

II. OPERATIONS:

a. December 1st, the beginning of a new month. The COWBOYS are anticipating being able to get the unit back together sometime in the month. Perhaps we will all make it back to Bien Hoa. If the first day is any indication it should be a quiet month, as far as enemy activity, with the COWBOYS still getting in a lot of flying.

b. The 2nd of December found the COWBOYS supporting E Company of 17th Cav. in an extraction. The remainder of the day was spent resupplying the forward elements of the Brigade with 250 passengers and 13 tons of cargo.

c. On the 3rd of December, 300 "Sky Soldiers" were extracted for the 1st Battalion. No enemy contact was met.

d. On the 4th of December the COWBOYS began by assaulting 576 troopers of the 2nd Battalion into a suspected enemy infested area. No resistance was met on the assaults.

e. On the 5th of December the COWBOYS were in normal support of the Brigade in support of Operation McArthur with all available aircraft.

f. On the 6th, the 2nd Battalion, 173rd Abn. Bde. was supported by the COWBOYS in a Combat Assault moving 232 "Sky Soldiers."

g. General support missions in support of the 173rd Abn. Bde's. participation in Operation McArthur, Kontum Providence, RVN, composed the activities for the 7th, 8th and 9th of December.

h. On the 10th of December 210 "Sky Soldiers" were extracted for the 4th Battalion. On resupply and General Support 530 troopers and 17 tons of cargo were carried.

i. On the 11th through the 13th of December small lifts in support of the Brigade were supplemented by resupply and General Support. No significant troop activity was observed.

j. On the 14th and 15 the COWBOYS were given no missions as they made yet another move, this one was back to Phu Hiep to continue Operation Bolling. Two (2) ships remained at Kontum to help support the remainder of the Brigade at Dak To in Operation McArthur.

k. On the 17th and 18th, Combat Assaults of over 700 troops Northwest of Tuy Hoa were accomplished. The Brigade is setting up a forward base camp at Dong Tra.

l. On the 19th through the 22nd the COWBOYS supported the Brigade with mostly resupply and LRRP missions. An occasional Combat Assault was usually implemented into each day's activities to keep the COWBOYS flexible.

m. On the 23rd of December one LRRP team was placed in and later extracted. No hits were received and no injuries resulted.

n. During the Christmas Truce on the 24th and 25th of December, General Support of the Brigade was the only mission, hot Christmas dinner to the troops.

o. The 26th through the 28th found the COWBOYS being kept busy with Combat Assaults in moving the Brigade. Over 1200 "Sky Soldiers" were inserted and extracted from various landing zones and fire support bases throughout the operational area of Bolling.

p. On the 30th of December the COWBOYS performed strictly General Support missions in support of the Brigade. Marginal weather was prevalent throughout the operational area hindering many flights.

q. On the last day of the year 1967 the COWBOYS supported the 173rd Abn. Bde. with a Combat Assault of 220 "Sky Soldiers."

At 1200 hours on the 31st of December 1967 a change of command ceremony was conducted. Major Donald R. Drumm turned over the 335th Assault Helicopter Company to Major Frank M. Powell. At the ceremony rumors were verified by the 145th Combat Aviation Battalion Commander that the COWBOYS were being transferred to the 268th Combat Aviation Battalion at Phu Hiep, but would still remain in direct support of the 173rd Airborne Brigade.

III. MONTHLY STATISTICS:

	UH-1B	UH-1H	TOTAL
TOTAL SORTIES	654	5082	5736
COMBAT SORTIES	583	4761	5344
HOURS	352	1779	2131
PAX		9293	9293
CARGO (TONS)		486	486
AMMO - 2.75	848		848
7.62	204,350		204,350
40MM	380		380
MEDIVACS-VC/KBA		2 MEDIV	9 VC/KBA
AIRCRAFT HITS			0
U.S./WIA/KIA			0
UH-1B MISSIONS	121		121
AVG. ACFT HOURS	352	1779	2131
CA'S			24
EXTRACTION'S			19
REPOSITIONING			17
HIGH AVIATOR			131.7
LOW AVIATOR			2.8
AVG. AVIATOR HRS.			74.5

IV. AWARDS RECEIVED DURING THE MONTH OF DECEMBER 1967

CWO LAWSON	DISTINGUISHED FLYING CROSS
WO1 MANKER	DISTINGUISHED FLYING CROSS

**HEADQUARTERS
UNITED STATES MILITARY ASSISTANCE COMMAND, VIETNAM
OFFICE OF THE COMMANDER
APO San Francisco 96222**

MACJ43-LM

12 December 1967

Subject: Letter of Commendation

To: Deputy Commanding General
United States Army, Vietnam
APO 96375

1. Our successes against enemy forces in the Dak To area during November can be attributed directly to the superb fighting team of combatant and logistical elements that we have developed here in the Republic of Vietnam.

2. While the success of combatant forces in South Vietnam is well known through the media of the press, what is not generally publicized is that the basis for their success is due, in a large measure, to an affective, responsive and flexible logistical system. A significant aspect of the Dak To operations was the tremendous logistics effort successfully carried out to reinforce the area with both troops and supplies. The requirement to rapidly increase logistical support for only 3 Battalions at the beginning of contact to 9 Battalions within a 15 day period presented a challenge that your logistics organizations very capably met in an effective and timely manner, during the peak period, resupply to Dak To of rations, petroleum, ammunition and other supplies, utilizing both airlift and motor transport means, exceeded 1,000 short tons per day. This is a significant achievement, especially since much of the motor transport movement was over a distance of 246 kilometers through a hostile environment. Such performance reflects not only effective, detailed planning and coordination, but evidences a "can do" attitude on the part of all individuals concerned. All units responsible for this fine performance can take pride in this outstanding accomplishment.

3. Our capability and flexibility to rapidly respond to similar enemy threats in any place he chooses has again been demonstrated. I wish you to pass to all the personnel involved in the logistics effort my professional and personal pride in their accomplishments and congratulations for a job well done.

/s/W. C. Westmoreland
/t/W. C. WESTMORELAND
General, United States Army
Commanding

AVHAG-PD (12 Dec. 67) 1st Ind.

Subject: Letter of Commendation

6 Feb. 68

TO: Commanding General, 1st Aviation Brigade, APO 96384

I take great pride in forwarding General Westmoreland's comments concerning the recent battle at Dak To. The success of this major engagement would not have been possible without the outstanding aviation support which was provided by your command to the heavily engaged infantry Battalions. The officers and men of the 1st Aviation Brigade who participated in the action accomplished their mission in an outstanding manner, bringing honor upon themselves and Army Aviation. Please extend my admiration and appreciation to those personnel who contributed to the defeat of the enemy at Dak To.

/s/Bruce Palmer, Jr.
/t/BRUCE PALMER, JR.
Lieutenant General, U.S. Army
Deputy Commanding General

AVHAV-PD (12 Dec. 67) 2nd Ind.

Subject: Letter of Appreciation

HEADQUARTERS, 1ST AVIATION BRIGADE, APO 96384, 6 Feb. 1968

TO: Commanding Officer, 17th Combat Aviation Group, APO 96240

Forwarded to you with pride. Add my praise to that of General Westmoreland and Lieutenant General Palmer. The skill and courage displayed by the 17th Combat Aviation Group in support of ground operations contributed heavily to the allied victory at Dak To. Please convey my pride and admiration to the officers and men of your command for a job well done.

