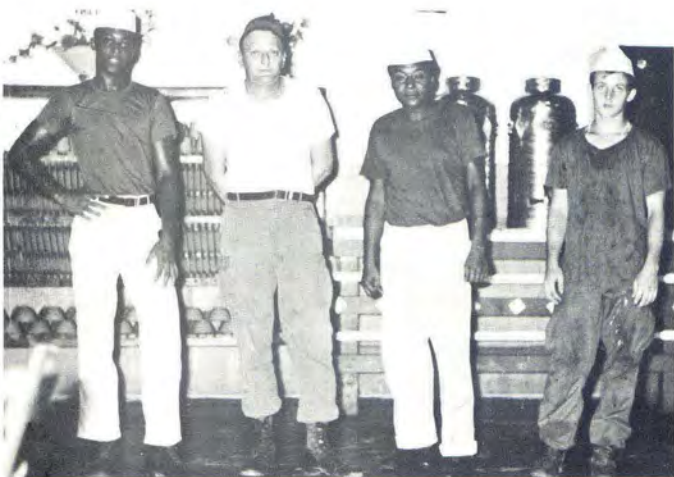
This jeep runs on Love Gas!



SSG Gregory - Supply Sergeant



SFC Fiekler - Mess Sergeant



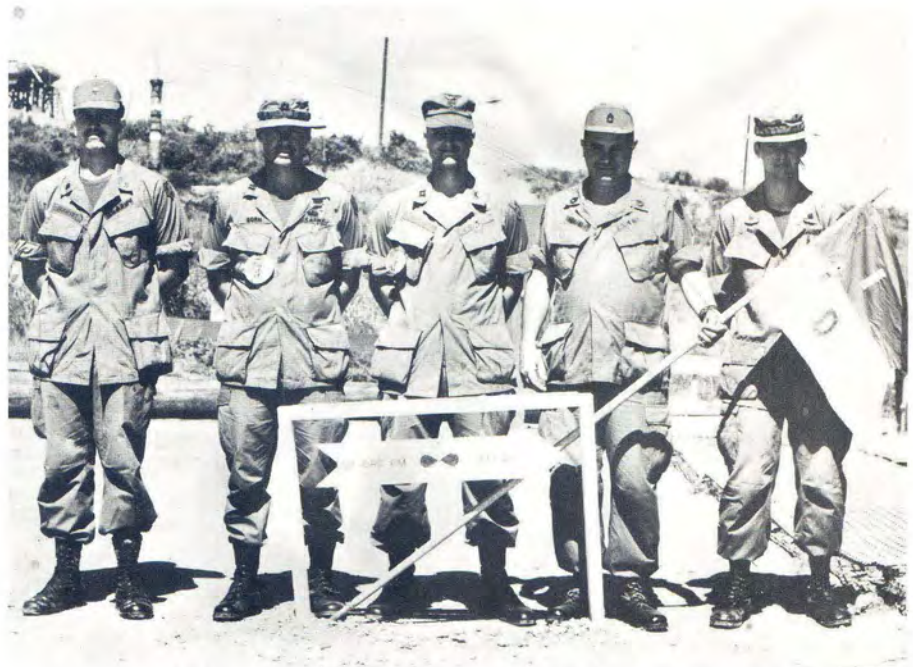
Lets all go to Bangkok!



I lost a fingure somewhere!



SP4 Farr - Supply Clerk



This is how your article 15 comes about!

OPERATION



CPT Herr-Neckar - Operations Officer



LT Cain --
Assistance Operations Officer



SSG Navarro - Operations Sergeant



SSG Dillard
Avn Operations Sergeant



SGT Lavway



SP4 Carson - RTO



PFC Koklarinis - Operations Clerk



Wanna fight?



All aboard!



PFC Hill (M-60 man)



The Mod Squad



ARP Platoon





CPT Curley - Maintenance Officer

MAINTENANCE



SSG Morin



WO1 Krehbiel



SP6 Moore - Technical Inspector



SP4 Bingham - Maint. Clerk

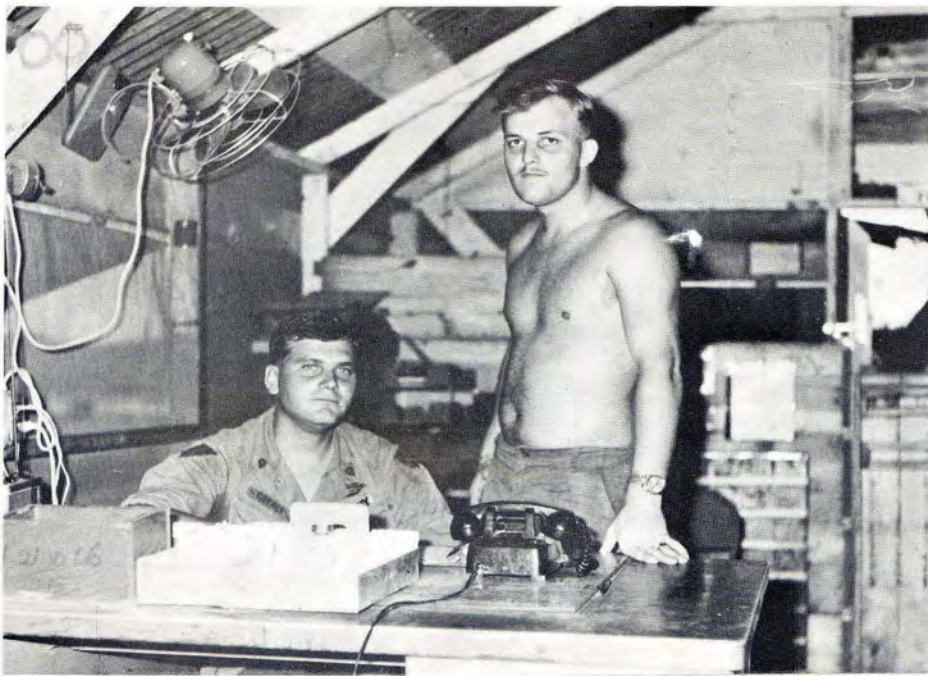


GUN PLATOON





Maintenance Platoon



Tech Supply



SP5 Smith



Armt Platoon



Armt Platoon

E - CO - 723rd MAINT. BN.

UNIT HISTORY

Company E was organized on 15 February 1969, from the 406th TC Detachment, at Chu Lai, Republic of Vietnam. At this time E Company was put under the control of the 16th Aviation Group (Combat).

Company E is direct support maintenance unit with the mission of supplying direct support and back-up maintenance for A Company, B Company and Delta Troop 1/1 Cavalry of the 123d Aviation Battalion.

Company E is capable of providing 10,000 man hours per month for direct support maintenance on the 123d Aviation Battalion's organic aircraft. The company also pulls many on site repairs on both downed ships and at the units own maintenance areas.

In carrying out its assigned mission, the company supports more than 100 Helicopters. Usually this is broken down into 25 LOH's; 25 AG-1G Cobras; and 50 UH-1 Hueys. To do this, the unit is broken down into six sections: The Headquarters section, consists of the C.O., 1st SGT, and all administration. The Production Control section which consists of one officer and three enlisted men, who control all maintenance operations in the unit. The Quality Control section which maintains close observation of all work accomplished and ensures safe and proper work techniques. Most of the Actual "wrench bending" is done by the maintenance platoon, which is further broken down into a LOH team, a UH-1 team and a Cobra team. These teams tear down and make repairs on these types of aircraft. For specific jobs the work is sent to the allied shops platoon. In this platoon, there are many small technical shops. Some of these are sheet metal, prop & rotor, engineer, electrical, and avionics. Each shop handles the problems which deal directly with the appropriate shop. The last section in the company is "Tech Supply". This group of men handle nearly 2,000 separate repair parts for the battalion. They handle and fill as many as 500 requests for parts a week.



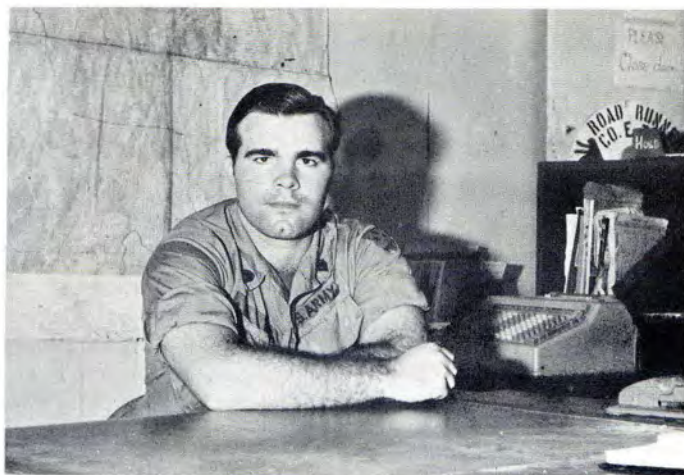
CPT R. Jackson - C.O.

E - CO



CPT Jackson & SFC Lowe





SP5 Turner - Clerk



PFC Moss - Asst. Clerk



SP4 Smith - Opns Clerk



SP4 Snyder - Company Clerk



PFC Hoekstra - Asst. Clerk



SP4 Gold - Supply Clerk



SP4 Rader & SP4 Banola
Supply Clerks



Mr. Coots - Allied Shops Officer



SSG Ashton - Allied Shops NCO



SP6 Radford - Senior Tech Inspector



SP6 Hehn - Tech Inspector



SP5 Hosstettler - PC Clerk



SP4 Sallee - PC Clerk



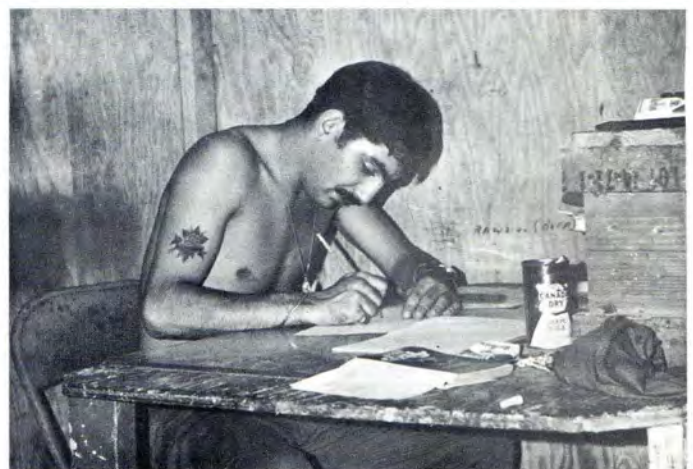
SSG Just - Avionics NCO



SGT White - Loh Chief



SP4 Ramirez (Sheet Metal)



Tashjian P/T



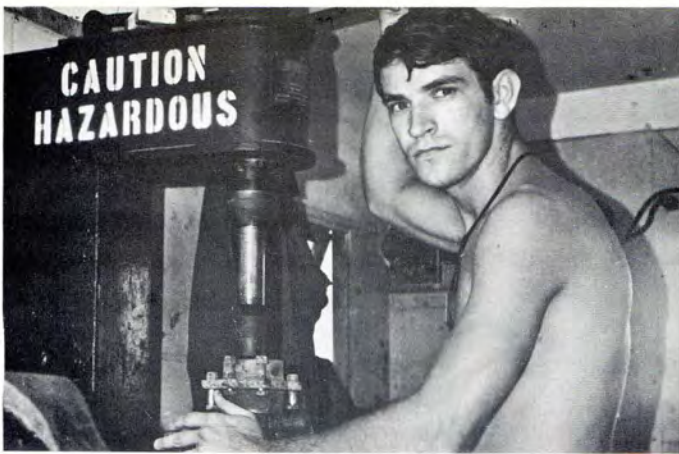
SP5 Schadle & SP4 Ingle



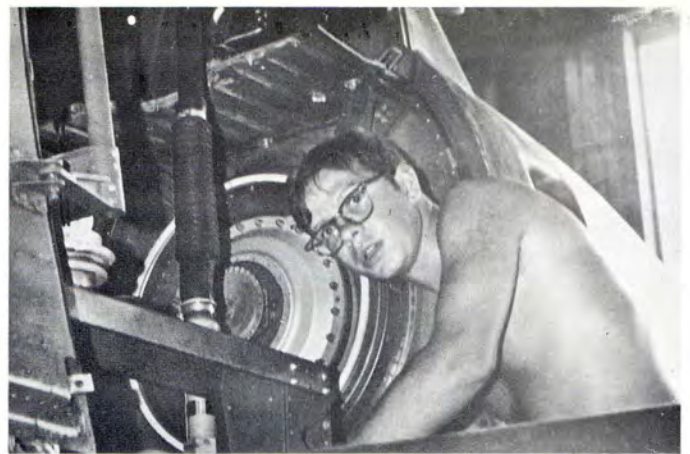
Beberg & Collins



SP4 Scheilper & SP4 Havens
Shop Supply Clerks



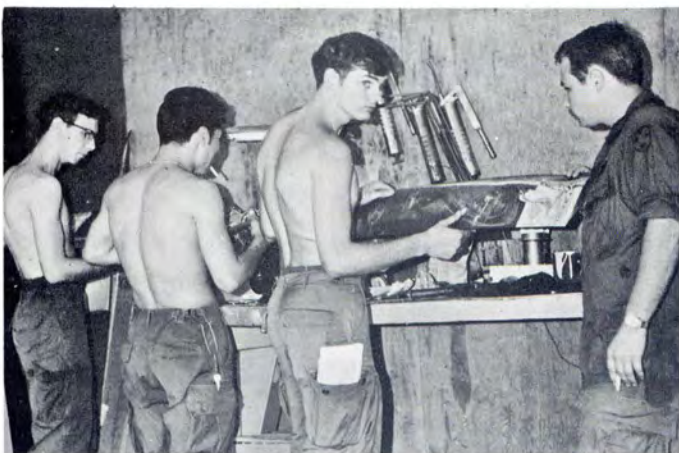
SP4 Barnett P/T



SP4 Creech (Cobra Team)



SP5 Evans & SP5 Locklear
(Sheet Metal)



Rotary Wing Section



SP4 Fogg & SP4 Patch



PFC Young & PFC Duhart



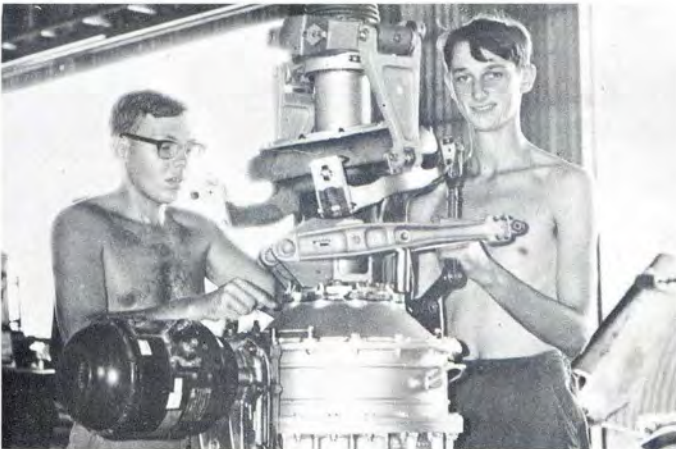
SP4 Schmidt & PFC Zoller (Sheet metal)