/s/Robert R. Williams
/t/ROBERT R. WILLIAMS
Major General, USA
Commanding

AVGD-CO (12 Dec. 67) 3rd Ind.

Subject: Letter of Commendation

HEADQUARTERS, 17TH COMBAT AVIATION GROUP, APO 96240 February 1968

TO: Commanding Officer, 268th Combat Aviation Battalion, APO 96316

I wish to add my personal congratulations for those of you who participated in the battle of Dak
To. The performance of all units was magnificent.

/s/Bill G. Smith
/t/BILL G. SMITH
Colonel, Infantry
Commanding

AVGD-E-CO (12 Dec. 67) 4th Ind.

Subject: Letter of Commendation

HEADQUARTERS, 268TH COMBAT AVIATION GROUP, APO 96316, 9 Feb. 1968

TO: Commanding Officer, 335TH Assault Helicopter Company, APO 96316

On a daily basis Army aviation in RVN demonstrates its tremendous and versatile capabilities. However, our true capacity for combat support of the ground forces was demonstrated at Dak To. The personnel of your unit are to be congratulated for their efforts.

/s/Donald E. Mulligan
/t/DONALD E. MULLIGAN
LTC, Artillery
Commanding

The following article was written by Major Jon R. Dickerson, Cowboy 3. Major Dickerson's first hand account of the battle at hill 875 is further evidence of the fine job the Cowboys did under extremely hostile conditions.

875 FROM THE AIR

A lot has been said about familiarity, some good, some bad. There was a time when two units being familiar with one another contributed immeasurably to the success of an operation.

Primarily, two units will be discussed; the 173rd Airborne Brigade and the 335th Assault Helicopter Company. The 335th is known as the Cowboys.

The 335th habitually supported the 173rd. Prior to January 1967, the Cowboys were assigned to the brigade. When the 335th changed parent units, the mission changed slightly. The Cowboys supported the 173rd plus other units, American, ARVN and Australian.

On the 28th of May the 335th changed missions to that of direct support of the 173rd that was in the process of moving from Bien Hoa to Pleiku. The company, with attached units -- the 166th Transportation Detachment, the 234th Signal Detachment and the 25th Medical Detachment, headed for the Central Highlands and a date with destiny.

While at Pleiku, the units operated together for three weeks combing the local area for the elusive Viet Cong.

In June a Vietnamese force supported by American Special Forces sustained heavy casualties in an encounter with a unit of the North Vietnamese Army near the camp at Dak To. The 173rd was alerted and on the 18th of June, moved north and began sweeping the Dak To area for NVA.

There were a few significant encounters during the summer rainy season. Two of these were battalion sized and both sides suffered many casualties. These encounters will not be treated at this time, but rather one minor battalion operation will be discussed so that a later battle may be more easily understood.

Southwest of Dak To is a small unimportant river valley. The Dak Klong River begins in the hills at the southwest end of the valley and winds its way through the nine-by-one kilometer valley on to join the Dak Pako. The valley floor is matted with bamboo, with only occasional trees and scrub brush filling in the gaps. The ground rises sharply on each side of the valley and becomes rolling jungle hills about two hundred meters higher than the valley floor. The growth on the hills is double to triple canopy jungle growth with thick undergrowth. One of these hills -- a very unimpressive one -- is Hill 875. During the summer monsoon the 2nd Battalion established a fire support base deep in the valley. From this fire support base, FSB 9, an ARVN battalion operated to the southwest for a while in the headwaters of the Dak Klong River. Later the 1st Battalion of the 503rd moved to FSB 9 and used it as a staging area. A B-52 strike had been directed at a suspected enemy force north of FSB 9 to the west of the valley. One crater was selected as the LZ. A close inspection revealed that the area was too small to land a UH-1. It was decided to use rappelling ropes and place a security force; then engineers with demolition be sent in to clear out the bamboo. It was a long, involved and slightly mixed up lift. Fortunately, "Charlie" wasn't home that day. It was known to the Cowboys as "the LZ where we did the rope tricks." It was an area long remembered by all who participated. During the troop lift, the pilots on final approach to the pickup zone, could look at the hills to their front and see Hill 875. It was late summer now and all was quiet at Dak To.

In September the local population in the Tuy Hoa area was having difficulty with the rice harvest because of Viet Cong and NVA interference. The 173rd and the 335th moved from the mud at Dak To to the sandy beach south of Tuy Hoa.

It was during the stay at Tuy Hoa that the relationship between the two units reached new heights. Combat assaults and extraction's were conducted daily. Many of these were made with little or no advance notice. The byword was "Kick the tire, light the fire, brief on guard, the first one off is lead." The members of the units were becoming quite familiar with each other's capabilities and limitations. Mutual respect was at new heights. It was autumn and the hills of Dak To were starting to dry out.

With the dry season in Dak To came the NVA Central Highland offensive. It was focused on the valley that runs from Dak To to Pleiku. The 4th Infantry Division met the NVA first while other units rushed in from all over the Corps area to thwart the efforts of the enemy.

Early in November the 173rd Airborne, minus the 3rd Battalion, 503rd Infantry, with the Cowboys close behind, moved to the Dak To area. The brigade was quickly deployed west of Dak To to block further infiltration across the border and search out units that may be in the area.

Air mobile assaults were conducted frequently in an attempt to find the elusive NVA. On 10 November an LZ was selected for an assault on the 11th. It had been blasted out of the jungle by airstrikes and at first it was thought it would be necessary to rappel again. A low reconnaissance conducted by the Cowboys Operation Officer and the brigade S3 indicated that it would be possible to bring the aircraft to a low hover and drop the troops off.

There was no difficulty encountered on the lift. The normal preparation was fired and the first of the 2nd Battalion, 503rd Infantry entered the landing zone. As soon as they could, the LZ was enlarged to accommodate CH-47s. When this was done, the remaining sorties of troops were lifted by Chinook. The LZ was on the top of a hill overlooking the Dak Klong River valley and old Fire Support Base Nine.

Within a short period of time the area was cleared to the southwest of the assault LZ for an artillery battery. This became FSB 16.

On the same day, in the afternoon, "C" Company, 1st Battalion, 503rd Infantry encountered an overwhelming force of NVA northeast of the new fire support base. The decision was made to commit "C" Company, 4th Battalion, 503rd Infantry to aid the beleaguered company. The Cowboys were assembled from various missions. As each aircraft reported in, it was assigned a chalk number and sent to a nearby fire support base to pickup troops. The flight then formed and headed in the general direction of the landing zone. The Cowboy operations officer called the infantry battalion commander on the radio to obtain information on the landing zone. From the description it was obvious that the LZ had been used a few months ago. The flight leader reported into the area and was told that the landing zone was "the one where we did the rope tricks." The lead aircraft commander said, "Roger turning final at this time." This had been one of the fastest and best executed troop lifts conducted by the company while at Dak To. Familiarity with the area and the desires of the commander had cut the time involved to a minimum. The relieving troops arrived in time and a possible catastrophe averted.

Before the 2nd Battalion was firmly established at fire support base 16, it began moving out with three companies, A, C and D on search and destroy missions. They only had to search for a short time for on the 19th they ran into very heavy resistance on the way up Hill 875. By the time they reached a point three hundred meters from the top of the hill they were stopped. The paratroopers sustained heavy casualties on the way. Tactical air and artillery were called in on the top of the hill, while the infantry attempted to

withdraw a short distance down the slope. The NVA employed very effective hugging tactics that made it impossible to break contact. Artillery and air were of little use because of the nearness of the lines.

The area where the battalion was located was thick jungle with no suitable landing zone. Two daring attempts were made to drop chain saws and demolition's to the paratroopers. Both times the helicopters received very heavy fire and had to make precautionary landings at a fire support base with oil, fuel and hydraulic leaks. Further attempts to get saws in were stopped for the time. The remainder of that day, close artillery and air strikes were used to the maximum to keep the Americans from being overrun.

On the 20th of November the 4th Battalion was moved to fire support base 16, where the three thousand meters walk to Hill 875 was begun. They ran into heavy resistance while enroute, and sustained heavy casualties by the time they reached the north slope of Hill 875 and the 2nd Battalion.

The men of the two battalions were able to move the wounded down the slope about one hundred meters where a chain saw and demolition were dropped to them. An LZ was cut and the prospects for a victory on Hill 875 looked a bit brighter.

The Cowboys now began the long and tedious task of removing the casualties. The NVA was not finished though. Even though a constant barrage of air strikes and artillery had pulverized the top of the hill where the majority of the defenders were thought to be located, the enemy continued to fire at each helicopter. They could be seen standing outside their bunkers, between passes by the Airforce jets, firing at the aircraft who were on their mercy mission of medical evacuation. The armed helicopters circled the LZ lacing the outer edge of the friendly perimeter with machine gun fire and rockets each time a slick came in. Still the NVA kept shooting. Occasionally, enemy mortars were fired at the Americans, and one antiaircraft weapon was reported.

Day and night on the 21st and 22nd of November the intense fire on and around Hill 875 went on. B-52 strikes were directed at likely departure routes while fighters and artillery placed the close in fires.

It was obvious that the NVA was well dug in and intended to hang on as long as possible. They placed accurate small arms and mortar fire from Hill 875 on U.S. positions. They were well supplied with ammunition, at least for a while. Parts of their supplies were lost when a bomb missed the top of the hill by a short distance and landed on an NVA ammunition dump. Secondary explosions from that dump lasted approximately two hours.

At this point, it is necessary to interject a few lines about the Cowboys that flew at Dak To. It would be unfair to other units to say that the Cowboys were the best, but there are a few members of the 173rd who would not have any other unit support it.

There were so many deeds of a heroic nature that it is impossible to enumerate them. There were occasions when pilots had one aircraft damaged by hostile fire, returned to home base, picked up another and went back on their missions. There were several aircraft that although damaged continued to fly after a brief inspection. Never did a pilot hesitate to go into an area day or night to support the units with vital supplies. The aviators handled emergency situations like the professionals that they were. Several aircraft where landed on a stump covered slope of fire support base 16 with the hydraulics shot out. A loaded UH-1B was autorotated to a winding dirt road after a low level engine failure. In each case there was no pilot caused damage.

For two days a build up of supplies and troops went on. All of the casualties were removed from Hill 875. The Cowboys evacuated in excess of two-hundred wounded. Elements of the 4th Infantry Division were lifted to a landing zone in the valley below Hill 875 on the 22nd of November. A continuous

air and artillery barrage fell on the hostile positions while the lift was in progress. Some hostile fire was received by the lift helicopters and one sustained damage to the extent that it had to return to a secure area. The greatest hazard though, was friendly artillery and Tac Air. The command and control helicopter was nearly hit by a 175mm projectile as it flew by the left window in view of the pilot and passengers. One of the lift ships had the tail rotor damaged by twenty millimeter brass that fell in the LZ from a jet strafing pass. It was later evacuated by Chinook.

The day ended with American units on the north and south of Hill 875, while artillery and air blocked escape routes to the west.

The attack was planned for 1100 on the 23rd of November, which was Thanksgiving day. The 2nd and 4th Battalions of the 503rd would attack up the north slope while the 1/12th blocked the south.

Hanoi Hanna had announced earlier in the month that the NVA would have their Thanksgiving dinner at Dak To. She was just a little off. The Cowboys were proud to deliver hot turkey to the top of Hill 875 to the "Sky Soldiers." The attack had been virtually unopposed, and the hill was won at 1120 hours.

After the battle for 875, things began to quiet down. The two units, the 173rd and the 335th had fought the good fight -- and won.

The war was not over though -- the team moved back to the Tuy Hoa area and began all over again.

Jon R. Dickerson
Major, Artillery
Cowboy --3

The following article was published in *Sky Soldier* magazine (volume 1, number 2, pages 18 and 19). *Sky Soldier* was an authorized publication of the 173d Airborne Brigade (Separate). It was published quarterly by the Brigade Information Office for the Sky Soldiers Association. *Sky Soldier* was printed by Dai Nippon Printing Co., Ltd., Tokyo.

FLYING COWBOYS

Versatile, aggressive, efficient and reliable--that's the Cowboys of the 335th Assault Helicopter Company, who have supported the 173d Airborne Brigade ever since their arrival in Vietnam.

At that time the Cowboys were the Brigade's Company A, 82d Aviation Battalion. In September 1966, the aviation unit was re-designated the 335th Assault Helicopter Company, 173d Airborne Brigade. Then during Operation Cedar Falls, in January, the Cowboys were placed under their present parent unit, the 1st Aviation Brigade.

Although in separate units now, the association between the Cowboys and the Sky Soldiers is greater than ever. According to company operations NCO, Staff Sergeant William Wade, Clarksville, Tenn., more than 50 percent of the company's gunners and crew engineers are former Sky Soldiers. Wade himself worked in the Brigade's Supply Office.

To fulfill the Brigade's aviation needs, the 335th consists of two platoons of "slicks" (UH-1H model) and one platoon of deadly gunships (UH-1B model).

Most paratroopers are more familiar with the "slick," the company's workhorse. These extra duty aircraft are used primarily for resupply missions, heliborne assaults, command and control, and medevac missions. A typical day for the helicopter crews often finds them flying all these assignments, averaging 10 hours a day in the air.

Flying long hours can become quite tedious at times, says Cowboy XO Major Frank Powell, Phoenix, Ariz. According to the major, "A good definition of aviation is hours and hours of pure boredom interspersed with moments of sheer terror."

During the bitter fighting around Dak To in November, the Cowboy helicopter crews have experienced more than their share of combat. At Hill 875, the company had 10 choppers shot down. Two choppers were completely destroyed while the others managed to limp back to nearby Fire Support Base 16 or other secure areas. Three pilots and five crew members were wounded or injured while attempting to resupply the fighting paratroopers and lift the wounded and dead from the battlefield.

For the week ending Thanksgiving Day, Cowboy helicopter crews dusted off 223 allied infantryman from Hill 875 and other battle areas. The 335th lifted in 116 tons of supplies and spent 750 hours in the air supporting the Brigade.

Cowboy pilots described the one-ship landing zone carved out on the slope of Hill 875 as one of the most difficult they have ever had to land on. "The rough terrain eliminated all avenues of approach to the LZ," said Warrant Officer Jerry Freeman, cowboy pilot. "We were forced to hover the chopper 100 to 150 feet above the LZ before descending at 20 miles per hour," he said.