SP4 White SP5 Brown (Sheet Metal)



Ramus and Avin - Brooks



SP4 Anderson & Breed (Huey Team)



SP4 McConnaughey & SP4 Morey
Motor Pool



SP4 Fogg (Electric Shop)



SP5 Priebe & SP5 Clappe
Motor Pool



SP4 Eddington (Tool Van)



1LT Anderson - OIC Tech Supply



SGT Philipson - NCO Tech Supply



SGT Fields & SP4 Allen
Tech Supply



SP4 Chapman & SP4 Smith
Tech Supply



SP4 Marotta - Tech Supply



SP4 Kirby - Tech Supply



SP4 Booth - Tech Supply

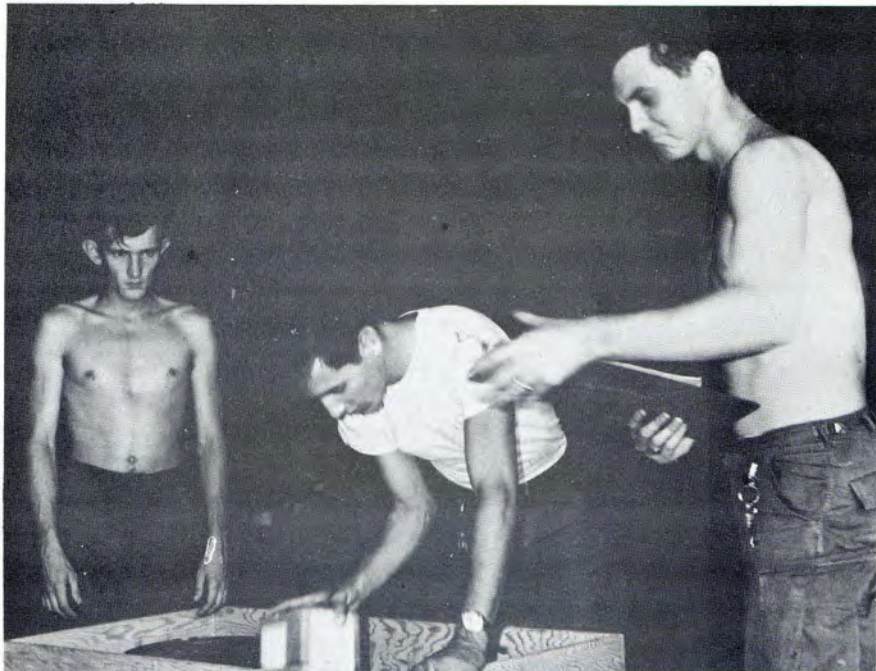


"Road-runner" Crew

"Road Runner" Crew Chiefs:
SP4 Newton
SP4 Barricelli



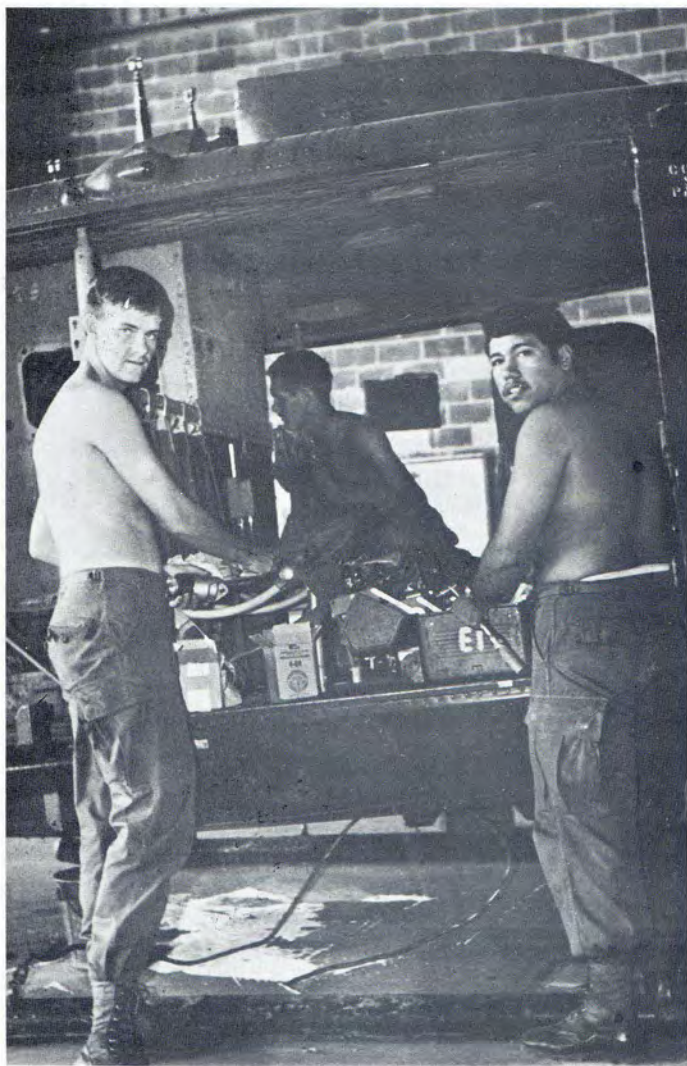
Cobra Team:
Jackson
Brown M.
Ohms
Hayes
Sandusky



Tech Supply



SP4 Fogg SP5 Hunt SP4 Clay
Loh Team



SP4 Herrin SP4 Neil SP5 Garcia
Huey Team







HQ's Plt.



Allied Shops Plt.



Maintenance Plt.

F TROOP - 8th CAV. - 123d UNIT HISTORY

F Troop 8th Cavalry, Blue Ghost, was originally activated at Fort Knox, Kentucky in February 1967 and was designated C Troop 17th Air Cavalry. The unit arrived in the Republic of Vietnam in October 1967 at Qui Nhon and from there went to Pleiku. After being at Pleiku for two months, C Troop was relocated to Chu Lai and later designated F Troop 8th Cavalry.

F Troop is organized and equipped to operate normally in teams composed of aero-scout (LOH's), aero-weapons (Cobra's), and aero-rigle (Huey's) helicopters. The primary mission of the Huey's is transporting infantry that is organic to the unit. The capabilities and characteristics of all these elements are designed to complement each other. The flexibility in the organization of the Troop permits rapid organization and deployment of teams specifically tailored to complete the mission.

The primary mission of Blue Ghost is to extend the reconnaissance and security capabilities of the ground unit supported. The Troop is employed in close conjunction with the ground units so that the capabilities of ground and air elements will complement each other.

General Creighton Abrams awarded the Presidential Unit Citation to the Blue Ghost on 9 March. The citation was given for their participation in actions in conjunction with the 1st Sp., 1st Armored Cav. against the enemy around Hoi An and Tam Ky during the period January 1 to March 31, 1968. During that time, the two units killed 1,046 North Vietnamese Army and Viet-Cong soldiers while suffering only 11 Americans killed.

F - TROOP



Major GEORGE W. SIBERT - Commanding Officer



First Sergeant JOE C. HAMILL



CPT GREGORY A. THILL - Executive Off.



SP5 JOHN L. BOYER - Troop Clerk



SSG ROBERT McGUAY - Generator Shop



SP4 RICHARD F. ABERNATHY
Awards and Decorations Clerk



SGT MICHAEL ODOM - Supply



SGT FRANK RAGLAND - Motor Sgt.



SP4 Martin Jacobsen - Supply



SP4 Richard Stockdale - Motor Pool



PFC Allen Hathaway - Supply



SP4 Keigher and SP4 Cooper - Arms Room



Supply Personnel



SP5 Michael J. Companik - Plt Clerk



CW2 Robert Drury - Operations Officer



SGT Kenneth Vance - Night RTO



SFC Denver Oliver - Operations NCO



SP4 Milton Cockrell - Opns. Specialist



SP4 Charles Gilder - Commo Section



Blue Ghost Operations



Lift Platoon



Scout Platoon



Weapons Platoon



Weapons Platoon



Weapons Platoon



Night Hawk Platoon



Weapons Platoon



IFR is fun! - CPT Tim Sleeth



Night Hawk



Scouts
69-15976 Apr 70 - Dec 70 OH-6A 583 hrs w/F8



Scout Platoon

69-15976 Apr 70 - Dec 70 OH-6A 583 hrs w/F8



Scouts

69-15976 Apr 70 - Dec 70 OH-6A 583 hrs w/F8



Weapons Platoon



Weapons Platoon



Weapons Platoon



69-15976 Apr 70 - Dec 70 OH-6A 583 hrs w/F8
Scouts



Lift Platoon



Scouts

BLUE GHOST BLUES



Blue Mike and Blue



Part of Second Squad



Squad Leaders



Third Squad



First Squad



The Blue Ghost Blues



1LT Jimmy Reagan - Maintenance Officer



SFC Randell Morris - Maintenance Supervisor



SP5 Robert Nield - Tech Inspector



Maintenance Supervisors



SP4 Arthur Vanclief - Maint. Clerk



Blue Ghost Maintenance





Maintenance Personnel



Blueghost Cobra



Blueghost Loh



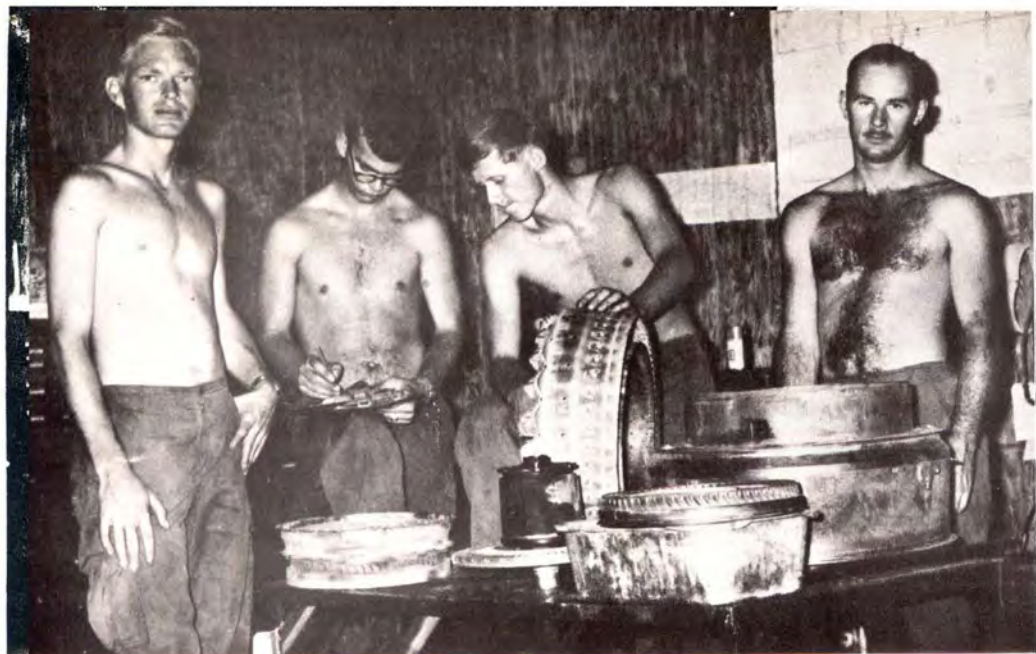
Ghostonics



Maintenance



Maintenance



Turbine Engine Repair



The Brains behind Tech Supply



Spark Chasers



Engine Shop Personnel



Maintenance Personnel



Sheet Metal Shop



SP4 Robert Stallworth - Avionics



Maintenance Crew at work.



Four votes for country music?



Bet you couldn't hold this in one hand!



Lively Ghostonics



Checking out a night hawk ship



Blueghost Maintenance



SP5 Marcus and SP5 McGillicuddy
Electrical Engineers



Three doctors with a sick patient



Tech Supply



SP4 William Barbee - Maint.



Open heart surgery on a cobra



Blueghost Maintenance



PFC Johnny Lee
"Ready for a CA on a jeep"

14th COMBAT AVIATION BATTALION

UNIT HISTORY

The 14th Aviation Battalion (Combat), only a little over five years old, has a short but diverse history, having served all but two months of its existence in Vietnam.

The unit was constituted 2 September 1964 and activated the following day at Fort Benning, Georgia for ultimate assignment to Vietnam in October.

Upon arrival in Vietnam the battalion set up headquarters in Nha Trang and was completely operational by 1 November as a fixed wing unit.

Torrential rains hit Vietnam soon thereafter causing one of the worst floods in Vietnamese history. 5000 Vietnamese perished in the floods and hundreds of thousands were left homeless and stranded. The 14th's 18th and 92d Aviation Companies (Fixed Wing), just getting their feet wet in Vietnam, spent the first two weeks of November 1964 flying evacuation and food and medical relief supply missions for the displaced and homeless in I and II Corps.

As a fixed wing unit, with nine companies dispersed throughout Vietnam, from Hue in northern I Corps to Can Tho in the Mekong Delta, the 14th's missions consisted of general aviation support to U.S. and ARVN forces. This support was provided in the form of reconnaissance, airborne communications, aerial surveillance and the airlift of personnel, material and supplies.

Throughout 1965 and into early 1966 the 14th Battalion continued its responsibility of long distance cargo hauling, regular VIP and passenger flights and increased reconnaissance and resupply for the many Special Forces camps throughout I and II Corps.

In April 1966 the 14th entered a transition period exchanging its fixed wing companies for assault helicopter companies and being redesignated a combat aviation battalion.

The 14th left Nha Trang shortly thereafter for new headquarters at Lane Army Heliport west of Qui Nhon with three new assault helicopter companies: The 161st, 174th and 282d. In September 1966 the remaining fixed wing companies were detached.

The 14th's obligation were dispersed from Phan Thiet to the DMZ and from the Cambodia/Laos border to the coast in support of Korean, MACV and various U.S. Army Units.

Both the 161st and the 174th supported Special Forces projects on numerous occasions from June 1966 to late fall of the same year.

In the spring of 1967 the 176th Assault Helicopter Company and the 196th Assault Support Helicopter Company joined the Battalion. The 196th afforded the 14th its first organic CH-47 Chinooks.

The 14th moved to its present location in Chu Lai in mid April 1967 to support Task Force Oregon. At the time the 282d and the 196th Aviation Companies were replaced by the 71st AHC and the 178th ASHC aviation companies respectively.

The year found the 14th supporting operations for armies of three nations. The U.S. forces included separate brigades of the 101st Airborne, 1st Air Cav, 25th Tropical Lightning Division, the 4th Division and the separate brigades composing the newly formed Americal Division. The 14th also supported many operations for the Korean 9th ROK (White Horse) Division, and the 22d ARVN Division. With the addition of the distinction of being the largest aviation battalion operating in Vietnam with close to 1600 personnel and 129 aircraft assigned.

Operations during 1969 and up to the present have centered around the support of the Americal's 196th, 198th and 11th Infantry Brigades and the 2d ARVN Division with the main obligations being; resupply, combat assaults and gunship support.