Pilots reported ground fire some of the fiercest they have ever flown through. "The NVA would stand out of their holes and fire at our ships as they circled the hill and attempted to land," said Major Jon

R. Dickerson, Cowboy operations officer from Walla Walla, Wash. "The enemy stood their ground when our gunships laced the hill with rockets and machine-gun fire. They didn't run like the VC did down south," he said.

All the Cowboy pilots that landed on Hill 875, had high words of praise for the exceptional job turned in by their gunners and crew engineers. "They had to guide us in under extreme pressure," said one Cowboy pilot.

Recalled Specialist 4 Joe Prater, a door gunner from Temple, Okla., "Our chopper's rotor blade cleared the trees by just inches. It was hell landing, but we were too busy to be scared."

Another door gunner, Specialist 4 Dana Lockwood, Newfane, NY, spent nine months on line with the Brigade before transferring to the Cowboys 16 months ago. "In case of a crash," he said, "it's a matter of teamwork. The crew engineer and the gunner would help the pilots out of the ship, retrieve our weapons and then set up a small perimeter. The aircraft commander and the pilot would become our ammo bearers. If necessary, we would destroy the ship to keep the enemy from getting the valuable radio."

In the air the gunner and crew chief are constantly watching for approaching aircraft and keeping an eye open for the pilots' safety. If the pilots were wounded, the crew engineer would take control of the ship, while the gunner administered first aid to the officers.

Keeping the Cowboys flying takes long hours of work from dedicated people on the ground. Maintenance crews from the company's 166th Transportation Detachment work into the waning hours of the night and early morning to have the helicopters flying the next day. The delicate and highly expensive electrical systems are maintained by the 234th Avionics Detachment, and keeping the Cowboys fit to fly is the responsibility of the 25th Medical Detachment. "It's one big team effort that keeps the helicopters flying," said Major Powell. "Morale is no problem here."

COWBOY BULLSHEET

VOLUME 1

8 DECEMBER 1967

NUMBER 1

COWBOYS COME THROUGH WITH -- BULLSHEET

Welcome! to Volume 1 Number 1 of the COWBOY BULLSHEET, the NEW, (we just thought of it) UNOFFICIAL, (we aint got the 1st Sgt.'s permission) ORGAN, (eyes & ears only we hope) of FACT, (War is Hell) RUMOR, (have you heard a good one?) & FANTABULOUS FANCY (335th to be transferred to Los Angeles permanently). We want this to be your BULLSHEET so YOUR HELP is needed. Timely information, good (or bad) rumors, outrageous occurrences & convulsive coincidence are the stuff we shall thrive on. OUR SOURCES OF INFORMATION WILL BE CONFIDENTIAL!!! So let's get the stuff IN COWBOYS, send info to BULLSHEET care of unit Mail Clerk.

A SPECIAL ALERT has been flashed to breweries & bartenders in Dreamland to brace themselves for the arrival of SP4 GROCE. Advanced warning is to allow them to stockpile enough Booze to handle his consumption. We know he will be back soon. Just can't support a thirst like that in the World. Lotsaluck Groce

RIDDLE OF THE WEEK: What can go up the chimney down, but can't go down the chimney up?
Answer next week.

FLASH FLASH!! Our insidious informer at high HQ has passed the word that a special Battle Star is being awarded to the COWBOYS at Kontum for having coexisted with the GLADIATORS without having suffered battle fatigue, shell shock or major casualties. GLADIATORS are the first unit in country to be attacked by a force of flashlight carrying Viet Cong!! Thus far the GLADIATORS have a 3/4 tire confirmed kill!!

Startling rumors concerning CHOW at the upper end of the range have been circulated in the old bunkhouse & COWBOYS were trying to get up there we decided to investigate. We reserved two seats & sent the S2 Sgt. up to check it out. His comment on return was "BUURRRP!!!"

Where did Boone tell that GLADIATOR to put His light bulb?

Which well-known COWBOY aviator recently refueled at BAN ME THUOT on a direct flight from Kontum to Tuy Hoa??

Our insidious informer tips us the word that a well-known COWBOY has had to resort to a Charles Atlas course down there at Bien Hoa to keep his manly figure? Well, there's the Bennies for ya COWBOYS...those sand bag details are for FREE!!

Word is out that business is brisk at the COWBOY PALACE at Kontum..., and all branding irons are RED HOT.

Insidious informer has dropped the word that Sgt. Johnson has been entrusted with new, highly important duties at BH...Do they really let you drive one of them vehicles now John?

Picked up the word Sgt. Pritchard has been sick. Sounds like a little to much of the COWBOY PALACE. Got to take it easy at first, till you get back in shape. Guess we will have to talk to the Mad Hungarian and have him hold you down. Sgt. Kinzinger has sent up a supply of drawers and trousers till things get back to normal.

Grapevine to the old Corral says Sgt. Givins is highly taken with the Airforce efficiency...Ya Man he literally RAVES about it!!!

Then there's the one about the gent that wanted to give a couple old minds a thrill one Halloween so he covered himself with a sheet and rang their doorbell. Said Hocus Pokus as they answered the door...and the old girls said "to heck with the Hocus Big Boy"

A Bronze Star may not be awarded for heroism involving aerial flight.

Following COWBOYS are riding higher in their saddles due to acquiring an umbrella for their Eagles. Congrats to SPECIALIST FIVE Knox, Aschenback, Storesteen, Lawter, Chambers, Finch & Pritchett. We have checked it out & SP5 Karnes's orders are in the mail to him. S2 Sgt. smokes Dutch Masters. COWBOYS below have been awarded the Order of the Eagle and now answer to the title SPECIALIST 4: Bannister, Ellis, Sefert, Swanson, Montgomery, Wagner and Wannomae. Congrats COWBOYS.

As most of you COWBOYS know, Specialist Five Paul E. Rennie has been evac't to a hospital in Japan. Mailing address is: USAH Camp Zama, Japan.

Formerly Warrant Officer NOW 2LT. IDELL is still located at 71st Evac Hosp APO 96318...Congrats on the Demotion Sir and hope you are recovered soon!!

Got a whole bunch of COWBOYS who are leavin the range for a spread in the Land of the Brave and the Home of the Free: COWBOYS Hanson, Fischette, Prater, Lockwood, Barlow, Medlock, Carrol, Groce, and Mercado are all takin off for the States for Special Leave.

145th Aviation Battalion has a new CO LTC Deets assumed command on or about 1 December. SMAJ BASS is slated to leave the Battalion about 23 Dec. for Ft Rucker.

PLEASE SHARE THE BULLSHEET
PASS IT ON TO YOUR BUDDY

The Statue of Liberty weighs 450,000 pounds or 225 tons. From the heel to the top of the head the Statue is 111 feet & 1 inch.

CODE OF THE COW COUNTRY

It don't take such a lot of laws
 To keep the rangeland straight,
 Nor books to write 'em in, because
 There's only six or eight.
 The first one is the welcome sign
 True brand of western hearts:
 "My camp is yours and yours is mine"
 In all cow country parts.

Treat with respect all womankind,
 Same as you would your sister.
 Take care of neighbors' strays you find,

And don't call COWBOYS "mister".
 Shut pasture gates when passin thru,
 And takin' all in all,
 Be just as rough as pleases you,
 But never mean nor small

Talk straight, shoot straight, & never break
 Your word to man nor boss.
 Plumb always kill a rattlesnake.
 Don't ride a sore backed hoss.
 It don't take law nor pedigree
 To live the best you can.
 These few is all it takes to be
 A COWBOY--and a MAN!

NOTE: Certain papers COWBOYS are given are very important to you. A personal file should be established to include; Pay vouchers, General Orders pertaining to Decorations & awards, Special Orders for Flight Status or promotion, etc., etc. This will pay dividends for the man who takes the trouble to maintain it, & solve many problems for the Army and the individual!!

BULLSHEET FACTS: FROM THE OLD SARGES NOTEBOOK

It is a fact that the Highest grade in the Armed Forces is General of the Armies, grade was established by the Congress for George Washington in 1799 but no record has been found to show that the appointment was ever made. As a result John J (Blackjack) Pershing is the only officer to have ever held this rank. Only living Generals of the Army are Eisenhower and Bradley.

HOW DID THE HAND SALUTE ORIGINATE???

Hand raising as a formal greeting probably originated with the caveman, who used it to show they carried no weapons. Later armored knights raised the right hand to lift the helmet visor & show friendship by keeping the sword hand away from his weapon. Before the 19th century British Soldiers tipped their hats...or so says the National Geographic Society.

Have you ever heard of a compound helicopter?

A compound helicopter is one with both a rotor & wings for added lift in forward flight. The wings are usually short and stubby. The manufacture says it will go 302 mph but the record is not official.

A camel is a horse designed by a committee! "Flying for a living consists of hours and hours of sheer boredom punctuated by seconds of stark terror." "There are lies, damned lies, and statistics" "Learn from the mistakes of others--You can't possibly live long enough to make them all yourself." George Washington, father of the country, was born in Westmoreland County, Virginia.

PROPHETIC PHRASES FROM THE PHANTOM

Who is the PHANTOM? He is your safety awareness. This is where YOU can express jewels of wisdom which can prevent accidents. And speaking of accidents, all accidents are included vehicle, fire, water, even, if you will, pregnancies, not just air craft. Why? Because any accident, regardless of how minor, can create the atmosphere for a major disaster! The watchword there is "Be Careful!! The life you save may be your replacement." Did you know: Six US passengers or eight RVN passengers are max permitted in the Huey with a full fuel load? That's for the UH-1H, No passengers are permitted in Gunships UH-1B. A prime cause of recent accidents around the world is overweight for the conditions of flight. When was the last time YOU checked your aircraft and removed excess & extraneous junk such as extra "C" rations, tools, & ammo. You say YOU haven't HAD any accidents? FINE...Let your accident rate become ours. What rate is acceptable? ZERO ACCIDENTS!--The Phantom

Which well-known RLO was recently wounded in the battle of the LAMBRETTAS, at Bien Hoa??

REUP -- REUP -- REUP
ARMY

THE OLD SARGE SAYS:

This here bit of the BullSheet should prove of value to them thar young whipper snappers who are hankerin to have a sit-down at one a them thar promotion boards we been hearin about, Course most this stuff we all know, but it's kinda nice to kinda look it all over again. Fer instance we all know that the Medal of Honor is our highest military decoration, but how many had forgotten that there are two Medals of Honor; the Army & the Naval. AHA, I thought so. Now how many remember that the principal difference is the fact that the Army MH can be awarded only for COMBAT action, above and beyond the call of duty, and the Navy MH for his trip across the Atlantic. Course we all know that General of the Army McArthur is the only man to receive the MH twict. And speakin bout decorations, we all member that the Purple Heart is the Nations oldest; established by General George Washington to reward Military Merit durin the Revolutionary War? Well troops that's it for this time, be glad to answer questions, and SETTLE spats for you young warriors anytime. Drop a line to the Old Sarge Care of the unit Mail clerk and We'll whip it on yuh. Till next time remember "OLD SOLDIERS NEVER DIE, THEY JUST SMELL THAT WAY." The Old Sarge

"Gee Mom, Why do I have to wear lipstick...none of the other fellows are? "Shutup Stupid we're almost to the Draft Board"

COWBOY BULLSHEET

VOLUME 1

16 DECEMBER 1967

NUMBER 2

WELCOME BACK COWBOYS

Gals at the old COWBOY PALACE are in mourning as the COWBOYS return home. One of the first comments made by the returning heroes was: "When are our Cooks taking over the Mess Hall."

Sgt. Pritchard is rumored to be planning to manage the Mad Hungarian in a series of bouts with the local Nationals. After the exhibition he put on at Kontum, Pritchard figures he's a cinch for the Vietnamese:Fuzz: Weight Class!!!

Our insidious informer from higher headquarters finally came out of his bunker long enough to pass the word that the COWBOYS at Bien Hoa had been playing their own game of Combat, with a mortar attack near the compound. Hard Core John???

If you are looking for a definition of ### ask Sgt. Biddy. If you want to know what a Gentleman is good for...Ask SP5 Cook...if you want to know what happens to a two time loser, Cook can tell you that too.

BULLSHEET NEEDS HELP HELP HELP!!!

Into our second edition here and it looks as though the COWBOYS didn't get the WORD! This is your BULLSHEET and we need your help to fill each issue. After this issue, we are sure you will see for yourself it IS UNOFFICIAL and we hope all sources of information ### COWBOYS, you are the ones who are in the know as to what is happening and to whom. Cut the BULLSHEET in on the news and make it more enjoyable for all.

Our insidious informer at Maintenance tips us that everything is by the book now--even a main rotor track while at a hover...Old Sgt. Biddy is about to lose his fringe trying to figure out how to pull a tail rotor low track....And by the way Biddy....When you find the knob to adjust that ### the rest of the company in on the location.

ARE WE LOST: Certainly not, We are right here...The Trail is lost!!!

Belated congrats to SPECIALIST FIVE O'SULLIVAN who made the grade with the others mentioned in our last issue.

PHRASES FROM THE PHANTOM

HOLY MACKEREL!! Whose head is harder than a tail rotor? If you really want first hand word on the danger of those whirling dervishes called rotor blades, ask the guy with the bandage around his head. His comment, after being soundly whacked on the noodle, went something like this: "They told us to watch those blades; don't walk around the tail boom and BE CAREFUL." He will vouch for the fact that one

small, insignificant loss of memory or inattention to detail is extremely dangerous. It almost cost him his life. A fraction of an inch more and his skull would have resembled that box of egg shells seen next to the grill each morning. MORAL: Relax Safety standards for one instant and LOOKOUT!, someone will get hurt. Usually in the Aviation Business you don't get a second chance to goof-up. Will you be the next one to forget? Will you become an accident statistic that "didn't think it could happen"? Remember, it's not always the "other guy," IT COULD BE YOU!!!

THE PHANTOM HAS SPOKEN

ANSWER TO LAST WEEKS RIDDLE: An umbrella can go up the chimney down, but cannot go down the chimney up.