LTC DEAN G. BOYLE - Battalion Commander





MAJ TIMOTHY SCOBIE * Executive Officer



MSG CARLOS YOUNG - Bn CSM





1LT OSCAR PATTERSON III - Adjutant



1LT JOHN P. COTTON - Asst. Adjutant



SFC JESSE WILLIS - PSNCO



SP5 RICHARD BURKETT
Morning Report Clerk



SP5 PAUL FREDENBURG
Awards & Decorations Clerk



SP5 TERRY GILLESPIE - Promotion Clerk



SP5 DAN BROWN - PIO Clerk



SP4 JOHN SHERLOCK - PIR Clerk



SP4 RON KIMBELL - Bn OER Clerk



SP4 MICHAEL GRAY - Bn Mail Clerk



SP4 RICHARD D. FOLEY - Distribution Clerk



SP4 ERNEST PEREIRA - S-2 Clerk



SP4 NORMAN FOWLER - Colonel's Driver



SP4 RON KIMBELL
Assistant Colonel Driver



Major TRASK - S-3 Officer



Mr. GRIBBON - Operation Officer



Captain CHICK - Operation Officer



Captain SILVA - Safety Officer



SGT DOLLOFF - S-2



Cpt. JERRY LANE - S-4



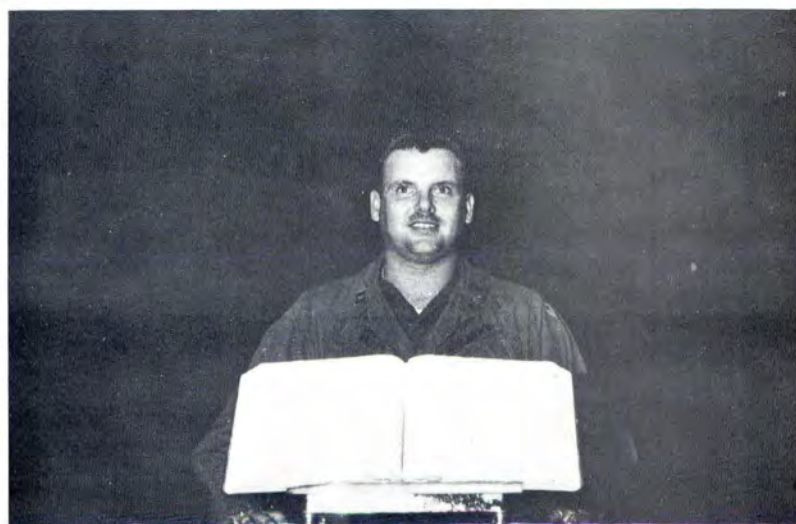
SFC ROBERT VANCE - S-4



CW2 JAMES F. SPENCER - PBO



SP4 TOMMY MINTZ & SGT JOHN MINTON
S-4



Chaplain BERRY - 14th CAB Chaplain



MAJ. RAY FINEYON
Aviation Maintenance Officer



CW2 RICHARD STEVENS - Motor Officer



SP5 PAUL GICK - Bn T.I.



SFC HARRISON ROBINSON - Bn. Maint. NCOIC



JOHN DONAVAN - Lycoming Tech Rep



SP4 ROBERT HERNANDEZ - Bn Maint.



ALET DURAN - Bell Tech Rep



CPT JOSEPH ERNEST - Signal Officer



SGT WILLIAM CAHILL - S-3 Operations



SP4 Cherence, SP4 Monroe, & SP4 Blevins
Commo



SP4 Kemp, SP4 Troutman, SP4 McKay
Commo



SP4 ENGLERT - Safety Clerk



SP4 Fraizer, SP4 Blevins, SP4 Terry
Commo



SGT JOHN FRIE - Commo



1LT ALAN C. DELL'ARIO - Exchange Off.



COL SILVER opening PX.

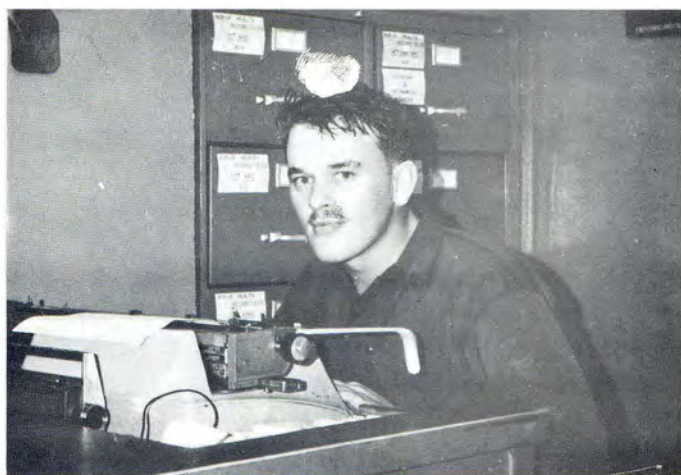


SSG ALVIN A. EMANUEL - Exchange NCO



SP4 McCUTCHEON - Accounting Clerk





SP5 ROBERT REED - Medics



SP4 CARL GREER - Medics



CPT LOUIS BLUMEGARTER - Medical Admin. Off.
and PHAM THI TAM



SP5 Rice & SP4 Laningham
Medics



SP4 Henning & SP4 McCracken
Medics



CPT JAMES W. McELROY - Commanding



1LT GREGORY E. CLARK - XO
Pathfinder Detachment Commander



SFC HENRY HOWARD - 1SG HHC



PFC JOHN ROGERS - Clerk Typist



SP5 STEVE PARKMAN - Co Clerk



SGT CALVIN UYESONO - Asst. Supply Sgt



SGT CLIFTON MARKS - Supply Sgt.



SSG EDWARD MORING - Motor Sgt.



SP5 DARRELL GILL - Plt Clerk
makes last minute adjustment on water
truck.



SP4 LARRY BRUNNER
Dispatcher
earning his keep in
the Motor Pool.



SP4 LENIAL WHITE - Mechanic
SGT THOMAS SOUTHER - XO Driver



SP4 Richard Cavanaugh - Driver
SP4 Stephen Hartman - mechanic
makes last minute check on
Security Platoon's vehicle.



SFC DONALD BROWN
Battalion Food Service Advisor



SSG LAIRD RYBARICK - Mess Steward



SSG Keller - Pathfinder NCOIC
SGT Jenkins - Pathfinder
SP4 Brunner - Motor Pool
SP4 Robinson - S-1 Admin.
SP4 Venegas - Colonel's gunner



SP5 Brown & SP4 Leslie
Cook



SP5 Garza - Colonel's Crew Chief
SP4 Fowler - Colonel's Driver
SP4 Brunner - Dispatcher
SP4 Chapman - Mechanic



SP5 Dale Brown & SP4 Harris
Cook



1LT CLARK - CO
SSG KELLER



71st AHC - 14th AVN. BN.

UNIT HISTORY

The 71st Assault Helicopter Company was activated 15 October 1962 at Fort Knobbe, Canal Zone. The Company was assigned to the 193rd Light Infantry Brigade, where it remained until November 1963, the unit consisted of a Company Headquarters, two lift platoons and one service platoon.

On 1 November 1963, the 71st Aviation Company changed location from Ft. Kobbe to Ft. Clayton, Canal Zone with operational activities at Albroom Air Force Base.

The colors of the 71st were moved from Ft. Clayton to the Republic of Vietnam on 2 September 1966. At this time, "A" Company, 501st Aviation Battalion's personnel and equipment were transferred to the 71st.

On 1 September 1966, Company A, 501st, Avn Bn. was deactivated from service in Vietnam and Reactivated as the 71st Aviation Company.

Although the name was changed from "A" Co, 501st Aviation Battalion to 71st Aviation Company, the nick-names, Rattlers (Lift Ships) and Firebirds (Gunships), remained in use as they had since the 501st came to Vietnam.

The Rattlers have flown many major operations with some of the most noteworthy including Operation Cedar Falls, Operation Attalboro, and Operation Junction City. The Rattlers have flown missions in such noteworthy areas as War Zone C, the Iron Triangle, and Hobo Woods.

In early 1967, the 196th Light Infantry Brigade moved from Tay Ninh to participate in Task Force Oregon at Chu Lai in I Corps. On 18 April 1967, the 71st Aviation Company departed Bien Hoa for their new home at Chu Lai. The Rattlers came under the 14th Combat Aviation Battalion at this time and continued to give direct support to the 196th Light Infantry Brigade.

During the days following the Rattlers arrival, they found that the Chu Lai area was almost completely under the control of the Viet Cong. Whenever they flew, sniper fire was received.

The 71st Assault Helicopter Company has continued to give outstanding support to the Americal Division and its subordinate units. At the completion of the monsoon season in the early part of this year, the Rattlers gave helicopter support to the 196th Light Infantry Brigade and attached units as they inserted into the western edges of the area of operations in search of a known North Vietnamese Army rear area and suspected POW camps. Thanks to many unselfish hours of carrying troops and resupply and outstanding gun cover from the Firebirds the operation was highly successful.

From 30 April to 10 June 1970, the Rattlers of the 71st discovered that the war in Vietnam is not yet over. Called the Battle of Hiep Duc, it was one of those operations that just happen as a large force of North Vietnamese and Viet Cong were discovered in their preparations to take several fire support bases in the Hiep Duc Valley. Many hours of courageous flying were accomplished as the Rattlers made emergency resupply, extraction, and medevac lifts. With the gun support of the Firebirds, the Rattlers completed all their missions with a loss of only three ships and minor wounds to a few aircrew personnel. An outstanding job considering Charlie had many .51 Caliber and .30 Caliber anti-aircraft positions dug into the area.

From 1 January 1970 to the beginning of July 1970, the Rattlers have participated in three large operations and several smaller operations in the Americal area of operations. The Rattlers have amassed 18,422 flight hours in a six month period. 59,445 Sorties have carried 85,201 passengers, 3,626 tons of cargo and 70 medevacs. The Firebirds have destroyed 253 structures in this period and received a confirmed 184 Viet Cong killed in action. It appears that the 71st Rattlers are heading for a record breaking year.

Presently the Rattlers are providing combat assault, resupply and aerial gunship support for troops of the Americal Division and the 6th ARVN Regiment operating in the Kham Duc area.

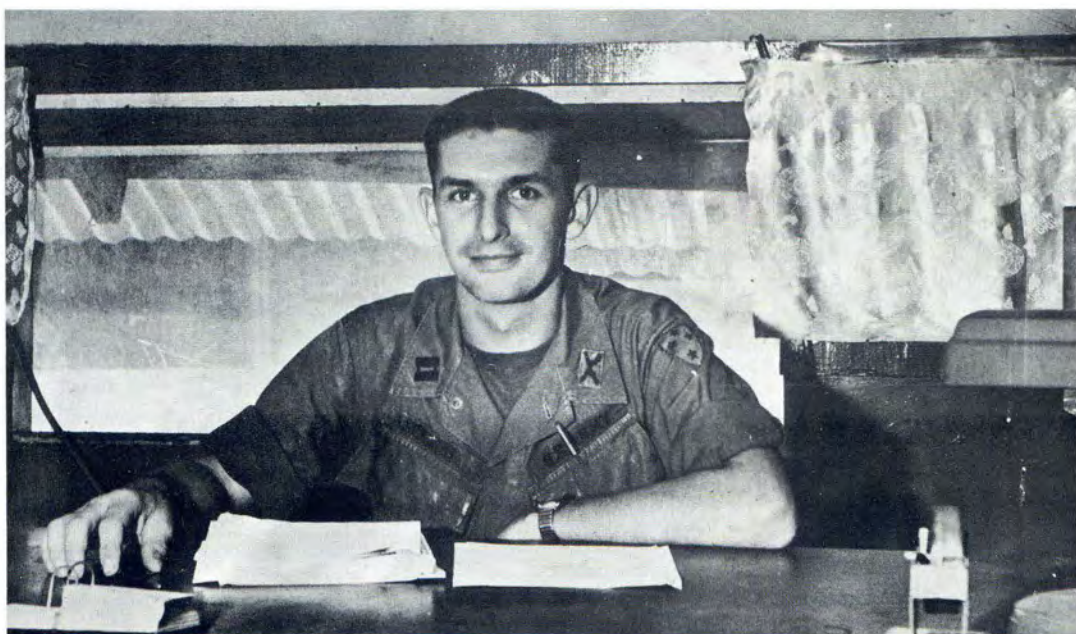
The 71st Assault Helicopter continues to provide outstanding support for the Americal Division and subordinate units and looks forward to continuing this policy in the future.



MYRON D. DAVIS
Major IN
Commanding



WHITNEY L. YOUNG
Cpt FA
Executive Officer



CARL J. STAWAT
CPT IN
Admin. Officer



Maj. DAVIS - C.O.
Cpt. YOUNG - X.O.
1SG HARRIS



HARRY K. HARRIS
1SG E-8



SP4 GERALD E. MOORE - Company Clerk



SP4 WALTER L. MYRICK - Company Clerk



NATHAN J. WILONDEK
CW2 AV
Supply Officer



CHARLES CAMPBELL - Supply Clerk



TERRY P. CONNORS & JAMES D. LAVELLE
Supply Clerks



CHESTER GEORGE - Armorer



PFC BRUCE MARQUIS - Maint. Clerk



WO1 KENT S. GARRETT
Motor Pool Officer



SP5 RONALD L. BRADLEY - Mechanic



PFC RONNIE B. KING - Dispatcher
SP4 RAY C. HALL - Mechanic



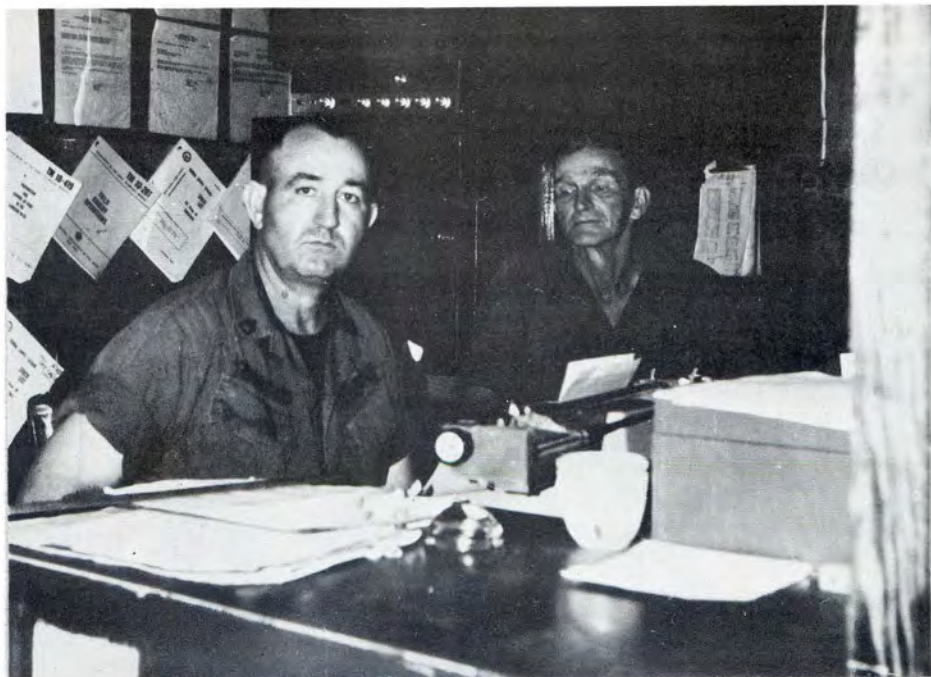
SP4 Romero, SGT Anderson, SP5 Bradley
Mechanics



SP4 Robert H. Gibson -
Cook



SGT WILLIE L. MORRIS - Commo Sgt.



SFC Carter - Mess Steward
SFC McDermite - Asst. Mess Steward



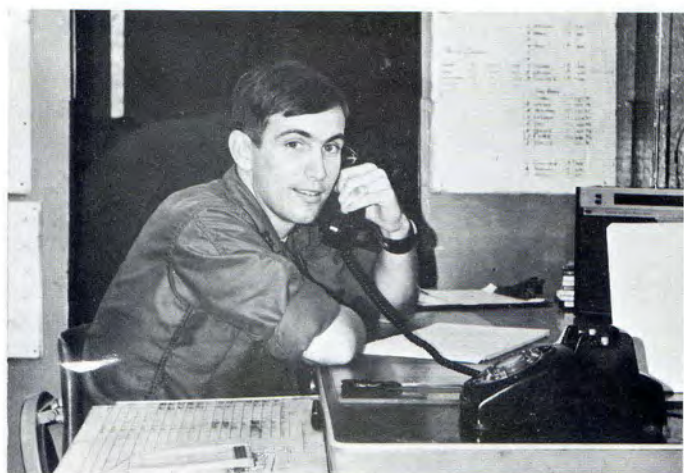
SP4 Henley & SP5 Price
Cooks



SP4 Verheyen - Mechanic



SP6 Eule Penny - Cook



CPT MARSH - Operations Officer



SFC LEACH - Operations NCO



SP4 ZAHARES - Operations Clerk



PFC JONES C.B.



SP5 DOYEA - Operations Clerk



CPT SIENKIEWICZ - Maintenance Officer



SFC McKEE - Plt. Sgt.



SP4 PARENT - Avionic's Clerk



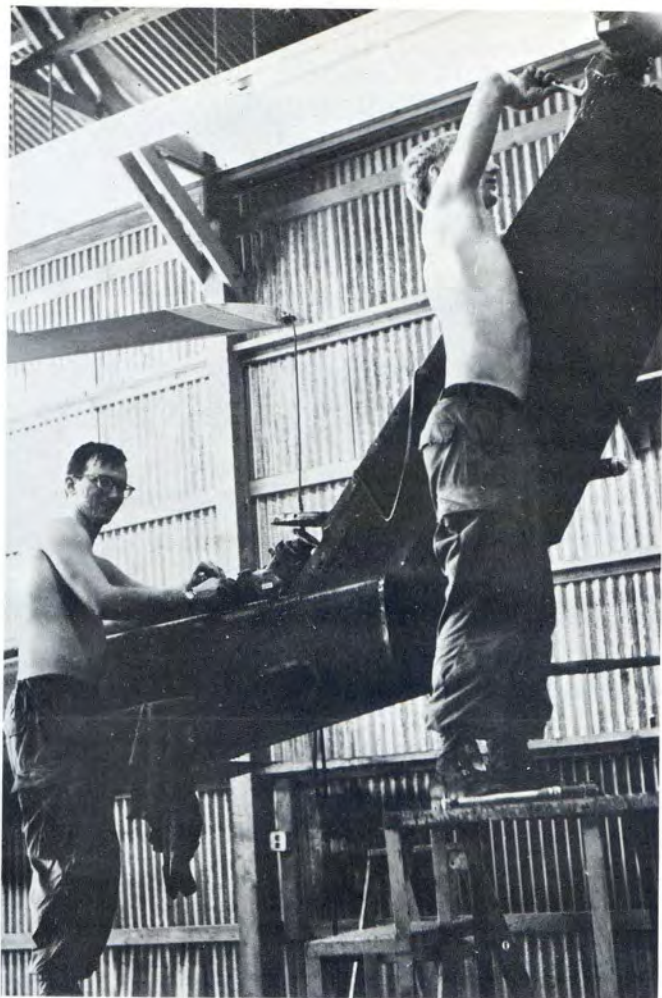
SP4 Elwood & SP Frigger - Maint. Clerks



SP4 Talley - Electrician

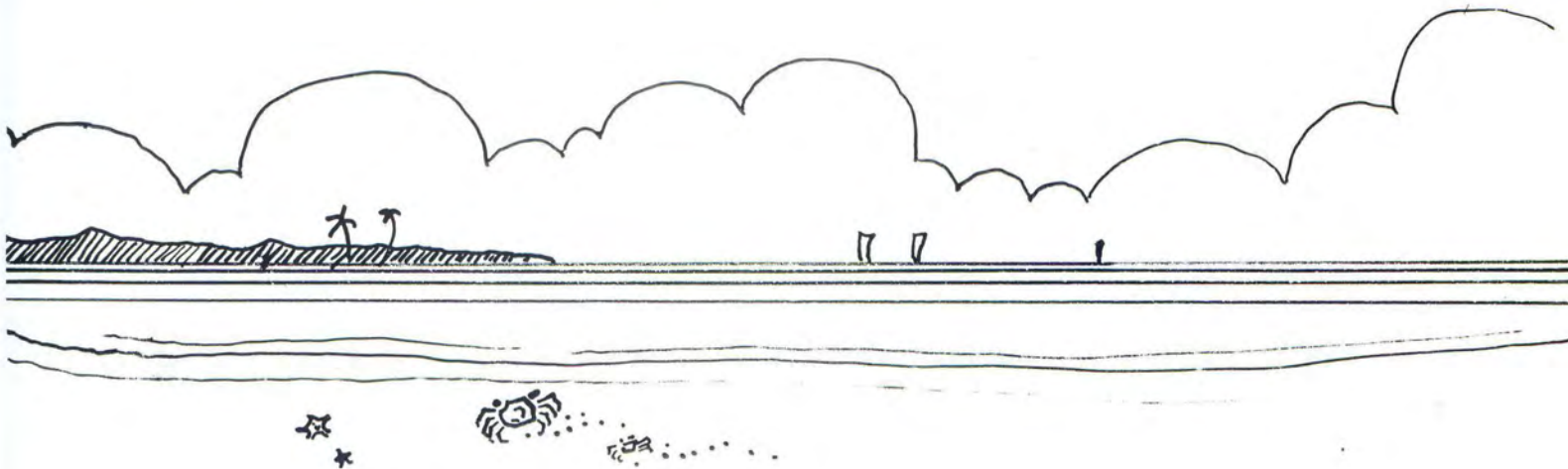


SP4 Krebs - Avionics



SP4 Howard & SP4 Cousins
Maint.





174th AHC - 14th AVN. BN.

UNIT HISTORY

The 174th Aviation Company (Assault) was activated on October 1, 1965 at Fort Benning, Ga. The 174th was then known as the 174th Aviation Company (Airmobile) (Light) with personnel beginning to arrive on 1 November 1965.

The company organization, which provide 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 primary function was to airlift combat troops, supplies, and equipment into a combat zone and to perform command and control missions as required.

The UH-1D "slicks" were each armed with two door mounted M-60 machine-guns to provide suppressive and protective fire while performing their missions.

The armed platoons, consisting of UH-1C's, was armed with a combination of the M-3, M-5, M-6, and M-16 subsystems which would be used to provide suppressive fire in the LZ and armed escort to and from the LZ's.

On 8 December 1965 the 174th was given notice to prepare for a PCS from Fort Benning, Georgia to USARPAC by March 1966.

15 March was the date the 174th departed Fort Benning for Oakland, California to be manifested on ships bound for Vietnam. On 16 March 1966 the company left Oakland and arrived in Qui Nhon Harbor on 6 April 1966.

On 7 April, the 174th offloaded and moved to Phu Tai Valley, west of Qui Nhon, to establish a base camp and initiate an in country readiness training program. On 10 and 11 April the unit's aircraft were assembled in Qui Nhon and flown to the company. The unit was initially assigned to the 52nd Aviation Battalion and was declared operational on 9 May 1966.

Primarily, the mission of the 174th was to provide direct support to the Capitol ROK Division and the 22nd ARVN Division and additional support to the 3rd Brigade, 25th Infantry Division.

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

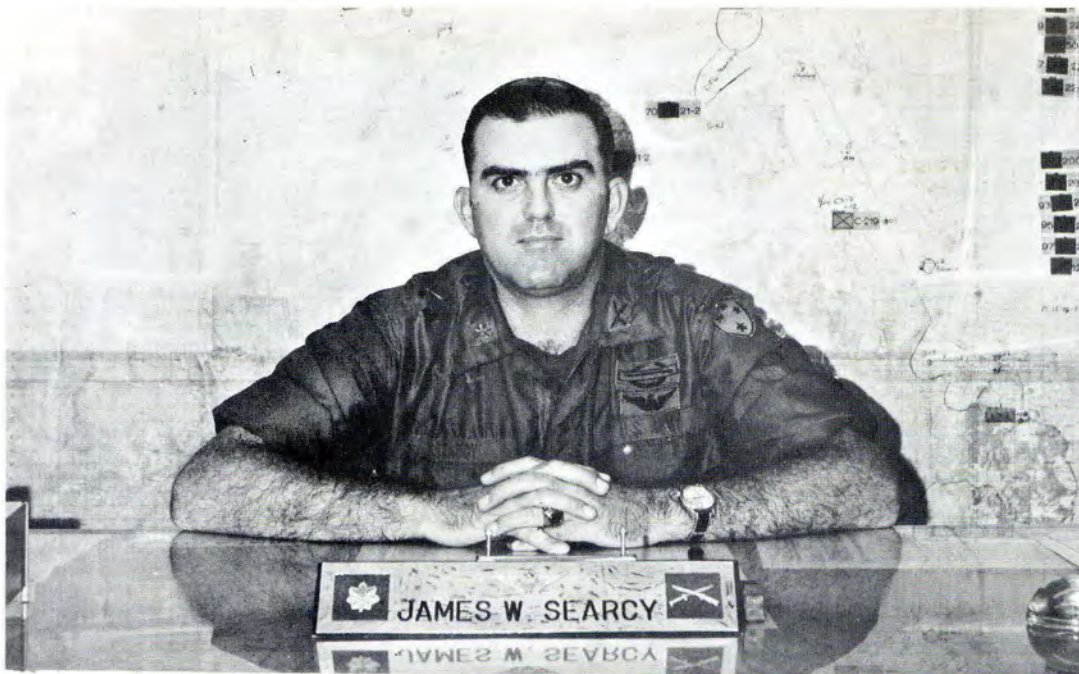
About this time Major Dick Overhamm, leader of the armed platoon, exchanged letters with BG Robert L. Scott, past commander of the China Task Force, requesting permission to use General Claire Chennault's "Flying Tigers" shark teeth design on the gunships. On 28 June 1966 this request was granted and all 174th gunships were painted with large red and white teeth in front and around the chin bubble. The platoon's morale was high and soon became famous through out Vietnam as the "Sharks".

In April 1967, allied forces began a campaign to clear Quang Ngai Province of VC to make way for a new base at Duc Pho. Finally, in late May, the 174th was moved to the new base camp at Duc Pho.

A unit patch was soon designed and adopted. The patch incorporated a Shark and a Dolphin, the names given to the unit's gunships and slicks; the USARV sword in center of the crest and the aviator wings are superimposed on it. The two lightning bolts flanking the sword blade represent power and speed. The Company motto is representative of the 174th's accomplishments: "Nothing Impossible".

The 174th was given priority attachment to the 11th Brigade and supported its four battalions: 4th Bn, 21st Inf, 4th Bn, 3rd Inf ("The Old Guard"), 1st Bn, 20th Inf ("Syke's Regulars"), and 3rd Bn 1st Inf. Also the 174th was to work in close support of the 4th Regiment, 2nd ARVN Division.

The 174th has served in the same capacity since 2 January 1968 and has been instrumental in the completion of many successful operations. Early in 1970 the unit was decorated for two major operations in Quang Ngai Province with the 4th ARVN Regiment. The operations were "Lien Ket 45" and "LienKet 414" and occurred from March 1969 to December 1969; they consisted of two large scale search and destroy offensives holds. For these actions the 174th was given the Vietnamese Cross of Gallantry with Palm, in the form of a unit Citation.



Commanding Officer



CPT PISTONE - Executive Officer



1SG LAYMAN - First Sgt.





SGT HARRIS - Mail Clerk



SP5 TUCKER - Co Clerk



SP4 HOFBAUER - Mail Clerk



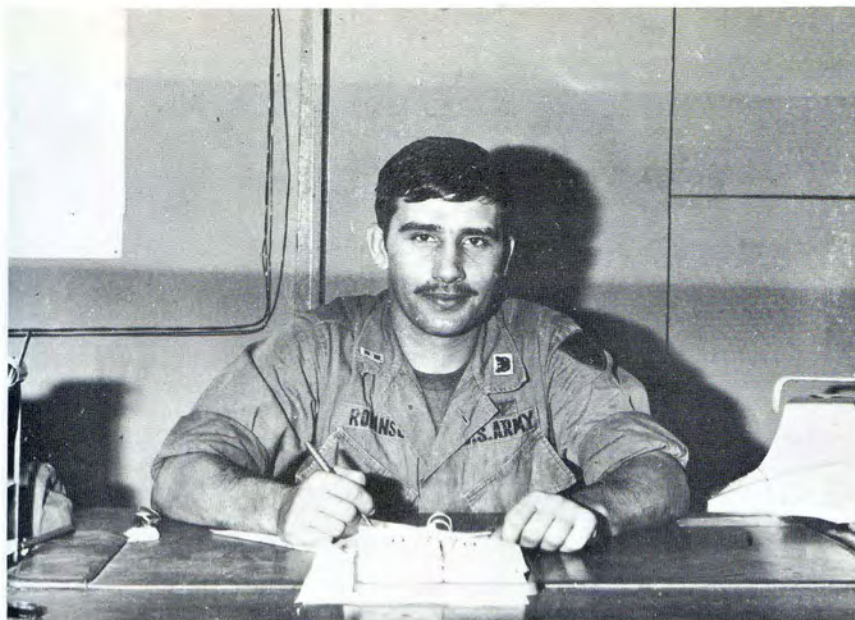
SP4 AMODEL - Clerk



PFC COLBY - Clerk



Company Formation



WO1 ROBINSON - P.B.O.



SSG RICHARD * Supply Sergeant



SP4 ROBINSON - Clerk



SP4 MENDIOLA - Clerk



PFC COTTO - Armorer



Supply Section Personnel



1LT ELLIOTT - Motor Officer



Vehicle Mechanics



SSG JACKSON - NCOIC Motor Pool



SP4 McCULLOUGH



Motor Pool Personnel





1LT MULLALLY - Operations Officer



SP4 COLLINS - Opns



SP4 DOYLE - Operations



SP4 KRZYSTON - Opns



SGT Norton - NCOIC Commo



SP4 GILLIARD - Commo



SP4 HOSTELER - Commo



Col SILVER



Cpt STERN - 2nd Plt. Leader



Cpt ACKERMAN - "Sharks"



SFC PARKER - 3rd Plt. Sgt.



1st Platoon



2nd Platoon



1st Platoon Officer
& 2nd Platoon EM.