EXPERT--A drip under pressure

GO HARD CORE *****GO ARMY

Departed COWBOYS are in line to receive the following decorations: Major Davis-DFC, WO Temeyer-DFC & ARCOM, WO Manker-DFC & ARCOM, and the following persons are receiving ARCOMs WO Danitz, SP4 A. L. Watson, SP5 Huffman, SP5 Driver, SP5 Costilow, SP4 Hickey & SSG P. E. Baker. SP5 R. L. Baker received the BS. Following named Officers and EM have certificates in the Awards & Decoration Section to be picked up ASAP: WOs Bryan, Burke, Ungerer, SP4s Erickson, J. D. Brown, & PFC Allen. Work is progressing in the Awards & Decorations Section for the recommendation of all eligible persons for the Aircraft Crewman's Badge. There is a persistent rumor that the 335th has been or is being recommended for a unit citation or award. Personnel who are assigned to the company during the period for which the award is made, wear the award permanently. Personnel assigned after that period, wear the award while they are assigned to the unit. Unit awards and citations are affixed to the company Guide.

RIDDLE OF THE WEEK: What walks on four legs in the morning, two legs at noon and three legs in the evening??

WHAT TO GIVE THE GIRL WHO HAS EVERYTHING: A Bikini.

Definition of a PISTOL: A 105 Howitzer canister half buried at an angle.

FAMOUS QUOTES: WHO SAID, "THE DIE IS CAST" and what was the occasion?

DO YOU KNOW WHO THE COMPANY REUP SG IS?

THE NIGHT BEFORE CHRISTMAS

'Twas the night before Christmas, And all
through the pad,
Not a creature was stirring, Thanks to Old
Grand Dad.
The doors were left open, With uncanny care,
In hopes of some round eye Wandering in
there.
The COWBOYS were sleeping, In fart sacks
all bare,
While visions of Sweethearts, Danced
through the air.
When out on the Flight Line, There rose such
a clatter,
I sprang from my bed, to see what was the
matter.
Away to the door, I flew like a flash,
Tripped on a beer can, And fell on my ash.
I picked myself up, My feet started beaten,
A trail to the Flight Line. Where I fell over
Keaton.
The wind and the rain, Fell into our face,
The smell of old Nam, All over the place.
When what to my wondering Eyes should
appear,
But all the mechanics, Just dead drunk on
beer.
At last they had found a moment of peace,
Old Horsethief was rotatin And leavin the Far
East.
With a jerk of my head, I heard some one
exclaim,
Now Biddy and Murray, Don't call him that
name.
Up Schweitzer, On Stocker, Now cut off their
beer,
With all of this racket, You'll have Snuffy out
here.
To the top of the roof, To the top of the wall,
It looked like the pilots Were out drinken
them all.
When down through the middle, A small
figure skittered,
He looked so darned funny, I just sat and
twittered.
His eyes, how they twinkled, His dimples so
merry.
A rarity amongst COWBOYS, Goin home
with his Cherry.

With a twinkle in his eye, And a fifth in his
hand,
He was so darned drunk, He could hardly
stand.
His actions were shaky, Jerky and quick.
I knew in a flash, It had to be Old Six.
He turned with a jerk, And lowered his bag,
And called out to Woodard, Hey, don't be a
drag.
Grabbing their Orders, Tight in their fists,
Six and Old Horsethief Finished their fifths.
Chief Falcon, Buzzard, Mustang and Dick,
Rushed up with refills, Unsteady, but quick.
And finally Snuffy, Stirred and awoke,
Looking for Bowser, Webb and some bloke.
Grabbing his whistle, Clipboard in hand,
The thunder of his feet, Could be heard on the
sand.
With a crackle and static Avionics came
through,
With a brand new rumor, To good to be true.
The COWBOYS is leavin This range around
here,
Headin for home, And all they hold dear.
Old Howell gave a yell, Don't give me that
stuff
I'm the S2 and I'll tell you sho nuff
The COWBOYS is stayin, Right where they
am,
On the South China seacoast In the country
of Nam.
The COWBOYS that were goin Were a
miserable bunch,
Red eyed, hung-over, And loosin their lunch.
They'd done a good job During their year,
Bedecked with medals With grins ear to ear.
Mounting their Birds They got ready to fly,
With a wave of the hand, They took to the
sky,
And they heard us exclaim, Ere they flew out
of sight
Merry Christmas to ALL, And to all a good
night.
The Old Sarge

COWBOY BULLSHEET

VOLUME 1

24 DECEMBER 1967

NUMBER 3

MERRY CHRISTMAS COWBOYS

FLASH--When the cats away the meece do play is a well-known fact. But when the CAT recently arrived unexpectedly on CL St the play ground to a HALT! Sure bet there were some cheesy excuses.???

WE KNEW IT COULDN'T LAST! Sgt. Murray finally fell off the wagon after establishing the phenomenal (for him) record of 16 DAYS without a drop of the liquid! We weren't sure his constitution could handle the prolonged drought, & his friends (?) were keeping a close watch. Sure was good to see him back to normal the other morning: redeyed & hungover!

Five will get you ten, that Sgt. Bidly will lose the rest of his hair along with his head if his Hooch Gal ever finds out that EXLAX is not an American candy. What a ****y thing to do Bidly!

The only gentlemen who prefer blondes are the ones who don't know how to defrost brunettes.

Girls who wear tight stretch pants usually have an elastic conscience to match.

Our insidious informer at higher HQ tipped us that the C Atlas Crs a well-known COWBOY studies, isn't so hot, as a matter of fact an old man was observed to out jump him the other night. We understand our Hero got his feet wet! Tisk Tisk. Course he wasn't too steady on his feet up at Pleiku either, wasn't on the Atlas kick then, and there weren't as many attractions as the big city!

FLASH - Sgt. Wade had the picture, & the application was all filled out. He was about to give the poor animal a rabies shot when he discovered under all that crud...he had WDA, a disreputable member of the 2d Plt. Sorry bout that Sarge!

Our insidious informer asks: Who was the VIP COWBOY who sank so deep in the cups at a 173d Bde Party that he couldn't find his parking spot?? Tisk Tisk!

GOLDIGGER=A Sexpot looking for a Jackpot!

AGE=The difference between a stick up and a hold up.

BULLSHEET LETTER TO SANTA CLAUS

Dear Santy Claas,

This heres an altogether list a things the COWBOYS are a hankerin for fer Xmas: We all want to go home cept Givens and he's hard core. We all want hot showers that stay that way till your finished. We all want a permanent corral so long as it isn't at Bien Hoa. We all want shorter working hours and more medals fer to show our Gals. Now that list is fer all us. Got a few requests fer individuals: Fuzz needs singing lessons, Peterson wants a couple of sets of clean fatigues with all the buttons for WDA, Batton, Finch, Jackson and Granny are a hankerin for their front teeth, and Webb wants a Dog House for Troop so his late at nite visitors won't step on him again. Cormier wants flush toilet's so's he can get offa that detail, Hill wants n interpreter so's he can unnerstan Boone when he'sa drinkin Snuffy's a lookin for a forty day drop and Biddy's givin up on Hair restorer and wants a toupee. Piggy is a hankerin for homemade Chili and Guaneri for a hunk a decent pizza, Knox needs civie shose and Bass a golden bar. 5 wants a sharper company and 6 is lookin to leave, 3 is gonna miss us, and 2 don't know if he should stay. Alphabet is buckin for Jayhawkers roost and Lester wants a pair of elevator shoes. Mustangs want to help set up the next set of classified plans like the last ones they had to burn in Kontum. Pritchard is wishin his name warn't mentioned so often in the paper, Graham is lookin for a lantern and a bucket to catch some cascading moonbeams, and Spring wants to know who in H--- Diogenes is. Blackwelder wants a cushioned seat in the latrine for the next time he passes out from overwork (?) (at the club (?)) He also would like all concertina wire removed from the company area since his radar doesn't operated effectively after 2 cases of Pabst. Schwietzer would like the entire war stopped and started over again the RIGHT way, Moore wants Santa to check and see if the "Shotguns" are still out back home in old West By God and says if Santa is bringing him a gift: "Please don't let it be a boy". Daniels wants at least ten new loves before New Years and Ski would like a new rubber stamp to use on his rubber checks. Then last but not least Santa, we know he needs it but won't admit it, please bring Sgt. K a new girdle! He sprung his old one while he was at Kontum!