2nd Platoon



3rd Platoon



CPT SMITH - Maintenance Officer



SSG WYATT



WO1 DOTTERER



SP4 RADCLIFF



SP5 HIGLEY



SP6 SMITH



SP4 HEIDECKER



SP4 WOLFE - Tech Supply



PFC McEVOY



PFC FLUG



SP4 FISHER "Lou" - Tin Ship



Kitchens Ball



SP4 CORDELL - Tech Supply



"Witch Doctor" - Mnt Ship



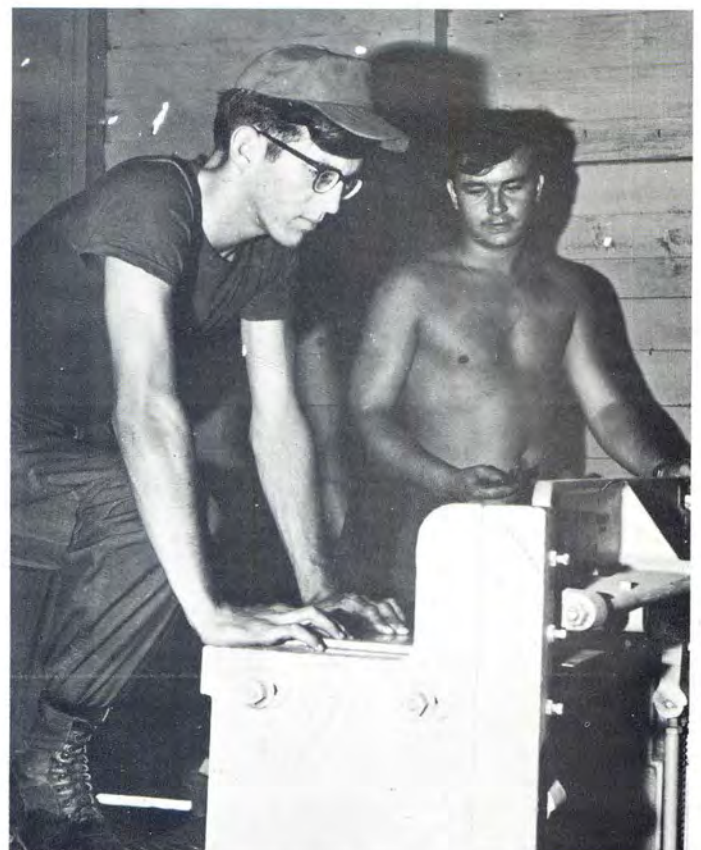
SP4 Brandor



SP5 Book, PFC Johnson & SP4 Williamson



SP5 Bennett, SP5 Bray



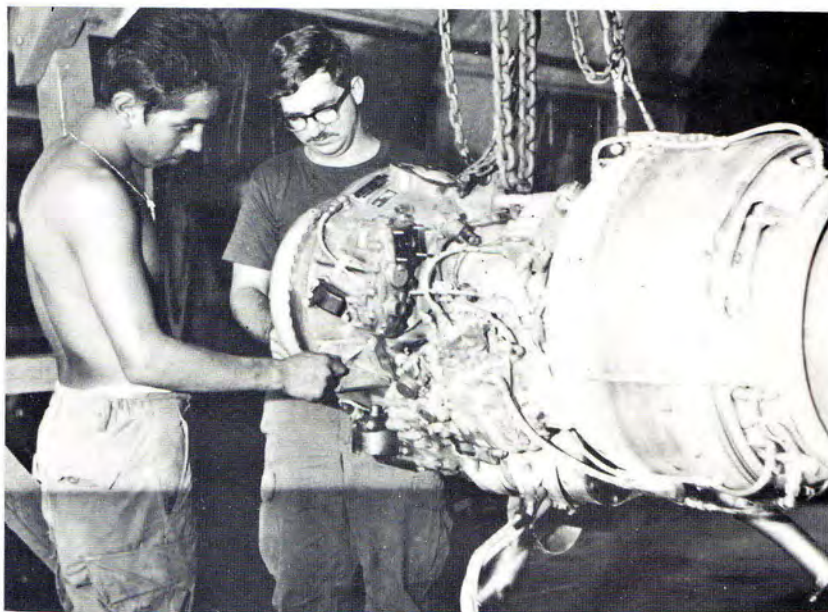
PFC Edmond, SP5 Jayne



SP4 Bednarek, SP4 Brachenoff



PFC Hillard, SP4 Aris



SP4 Mendoza, SP4 Baird



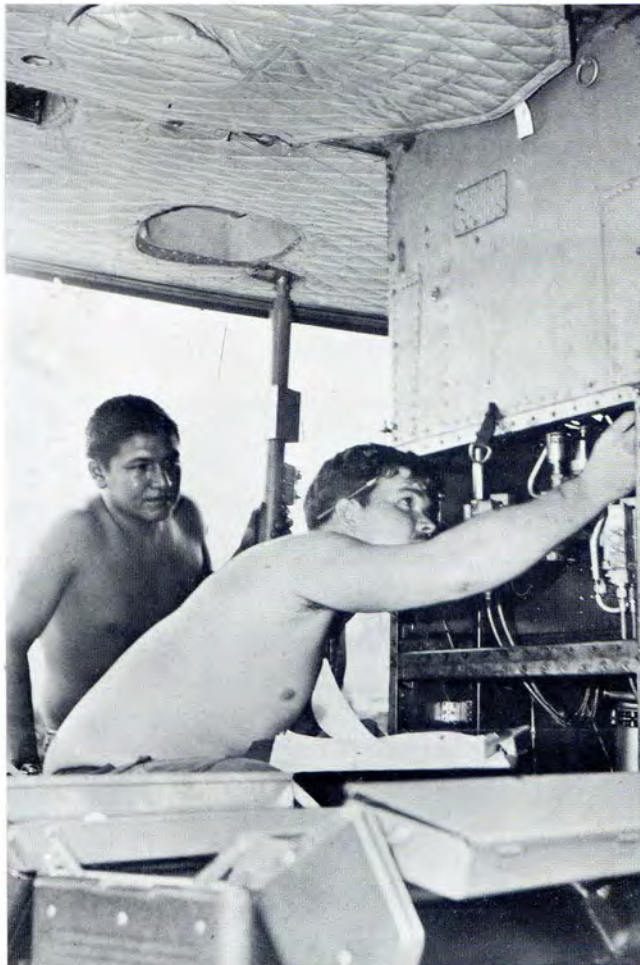
Grahm and SP4 Watkins



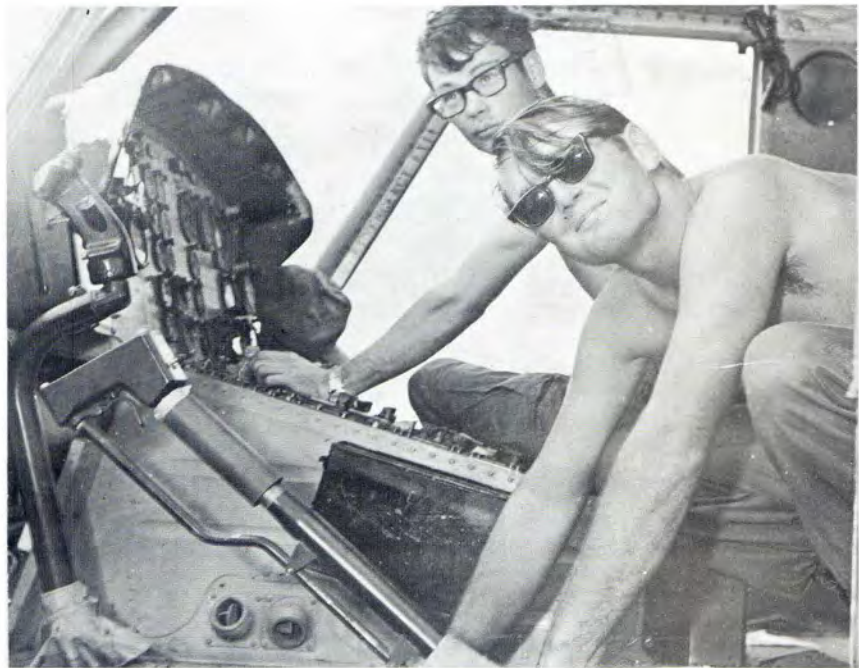
PFC Posey



SP5 Hawkins & Brown - Armament

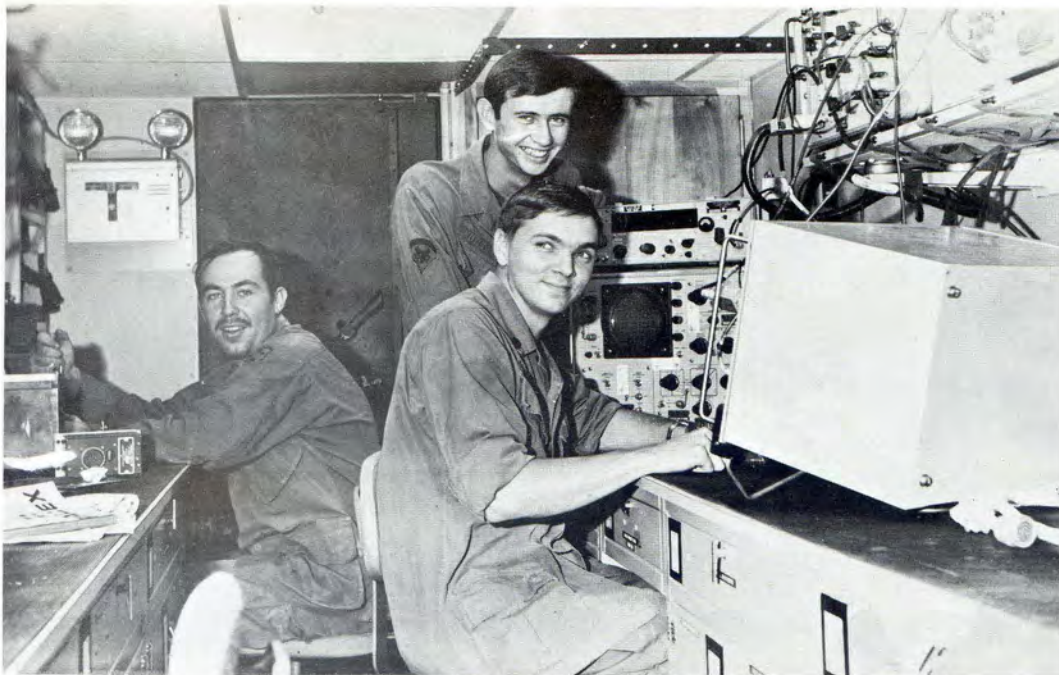


SP4 Matinez, SP4 Harder



SP4 Neshitt & SP5 Pyle





SP5 Hird, SP5 Hunter, SP5 Albright



SGT Goiner - Avionics



SP5 Hamburg, SP5 Bazemore, SP5 Mills



Maintenance Platoon



SP5 Bazemore, SP5 Mills, SP5 Hamburg
Avionics



CPT "Doc" Olson - Flight Surgeon
and SGT Harris



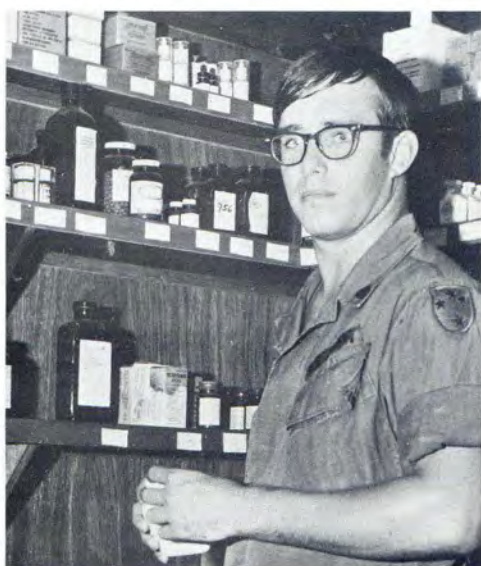
SSG Micklon - NCOIC 756 Med Det



PFC Davis



SP5 Singleton, SP4 Baehr



SP5 Ray



756th Med Det Personnel

176th AHC - 14th AVN. BN.

UNIT HISTORY

The 176th Aviation Company became activated on 1 October 1966 at Fort Benning, Ga. The 176th and its detachments (the 411th Transportation Detachment and the 454th Signal Detachment which are now organic to the 176th) were under the command of the 44th Aviation Battalion, 10th Aviation Group.

Shortly after being formed, the company moved to Camp Shelby, Mississippi for a series of FTX's. When orders finally arrived, the twenty-eight UH-1 helicopters were flown to the west coast for shipment overseas. The remainder of the company arrived later at Tuy-Hoa Air Force Base, Republic of Vietnam.

Upon arrival they were assigned to the 17th Aviation Group located in Nha Trang. On 14th February 1967, the 176th was assigned to the 14th Aviation Battalion at Lane Army Heliport and began building their base camp at Phu Hiep. This was to become known as Minuteman Manor.

On 8 March 1967, Minuteman slicks and Musket gunship, led by LTC Harry T. McDaniel participated in their first combat assault along with the 174th Assault Helicopter Company. On 25 March 1967, the 176th was officially declared Operational Ready after having flown some 2200 sorties and 615 hours while participating in five combat assaults.

During May, the 129th Assault Helicopter Company replaced the 176th at Lane Army Heliport. The 176th received orders to provide aviation support to the First Brigade, 101st Airborne Division. Thus the 176th returned to its base camp at Phu Hiep and began preparation for its move north to Duc Pho.

The Minutemen remained in Duc Pho in direct support of the 101st Airborne Division on Operation Malheur II until 1 August 1967, at which time the 101st moved into the area west of Quang Ngai on Operation Hood River. At the completion of Hood River the 176th followed the 101st further north to Chu Lai.

During this time the Minutemen began working beside the other units comprising the Americal Division (then known as Task Force Oregon). This operation lasted until the 20th of August when the 101st again moved to Duc Pho. The 176th followed and on September 1967, they participated in Operational Raid southwest of Quang Ngai. Upon successful completion of this operation the paratroopers were lifted into the mountains northwest of Quang Ngai on Operation Cook. The operation lasted until 9 September 1967, at which time the 101st moved further north to Chu Lai. Here, the 176th set up their base camp at Ky Ha. During November 1967, the 176th began withdrawing the 101st from the field for their move to Phan Rang.

The 176th moved their base camp to the new Minuteman Manor which located on the southeastern perimeter of Chu Lai. The 176th Assault Helicopter Company's missions with the 198th Light Infantry Brigade were airmobile operations for the security elements of the Chu Lai Defense Command and support for the convoys from Tam Ky to Quang Ngai.

Beginning with the 12th of May 1968, the 176th Assault Helicopter Company was involved in one of the most important rescue missions ever conducted in the Americal Division's Area of Operations. North Vietnamese regulars had moved in and all but taken over the Kham Duc Airfield within a period of three days. The 176th along with several other helicopter companies played a major part in the rescue of hundreds of American troops and Vietnamese civilians.

On 19 March 1969, Brigadier General Wallace L. Clement presented the 176th with twenty-one medals for valor. This was the largest single group of awards that has ever been presented by the Americal Division to a unit for a single action under hostile fire. The awards were two Silver Stars, eleven Distinguished Flying Crosses and eight Air Medals for Valor. These awards were made to six crews of the 176th for their actions in a daring rescue mission near Thien Phuoc.

On May 10, 1970, the Musket gunships of the 176th were credited with stopping a rocket attack on Chu Lai. Later ground sweeps by the infantry found 43 rockets still in place. Also is the highest ever recorded by the Minutemen.



MAJOR JULIUS B. MOORE, JR.
Commanding



CAPTAIN ROGER G. LADD - Executive Officer



CO and 1SG



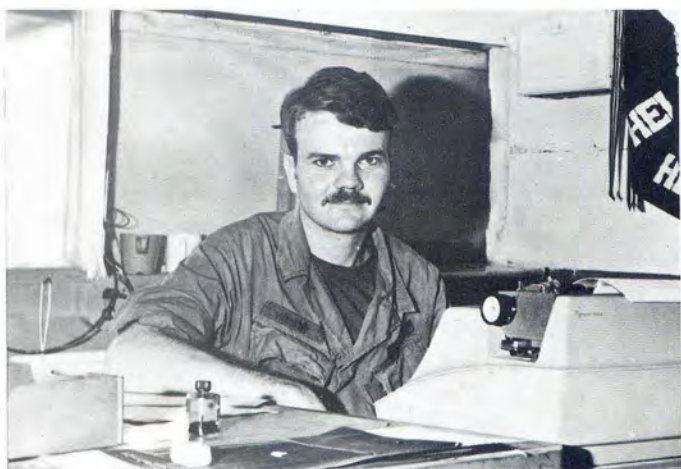
First Sergeant HASSELL MILLER



SSG HUBERT RYALS - Motor Sergeant



SP5 BRITTEN - Company Clerk



SP4 MURPHY * Company Clerk



SP4 WATTS - Supply Clerk



Motor Pool Personnel



SP4 Fuller - 1st Echelon Maint.



Best Mess Personnel



SP5 Robertson & SP4 Torres - Mess Hall



Top & the KP's



Mess Personnel



SSG JAMES PRESTON - Sanitation NCO



Captain JOSEPH LACHER - Operations Officer



Captain ROBERT CARDIN
Assistant Operations Officer



SFC JERROLD JACKSON - Operations NCO



SSG JAMES WILLIAMSON - Asst Opns NCO



SP4 LOUIS ALSTON - Opns. Clerk



SP4 RONALD BERGER - Opns Clerk



CPT JAMES E. FRAZIER
Service Platoon Leader



SFC HOWARD PRATT
Service Platoon Sergeant



CW2 PETER D. COSGROVE
Avionics Officer



TI Team



SP4 MORTON - Maintenance Clerk



Avionics Shop



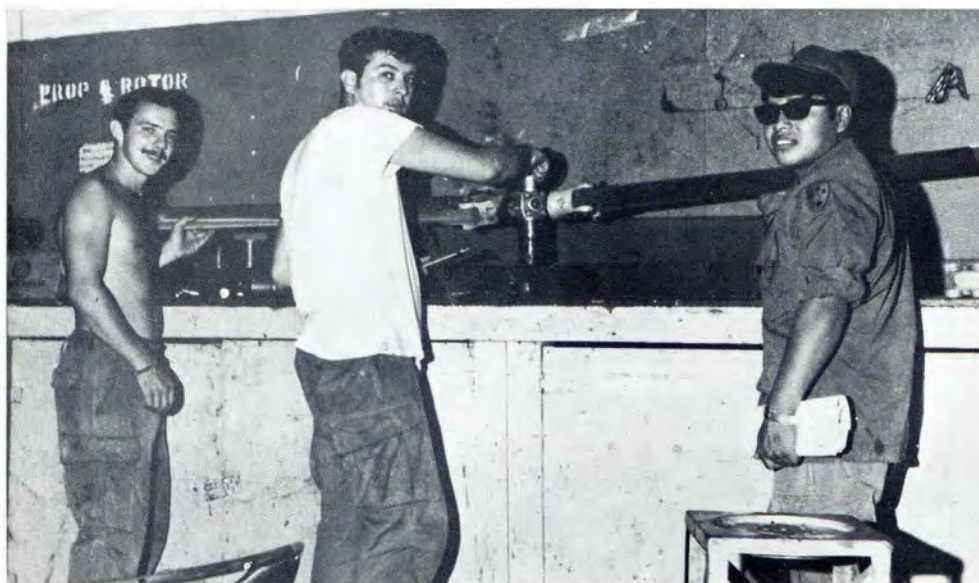
SP4 Mendivil - Maintenance



SP5 McNeill - Electrician



Tech Supply Personnel



Prop & Rotor Shop



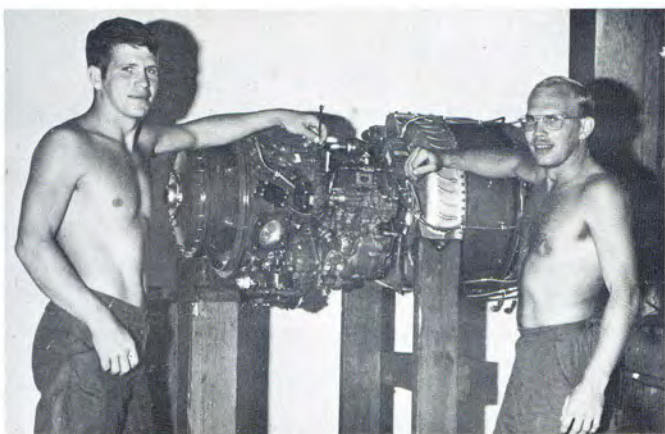
SP4 Hall & SP4 Mayhorn - Maint.



SP4 Dumas - Hydralric Shop



SP4 Adams & SGT Sousa - Avionics



SP4 McAnally & SP5 Dunn - Engine Shop



SP4 Robertson & SP4 Attlesey - Sheet Metal



SP4 Hamilton & SP4 Mendivil - Maint.



PE Team



SP4 Attlesey & SP5 Barta - Sheet metal



SP4 Conners - PE Team



Bde CC Crew



Maj. MOORE & SP4 WHITAKER



SGT Holly & SGT Ohlheiser - Commo



Not ours



Unit IP WO1 West



WO1 Doucette & SGT Eggleston - Maint.

132d ASHC-14th AVN. BN.

CREST - HISTORY

On 1 October 1967, the 132d Aviation Company (Medium Helicopter) and the 16th Transportation Detachment (Medium Cargo Helicopter) (Direct Support Maintenance) was activated at Fort Benning, Georgia. Activated as a separate company, the unit was further assigned to the 10th Aviation Group, located at Fort Benning, Georgia.

The 132d Aviation departed Fort Benning as a unit to arrive in Vietnam on 25 May 1968. Just twelve days later the unit became operational and on 5 June 1968 was assigned to I Corps in support of the Americal Division. During the first week in I Corps the 132d ASHC had already established a fine reputation. It was during this week that the 132d received it's tactical name "Hercules". The new ships they brought to Vietnam were showing their muscles. Although they normally haul 8,000 lbs. per sortie, a daily task, in July they hauled a 155mm Howitzer, a load weighting nearly 13,000 lbs. The 132d Aviation Company realized a drastic increase in support requirements since its arrival.

During the month of June 1968 we flew 494.7 hours amounting to 1,455 sorties. During the month of July their accomplishments tallied to 1,173 flying hours and 4,363 sorties. The months of August and September found the 132d flying normal resupply throughout the Americal A/O with an average of 900 hours per month. October brought with it the monsoon. Although most of their aviators were accomplished second tour Vietnam veterans who have had experience flying in unpredictable weather, a program to improve instrument flying technique was developed.

In December 1968, the 16th Transportation Detachment became two platoons of the 132d ASHC. The former members of the 16th Transportation Detachment were welcome to the 132d Aviation Company during formal ceremonies followed by a unit party. The tasks ahead were made difficult by Monsoon weather but the 132d managed to continue to support the Americal in spite of the problem. In April 1969, in testimony of its fine support the 132d received an award signifying 10,000 hours of accident free flying from the Boeing-Vertol Company.

With the monsoon over, the "Hercules's" commitment to the soldiers in the field started to increase. Installation of new fire bases such as Fire Support Base 411 and others fell to the 132d. It was during these times that the company also offered assistance to the division in the establishment of aircraft refueling points throughout the A/O.

Throughout the monsoon season of 1969 the 132d Assault Support Helicopter Company again continued its support of the Americal Division.

During March 1970 the 132d moved from its original location in the vicinity of the 335th Transportation Company to its present location in the old MAG 12 area. Now the 132d is directly across from the flight line and much of the lost time realized by the necessity to transport pilots and maintenance personnel to work has been eliminated.



CPT JOHN L. HOLLAND
Commanding Officer

132nd ASHC



CPT JAMES C. SEMANEK - X.O.



1SG WILLIAM R. JAMES



SP4 GILLERMAN - Company Clerk



PFC PRATHER - Morning Report Clerk



SP4 MIKE McCLINTIC - CO's Driver



No, you absolutely can't have any unless you sign for it!



According to the M-Toe,...



Well, we did it that way back in the old army.



What me worry?



Who am I suppose to know...



I wish I knew how to put this thing back together.



What kind of weapon did you say you wanted?



The Gress Monheys, the best in the army.



This one is ready.



Engineer Shop - We keep them running



No smoking within 50 feet.



Need a Dispatch



Watch what you're doing.



Here we are.....



CPT OGDEN - Opns Officer



CW2 FALK - Asst. Opns Officer



SFC PUCKETT - Opns NCO



SSG HOLMES - Comm NCO



SFC CASTILLO - Opns NCO



SP4 BURTON - "Who was that?"



SP5 BAILEY - Opns Clerk



Col. SILVER





Col. SILVER



We'll take care of that mission.



L to R: The good, the bad and the ugly



Good Vibration, her crew, and two of our under educated "Truck Drivers"!



Another day, another dollar





Fall in! What's that?



This is my crew



Here we have hard working 2nd Section Boys. Would you believe two 2nd Section Boys?



Daddy and the boys



A top crew



You can have it.



Somewhere in this is a father-son
Combination - anyone know where?



"Hey" where's the starter?



"Hard core" 2nd Section



Gee, I like that army talk!



WO1 McCARTY



You've got to be kidding.



I am not kidding.



Another miracle to perform?



Just tell me what to do.



I'll never tell.



SSG Dickman



That is a Red X.



Who knows what going on?



I've just got to answer my mail.



SSG Hill



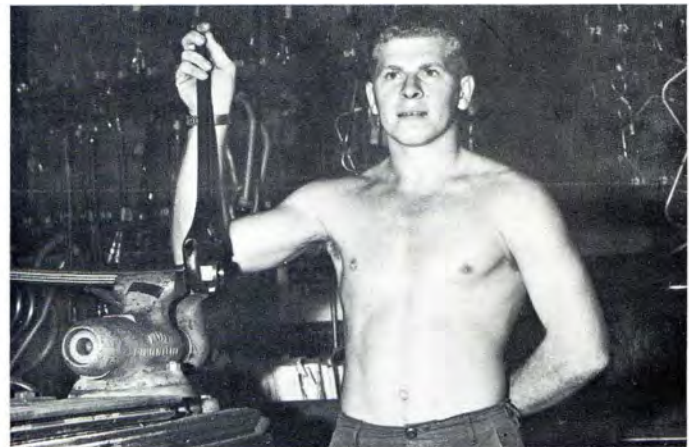
"Help!"



I want to change jobs.



The Night Owls



You break it, I'll fix it.



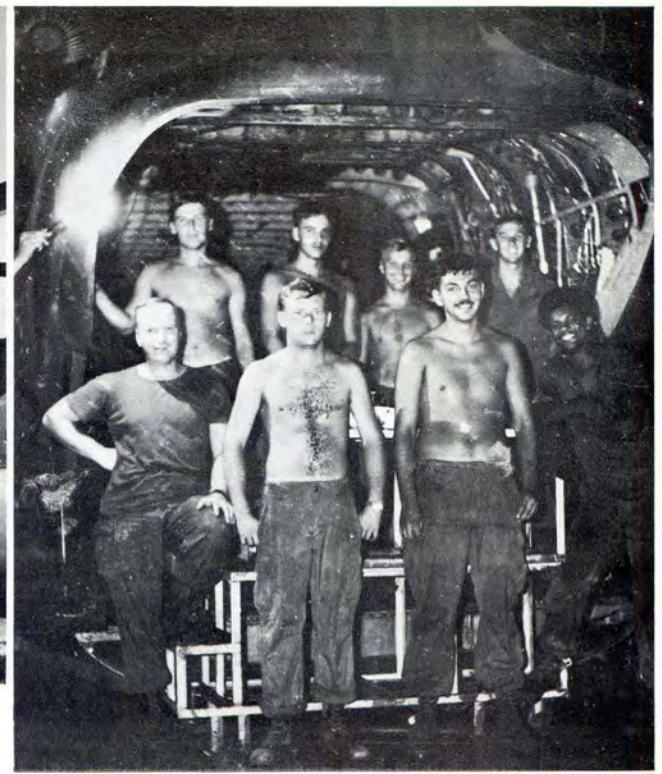
Roger, we're taking a "Brake".



OK, now, your technicians...



You ain't finished with that wrecker yet.



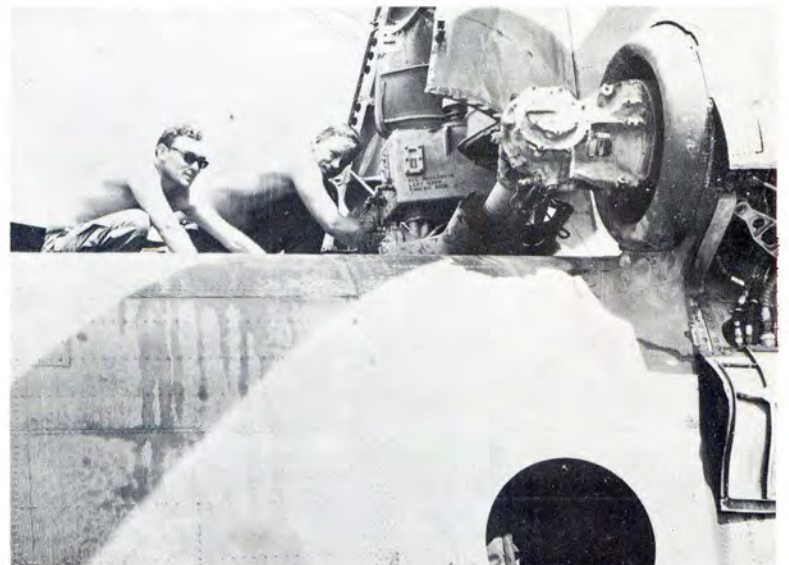
Give me that jack.