Thank you Santy Claas

The Cowboys.

POEM OF THE WEEK, Dedicated to WO Bass and Lt. Morse.

"TWINKLE TWINKLE GOLDEN BAR

HOW I WISH YOU WERE A SILVER STAR"

QUOTATION OF THE WEEK: Who said: "Return with your shield or on it"?

BULLSHEET FROM AROUND THE RANGE

A suggestion has been made to send a five man detail to the rear to service vehicles and drive for the Rear Detachment Commanders! Tough John!

What two Chief Warrant Officer Aviators recently left Bien Hoa for Vung Tau and landed in PHAN THIET!!

Does the sign on Turkey Road still say "OFF LIMITS"?? Or does that just apply to enlisted types??

What Senior NCO learned that a jeep is out classed in an argument with a two and a half ton truck recently in Bien Hoa!??

What RLO recently served notice on all NFGs (New Friendly Guys) that it doesn't pay to mess with the man that can make you look like a purple people eater?

Has anyone noticed how improved the mail situation is since the XO returned from Bien Hoa...Sure must have gotten the word to the APO people (?).

We understand that you have to walk a straight line BEFORE you go out at Bien Hoa these days??

BULLSHEET CLASSIFIED: DEAR PCH; Please come back home, all is forgiven. JCH & WLK

"She married a moron, moron than off"

ODDS & ENDS FROM THE OLD SARGE

A map is a pictorial representation of the earth's surface, drawn to scale on a plane. Clear, concise, and to the point. That's what your definitions before a Board should be. To often the unprepared person "talks" himself into a corner, simply cause he hasn't considered the basics of his trade. All Soldiers reporting to a board, for promotion or for the selection of a Soldier of the Month should know there General Orders, the Chain of Command, and the basic definitions of the Soldiers trade. Failure to do so is asking the men on the Board to believe you don't really care for the promotion or selection that the Board can recommend for the individual. To wait till the day before the board and expect to learn everything at one slight session of review is to invite the board to recommend you be passed over for the promotion you may want. The time to get ready for the next promotion is the moment you got the rank you have. Any NCO will give as much assistance as he can to help a willing troop learn as much as he can about the Army. Study and application on the part of the individual is a must, in order to master the knowledge and philosophy required.

THE OLD SARGE

Radios and women are just alike--just try to get what you want, when you want it!

PHRASES FROM THE PHANTOM

At some time in the past an ancient philosopher defined a baby as "a large stomach connected with plumbing to a loud noise on one end, and no sense of responsibility on the other end." From the number of "silly" incidents & accidents that seem to be occurring, I wonder which end is which as we grow older. I read in the paper where a man was shot by an "unloaded" gun. At least he said, "I didn't know it was loaded." Where was his "responsibility to check before he pulled the trigger"? Still sitting on it? Fortunately this did not occur to a COWBOY! But it COULD! Every day we handle weapons with live ammo. Remember, a rifle, pistol, or machine gun was designed to Kill!! Don't be caught sitting on your responsibility, making loud noises when care & caution should be used. Don't mar the holiday season or any other with an accident of any type! Every time you disengage your brain, responsibility slips to the wrong end and accidents result. Lets make our first New Years resolution: Zero accidents in "68," and for this issue a Very Merry Christmas and a Happy Accident Free New Year!

THE PHANTOM HAS SPOKEN

ANSWER TO LAST WEEKS RIDDLE: Man.

ANSWER TO LAST WEEKS QUOTATION: Julius Ceasar said: "The die is cast" as he crossed the Rubicon River in rebellion against the Roman Republic.

A WORD TO THE COWBOYS FROM THE DEPARTING COWBOY 3

"A departing Operations Officer a few months ago, made a statement to the effect that the COWBOYS were just another company, but on a Combat Assault no company, could hold a candle to the COWBOYS. That may have been true six months ago when it was stated, but I would argue NOW, to the point of mortal combat. At no time is the 335th "just another company!" On all missions we are COWBOYS, and no other company can hold a candle to us! We have been through some very harrowing operations. No other Avn company has undergone the austere living conditions and repeated moves that we have. No other aslt hel company supports sustained combat the way we do. Gentlemen no other Avn company is as good as the COWBOYS!! When you return to COWBOY HEAVEN and gather at the snack bar or billets, you don't have to listen to the teller of combat tales in wonder and awe. You were there!, and you can tell him a thing or two. We have cussed the 173d and they have worked us hard, but the men and officers of the 173d have demonstrated their admiration and respect from the top down. There is no doubt in my military mind that the COWBOYS are the best in the world, your accomplishments may be equaled but can never be exceeded. I will be departing in a few weeks, and would like to express my feeling of pride in having been a COWBOY and a member of the finest Assault Helicopter Company"

COWBOY 3

COWBOY BULLSHEET

VOLUME 1

31 DECEMBER 1967

NUMBER 4

HAPPY NEW YEAR COWBOYS

A MESSAGE FROM COWBOY 6

Upon my departure from the COWBOYS, I wish to express my sincere appreciation for a job "well done." There are other Assault Helicopter Companies in Vietnam, and all do their job, but none perform them as well as the COWBOYS. It's been a long time since the COWBOYS departed Bien Hoa on 28 May 1967. You have moved seven times, and never once failed to perform the mission in a typically outstanding "COWBOY" manner. It has been a pleasure to serve with the COWBOYS for the past eight months. The professional way in which you perform has made my job easy. I know you will give Major Powell the same support you have given me. A Happy New Year to all COWBOYS.

DONALD R. DRUMM
Major, Artillery
Commanding

A MESSAGE TO COWBOY 6

The COWBOYS would like to thank you for the outstanding job you have done during your stay with us. We all feel that a better commander could not have been found. We wish you the very best of luck in your new assignment, and give you our best wishes for a Happy New Year.

THE COWBOYS

BULLSHEET RESOLUTIONS

In 1968, Brooks & Mc Cray resolve to play their "soul" records only 10 times a day, Winstead resolves to REUP for an Executive position like SFC K, & Sherman is resolved to think kind thoughts of SFC Batton, Baxter is going to make sure they are the right KIND of thoughts and Schweitzer is not going to be taken in even if they do stop the war and start it over again. Steve Morrell resolves to stop all technical BSing w/Stocker, & Sgt. Givens resolves not to mention 1st Cav. unless he's asked...he declines to comment on the significance of the black bar through the patch. Sprouse resolves to take no more early morning showers & Plattner resolves to teach D Smith to play the guitar, even if it does drive the billets' nuts. Lauch resolves to get rid of that "Sorrowful Jones" "Accident Cloud" that has been hanging over him for the past year and to expose the ID of the BULLSHEET's PHANTOM. Rook has resolved to smile & cheerfully pull the compressor housing on all compressor stalls in 68 just like he has in 67. Phillips is resolved to get his ship out of maint. some time in "68" & Johannes & Mentzer say they are going to stop taking it easy and really work in the New Year. Hellickson will continue his fight to stay in the sheet metal shop & buck rivets, Miller is resolved to pull a PE in 10 hours instead of the usual 12. CPT Serrett resolves to continue reading his book (if he can find it) and COWBOY 45 resolves to find out the Phu Hiep Tower Freq. Neuman resolves not to sock any old fat men and Cook has resolved to stay out of the village except for Church & Sunday School. Biddy resolved not to give Hooch Maids any more chocolate candy and Murray is going back on the wagon to see if he can beat his record drought of 17 days. Keaton is going to teach 166 how to Twist & says it's what's happening. Batton is resolved to wear the two front teeth he got for Xmas.