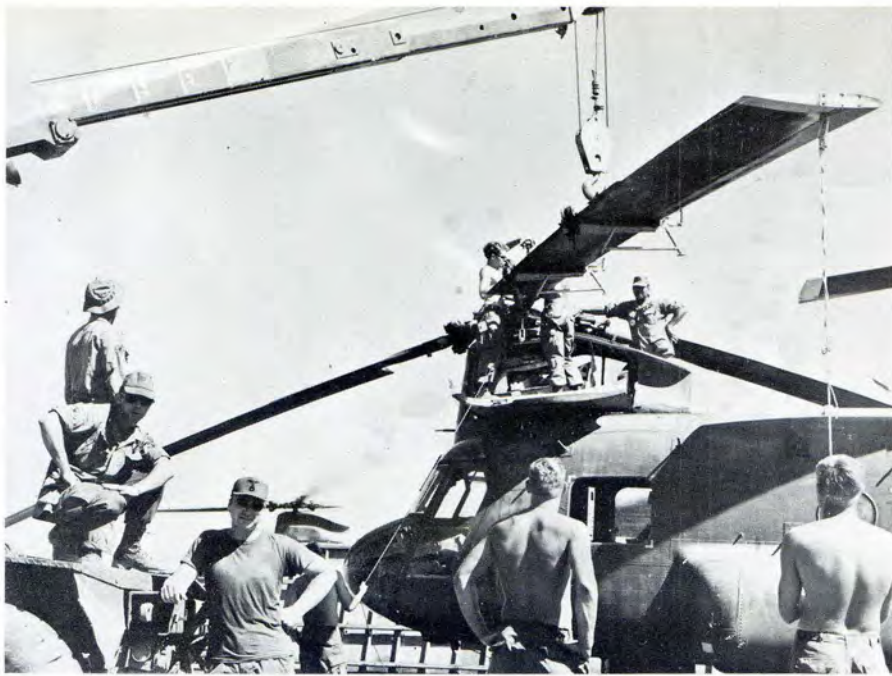
Come on up if you want to enjoy with us.



Some more of us



I found it - it's under this thing here with three windows.



Every one take a break.



Schildgen's raiders!



Sun bathing on Sunday.



We'll save that for the night crew.



Maintenance Crew



You removed the wrong blade.



The leak is here.



We'll fix it.



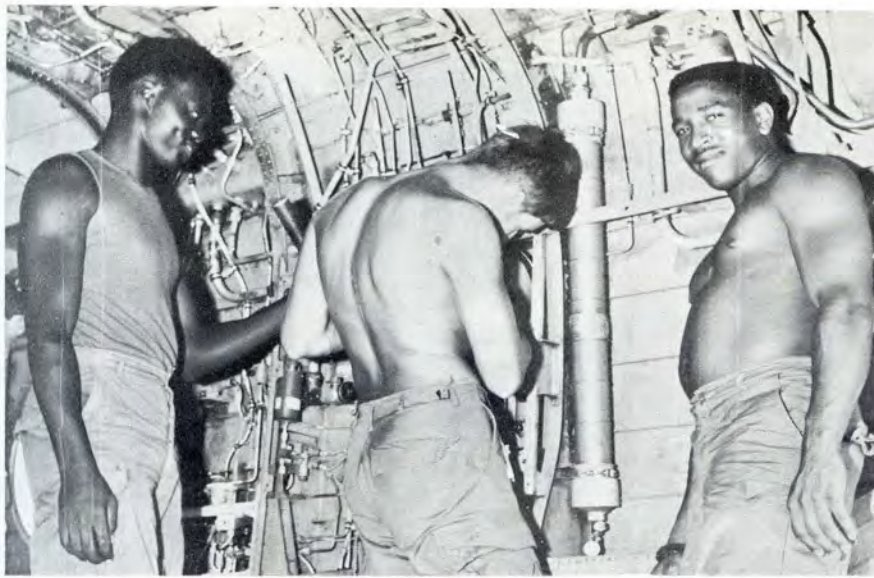
Combat trackers



We tried!!



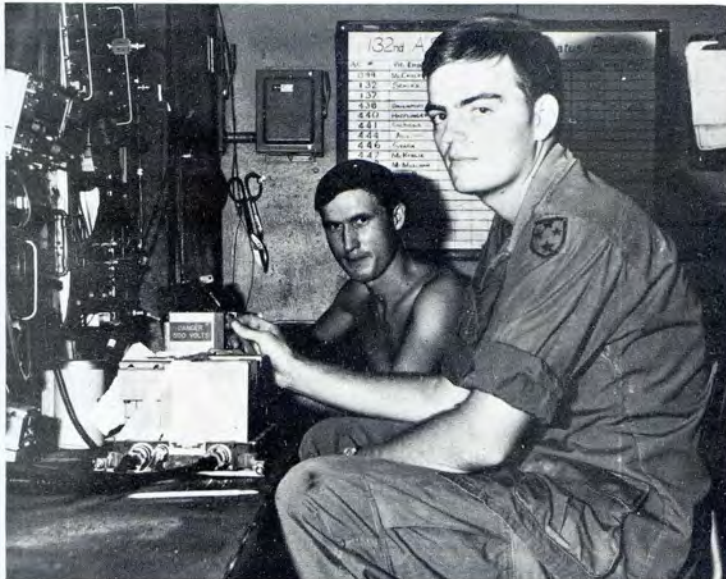
"Hurry up" the 116th wants their wrecker back.



This thing sure is thirsty.



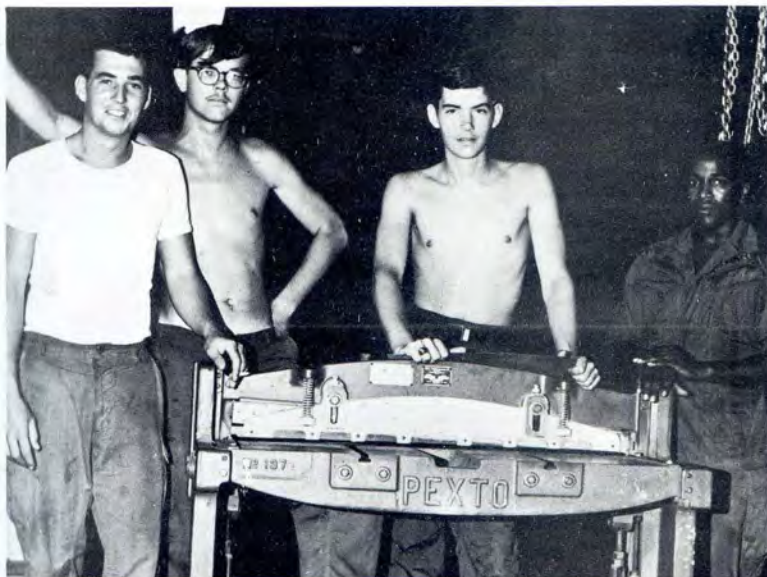
Radio? What radio?



Change this thing, maybe that'll fix it.



Alright, who broke it?



Manicure anybody?



Where's the gas filler cap?

178th ASHC - 14th AVN. BN.

UNIT HISTORY

Before the 178th's deployment to the Republic of Vietnam it was stationed at Fort Benning, Georgia. At that time the 178th consisted of the 400th Transportation Detachment and the 774th Medical Detachment, all under the control of the 10th Aviation Group. The unit's organization was completed on 1 September 1965. Near the end of October the 178th was notified of its future deployment to the Republic of Vietnam. Intensive tactical training began immediately. This tactical training was completed on 3 January 1966.

The main body of the 178th consisted of sixteen CH-47A Chinook Helicopters. They were flown from Ft. Benning on February 16 and arrived at Sharpe Army Depot, near Oakland, California, on February 17. The aircraft were shipped on the Aircraft Carrier Breton, departing the United States on February 26 and arriving at the port of Vung Tau on March 10. The personnel assisted in the rigging of the aircraft and from Vung Tau they were transported to Phu Loi. The main body of personnel were airlifted to Phu Loi. Only 12 days after the unit had received its TO&E equipment it was fully operational. This set a record for the establishment of an aviation unit of this size.

Upon arrival at Phu Loi, the 178th, previously known as the 178th Aviation Company, received its present name, the 178th Assault Support Helicopter Company. The company, under the 10th Aviation Group, was reassigned to the 11th Aviation Battalion, which is under the 12th Aviation Group. By that time the 774th Medical Detachment, which supported the 178th, was reassigned to the 145th Aviation Battalion and the 178th received the support of the 11th Aviation Battalion Medical Detachment.

The 178th was stationed at Phu Loi, RVN, from 1 January 1966 to 21 April 1967. Then, in April 1967, the 178th was placed in direct support of Task Force Oregon, located at Chu Lai. A major move of personnel and aircraft was made to Chu Lai. Two flights of five Chinooks moved everybody except for a small party which was left behind to handle administrative and supply problems. The 178th was temporarily assigned to Task Force Oregon, or as it is known today, the Americal Division, and was placed under the control of the 17th Group on 21 April 1967.

With the coming of the new year the 178th was reassigned from the 17th Aviation Group to the 16th Aviation Group. Now under the control of the 16th, and working for the Americal Division, the major missions flown by the 178th were cargo, resupply, and troop transport.

During the first four months of 1968 the 178th experienced some extremely poor weather which increased ground time during daily missions by low ceilings. During this time the 178th took many hits, resulting in extensive ground time for sheet metal work.

Also, in the beginning of 1968, the first "B" model Chinooks arrived in Vietnam and were assigned to the 178th. By March the replacement was complete, and the "Boxcars" were the first completely operational "B" model Chinook company in Vietnam. With the introduction of the "B" model Chinook in Vietnam came "Project Tree". This operation was designed to equip all existing "B" model Chinooks with the more powerful L-7C engine. This project is still in progress all but two of the 178th Chinooks had these new engines by January 1969, and this has greatly increased its capacity as a medium lift helicopter company. The 178th was the first Chinook company to lift a complete 155 howitzer, which weigh in excess of 12,500 pounds.

In 1968 the 178th participated in operation Kham Duc, one of the major operations undertaken by the 178th. During this operation the 178th evacuated approximately 700 of the 1700 American and allied troops trapped at camp Kham Duc. All of this was 12 May 1968. Although two ships were lost during the operation no lives were lost. The heroism displayed by the flight crews resulted in 7 individuals being recommended for the Silver Star.

In February 1968 the 178th logged its 20,000th flying hour and 11 months later it was the second Chinooks company in Vietnam to log its 30,000th flying hour.

Since the day the 178th joined the Americal Division its commitments have steadily increased. The Boxcars alone have supported the 1st Infantry Division, 25th Infantry Division, 173rd Airborne Brigade, 4th Infantry Division, 196th Light Infantry Brigade, 11th Armored Cavalry Regiment, 101st Airborne Division, 198th Infantry, U.S. Special Forces, the Australian Task Force, the Army of Vietnam, the US Aid Mission, and the Americal Division Artillery.

On 1 October 1969 the 178th ASHC was placed under command of the 14th Aviation Battalion (Combat) where it has remained to the present.



Major BRIAN G. FOOTE - Commanding Officer



Cpt. ROBERT J. HESS - Executive Off.



SGT JAMES K. LESTER - Company Clerk



SP5 WILLARD H. STANDBERRY - Unit Mail Clerk



SP4 Ernest A. Carby - Armorer



SP4 George Ambrose - CO's Driver



SP4 Roger Stufflebeam - Clerk Typist



SP4 James Bosch - Supply Clerk



SP4 McMurray - Dispatcher



PFC Wraggs completes supply requisitions.



SP4 William B. Sather assures the Accuracy of the Unit's Morning Reports.



SP4's Hamby & Everett keep watchful eyes over the motor pool.



The fork lift is always put to good use in the 178th ASHC.



SP4 Earl Noel - Supply



SP4 Thomas B. Payne - Head Armorer



SP4's Everett & Edwards - Motor Pool



The cooks take a break as the photographer passes.



SP4 Ruele



Cpt. SHERRILL J. WHITE - Operations Officer



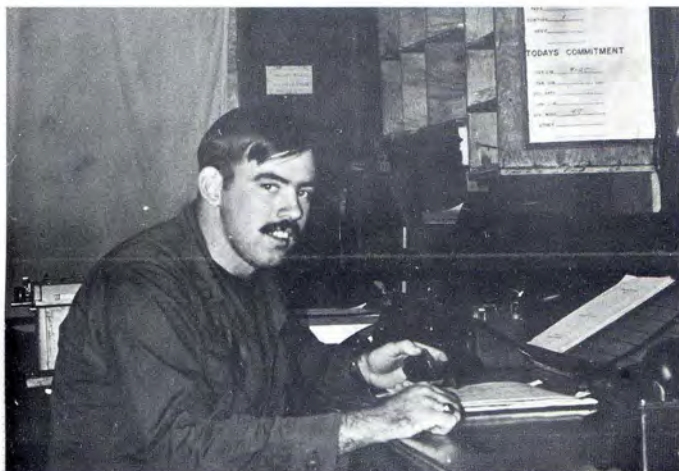
WO1 McMullen - Aircraft Commander



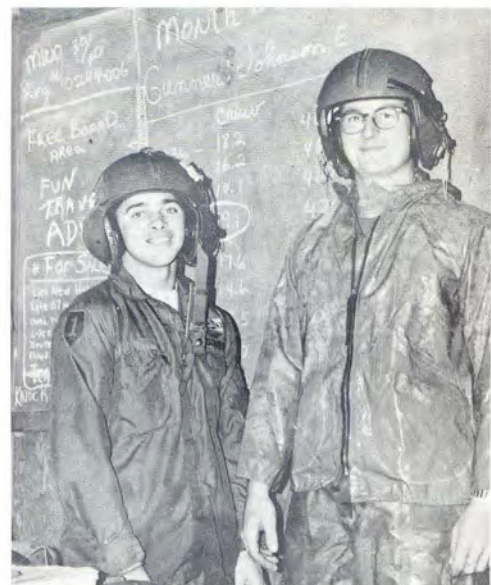
CW2 Douglas Jackson
Aircraft Maint. Tech.



SP4 Edward Bruning - Flt Opns Specialist



PFC Reason - "Boxcar" control



SP4's Firl & Steffen - Flt Plt.



CPT KENNETH P. ROLAND - Maintenance Officer



Another transmission is successfully repaired by SP5 Powers, SP5 Cummins, & SP5 Sheets.



SFC THOMAS JONES - Maint. Supervisor



SFC THEARTHUR DIXON - Plt. Sgt.



SP4 VINCENT CASSANO - Maint. Clerk



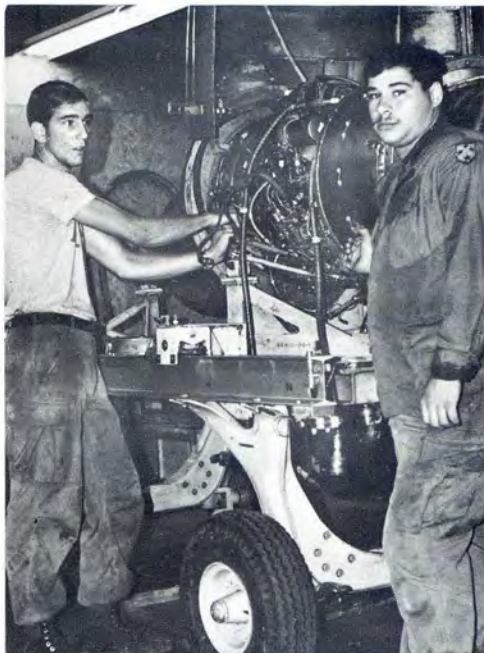
SP4 MULLINS - Wrecker Driver



SP6 JOHN M. ADKINS - Tech Inspector



SP4 BRUCE CARPENTER - Tool Room Keeper



SP5 McGuire & SP4 Hernandez
Engine Shop



SP6 JERRY L. PORTER - Tech Inspector



SP5 McGuire
Senior Engine Repairman



SP4 George Penner - Machinist



SP4 Oglesby & SP5 Husak
Prop & Rotor Repairmen



WO1 Albert L. McMullen - Tech Supply Officer



SGT Moore & SP4 Campbell
Tech Supply



SP4 Dameron & SP4 Herr
Maintenance Clerks



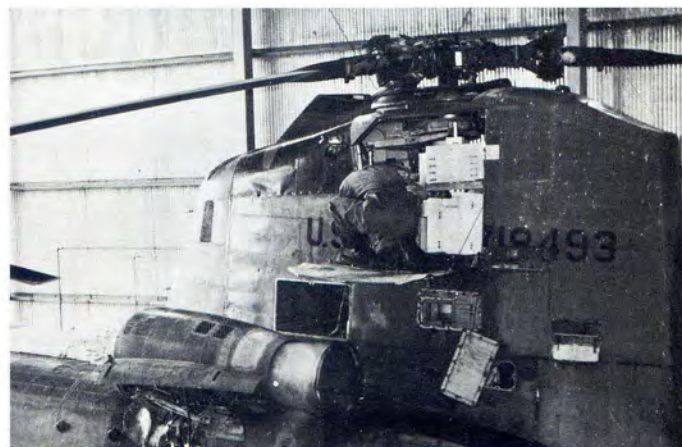
SP4 Barbe & SP4 Saco review
Tech Supply's requisitions.



Wiring another Antenna for the
unit's Avionics Section.



SSG Sharbaugh & SP5 Saner
maintain Avionics equipment



A member of the Maintenance Section
performing his daily duties on one
of our CH-47's.

335th TRANS. CO.

UNIT HISTORY

The 335th Transportation Company was activated at Fort Bragg, North Carolina on 20 September 1963. Before the 335th received orders for overseas duty they expended most of their time in training of their personnel.

Upon arrival in the Republic of Vietnam on 23 October 1965, the 335th was at 90% equipment and 65% personnel strength.

Initially the company closed into its assigned area at Dong Ba Thin with the technical Supply Platoon performing its mission in Nha Trang until 19 Jan 1966 when it joined the parent unit. Hampered by heavy rain and dense undergrowth, the men of the 335th began to improve their area so they could accomplish their mission, provide maintenance and supply direct support designated aircraft. On 1 June 1966, the unit became 100% operational and provided support for the 10th Aviation Battalion.

A direct support platoon was moved to Kontum Province for two months and then to Tuy Hoa for the remainder of the year. During the months of August and September, the Company assumed the responsibility for inprocessing the 4th Infantry Division aircraft. In January 1967, a Direct Support Platoon was again moved away from the Company Headquarters. This time support was given to an air-mobile operation conducted in the vicinity of Tay Ninh.

On 12 April 1967 the 335th Trans Co was alerted to move to Chu Lai to support Task Force Oregon. By 20 April, support was being given to over 220 aircraft. Maintenance support was again expanded when operational control over the unit Battalion (AM&S) (GS) on 17 November 1967. Operation control again changed on 1 December 1968, this time to the 16th Combat Aviation Group under the Americal Division.

Currently the 335th Transportation Company is providing Direct Support and back up direct support to seven (7) types of divisional and nondivisional army aircraft.



Major Barrett Yea, I'm the old man.



Sure, I'm sure I'm the First Sergeant.



You're right, I need a hair cut.



Sergeant Major Sunshine



Extend again? Not even!



Where's Linda?



Wipe that smile off your face, troop!....



They got to be kidding.



SP5 DEVOE - Asst. Motor Sgt.



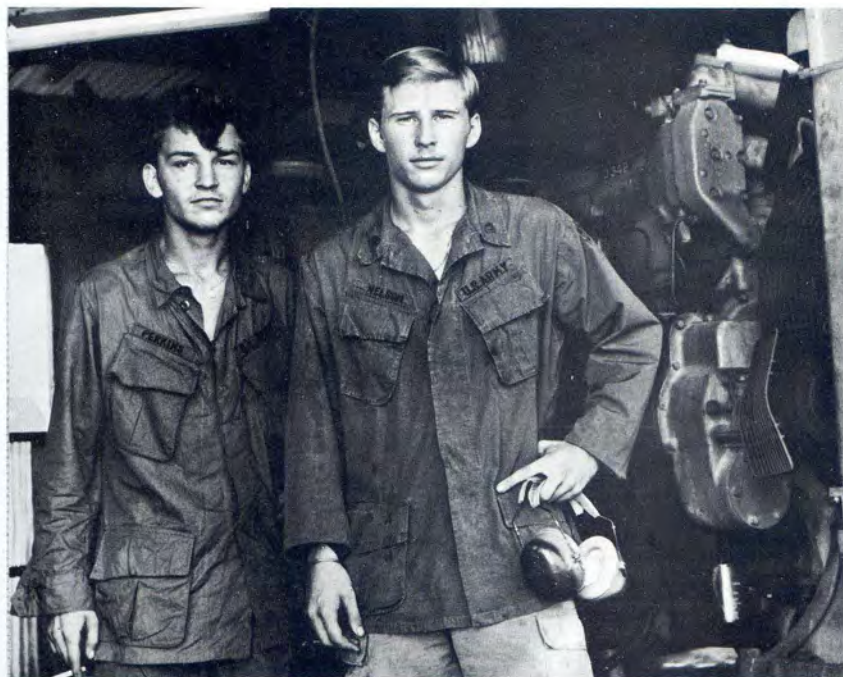
SP4 SPANGLER - Dispatcher



SP4 BRITT - Sr. Machanic



Machanics



Perkins & Nelson Generator men



Truck drivers



CPT PENROSE - Supply Officer



SSG DESILVA - Supply Sgt.



SFC GIVENS - Mess Sgt.



PFC Hater & PFC Koster



Cook



SP4 Nicholson - Mess Clerk



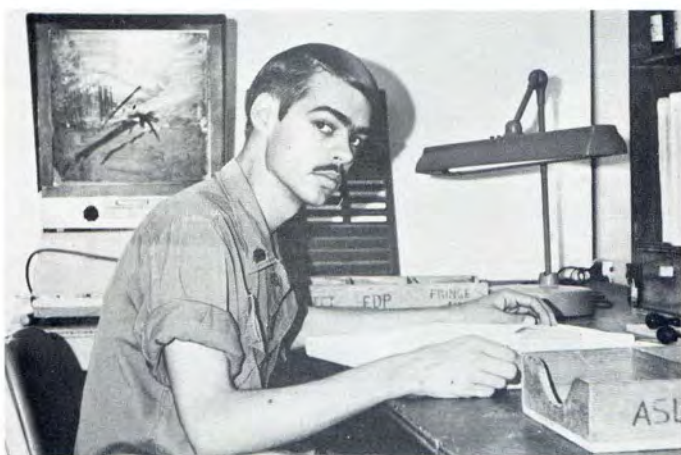
SP4 Woods - Armor



And this is work?



Who says I make obscene phone calls.



Smile when you say that.



Dig it, man.





If I fly it, you know it will fly.



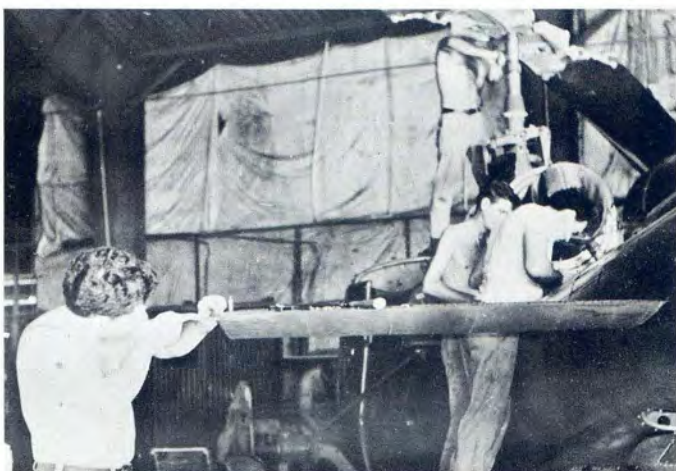
I don't need a helmet.



I got it easy.



More paper work.



Would you believe, LSI hard at work?



You guest I work at Tech Supply.



Let me put my glass on.



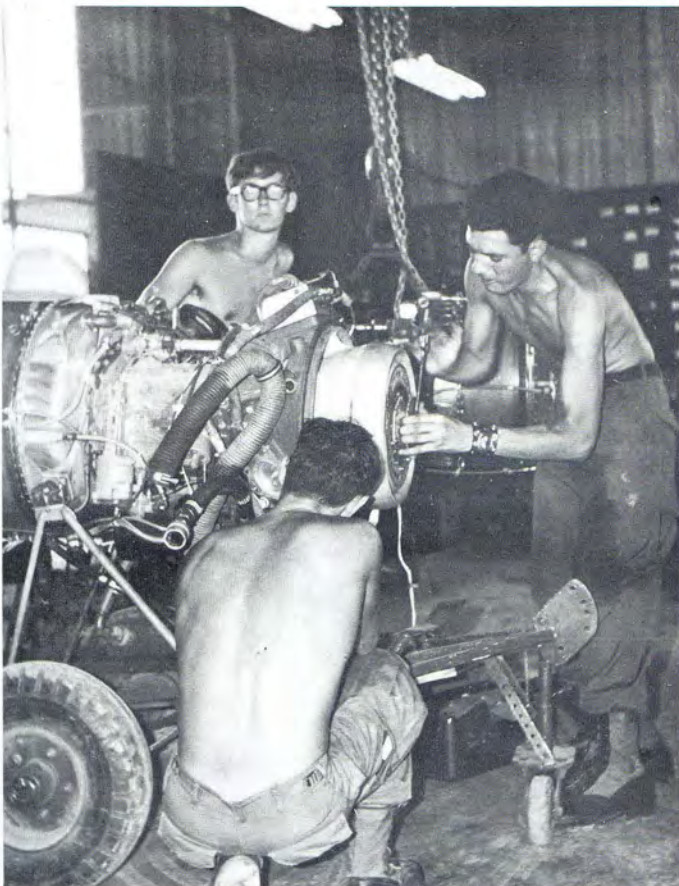
Short



This, a tool



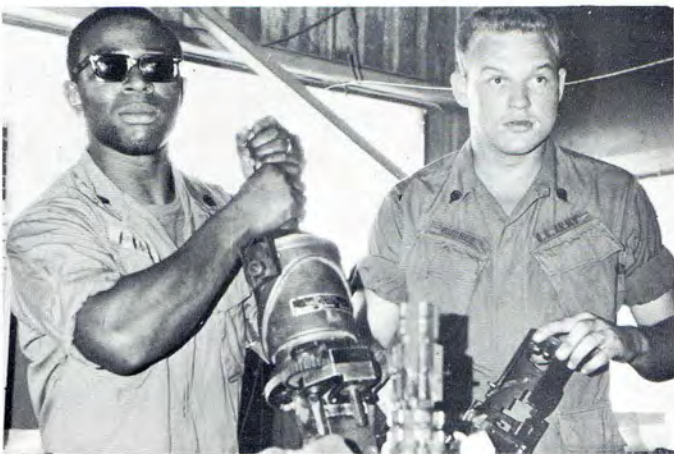
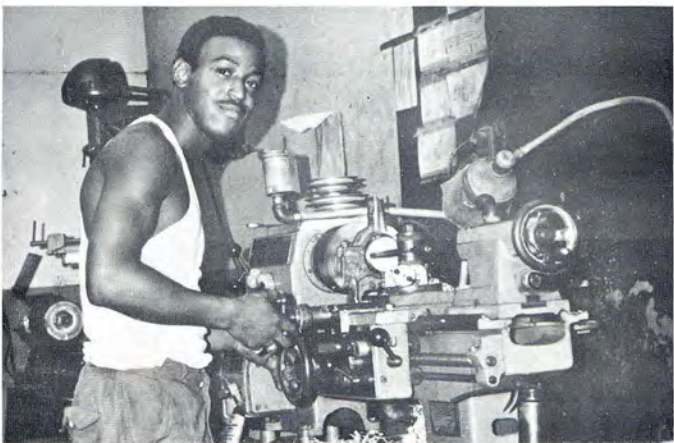
Engine Shop



I don't know nothing



Standing tall



I don't think I work!



I told you I could do it.



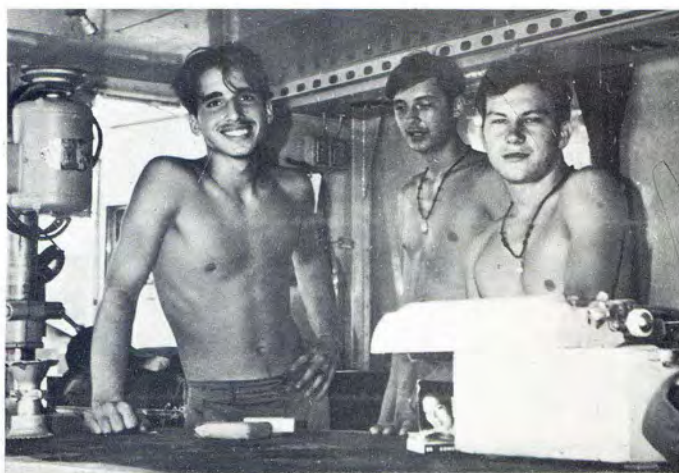
Isn't this nice LSI and Army working together?

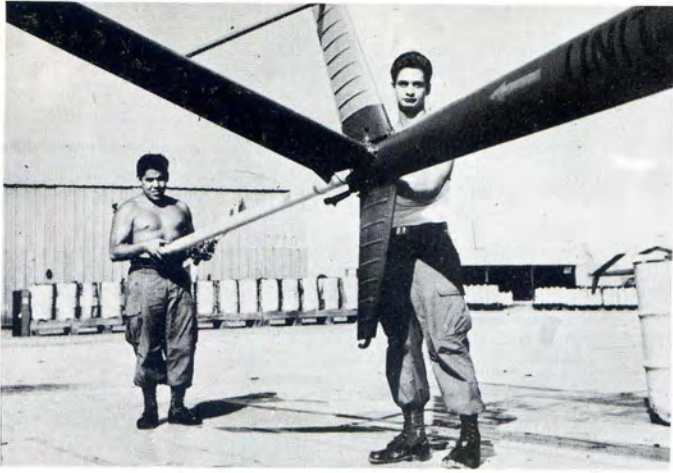


Nothing like being high.



I'm here today







The members of the Americal Veteran's Association very much appreciate the contributions made by Vern Chapman; Chuck Phillipson; and Col. George Sibert. Each contributed something to the resulting scanned images of the 1970 16th Combat Aviation Group

unit album. Initially we had a xerox copy; then we had scanned images from Chuck Phillipson's album. This year I noticed that my original scanning was not compatible with printing copies of the original album. I used materials from the original scanning along with an album from Col. George Sibert (former commander of F/8th Cav) to improve the scanning. This is nearly done today 7/10/2011.