PROPHECY FROM MAINTENANCE

In "68" Maintenance will do an even BETTER job in shorter hours. All work will be accomplished during the hr's of 0800-1630 Monday thru Friday. The uniform for maintenance will continue to be immaculate, starched, tailored, jungle fatigues or appropriate civilian attire. Shortly after the 1st of the year Major Lawson will suffer an acute case of nostalgia for the COWBOYS and the superior working condition & stable environment and will volunteer to return. Crew chiefs in the Flt Plts will be unable to make up their minds & consequently will vote both Sgt. Givens and Batton their "Favorite Sgt." in "68." Cook will be apprehended attending Sunday School and Murray will not break his record. Someone will "accidentally" sit on Brooks collection of "soul" music & CPT Serrett will find his book and finally learn how to track the main rotor while at a hover. During "68" BULLSHEET predicts that maintenance will not have to move even one time.

BULLSHEET RESOLUTION FROM RAMRODS.

Roybal resolves to seek a cure for his ailing back someplace other than nude on the Tuy Hoa beach, Carithers resolves to try a "Tonie" to keep his curl. Knox resolves to win a Hero medal like Carithers so he can wow the House Maids (he has a curl too) & hair cut...the one on his chest! Brown is resolved to insure his brain is engaged before putting his mouth into gear and Mills resolves to clear up the mystery of the identification of the OLD SARGE. Seabury resolves to find the Army Recruiter who gave him his "Romance Travel Adventure" tale to get him into all this.

BULLSHEET RESOLUTIONS & PREDICTIONS FROM THE FALCONS

Falcon 86 predicts a major medical breakthrough in hair transplant in 68. WO Enright resolves to revisit Ban Me Thuot and predicts Bien Hoa will be lost to a tidal wave. WO Bryan resolves not to suppress the COWBOYS, WO Quiberg resolves not to suppress the Falcons. Falcon 81 resolves not to mess with crossbows and all Falcons resolve to try to stop laughing at the Tiger Sharks!!!

LAST WEEKS QUOTATION: Spartan mothers reputedly told their sons “Return with your shield or on it” as they went off to battle.

BULLSHEET RESOLUTIONS FROM AROUND THE RANGE

WO Osterman resolves not to go wading without his rubbers. Welch and Erickson resolve to check out Rosie's Place in Kontum and see if they sell cancer too? Rear Detachment Commanders resolve to find the insidious informer who has been feeding the BULLSHEET. COWBOY 10 resolves to continue his selfless devotion to the COWBOY servant problem and will avoid Lambrettas in Bien Hoa. Webb resolves to build a dog house for Tramp, and Boone resolves to sleep ALONE. Upchurch resolves to sleep alone TOO. CWO Nelson resolves to find out who says he's an old man & predicts he can out jump any W2...Charles Atlas notwithstanding. Marley resolves not to tangle with any rear rotor blades and to read the PHANTOMS column every swinging issue! GALS at the COWBOY PALACE at Kontum resolve to remain true. WO Peterson resolves to take a charm course & charm a well-known RLO out of enough paint to get rid of the dots on his helmet that make him look like a purple people eater. WO Bass resolves to be the same modest, brave, intelligent, handsome, lovable, astute, superior, shy, person as an RLO as he is as a WO. BULLSHEET resolves to continue reporting the facts as it overhears them ALL IN THE NEW YEAR OF 1968.

QUOTATION OF THE WEEK: “My wife must be above suspicion.”

PHRASES FROM THE PHANTOM

The scientists and engineers have worked for centuries, trying to create life. Little did they know that a pair of bicycle repairmen and manufactures would accomplish this feat. Yes, The Wright Brothers did create life. The life of aero-machines. Since their first attempt, many engineers have refined and improved on the creation and the evolutionary process is still continuing.

But they created “Man” for flight. The “Women” came later, in the form of a whining, twisting, undulation helicopter. The engineers at Bell Helicopter took cold steel, aluminum, rivets, bolts and nuts, and made the body. She was sleek and graceful and a beauty to behold. From Lycoming they took an engine and gave her a throbbing heart beat, but still she lacked life. They nicknamed her Huey. They petted her, caressed her and dreamed of all she could do. But still she lacked life. She sat on the ramp with the morning dew glistening like diamonds from the early sun. That morning she would receive her first transfusion of life.

The pilot assigned to fly her was not a superman nor a God. He was an Army Aviator, equipped with skill, imagination, and the mission to support the ground forces. The whine of her turbines made ripples of power and set them screaming across the landscape. She flexed her rotary arms and swept off on the morning breeze. The sun bather her lovely body with golden colors and she became an angel.

All day she swooped down in areas never before touched by a machine. She nourished the ground troops with the food she carried. She quenched their thirst and delivered their mail. She became nurse to wounded and injured soldiers. She became the first lap of the long ride home. She became life. The safe, sure hands that guided her, nudged her homeward and she was real. She savored her evening repast and snuggled contented and ready for sleep. She was caressed with loving care as she was wrapped up for the night. That was her debut! She was happy because she delivered happiness and help to many who needed it. She was ready for a long useful life. Little did anyone know, it was her first and last day of life. In less than 15 hr's she would lay twisted and broken and smoldering in the dense jungle over which she had hummed so gracefully today. She had confidence in those sure hands that had brought her to life. They caressed her and led her through many tight spots, and she had not let them down, But now, another pair

of hands, rough & uncaring, cruel & erratic, would snuff out her life. These hands robbed her of her future. They stole the help she could have given to so many. With her dying breath she asked, "Why aren't all Army Pilots equipped with skill and finesse, gentle and sure hands, and fully aware of my capabilities & their limitations. There is so much more I could have done.

COWBOYS

UNIT HISTORY

1 JANUARY 1968 – 31 DECEMBER 1968

NARRATIVE OF EVENTS

The 335th Assault Helicopter Company began the year of 1968 assigned to the 268th Combat Aviation Battalion, headquartered at Phu Hiep, RVN. During the period 1 January through 28 February the unit operated out of the Pleiku - Kontum - Dak To area in Direct Support of the 173rd Airborne Brigade. Throughout this period, the unit participated in Combat Assaults LRRP insertions and extraction's, resupply, medevac and numerous other missions in the area of An Khe, Pleiku, Kontum, and Bam Me Thout while maintaining maintenance base at Phu Hiep.

On 1 March, the unit was released from Direct Support of the 173rd Airborne Brigade and assumed the mission of General Support of the II Corps Tactical Zone. Four (4) "Slicks" and two (2) Gunships remained at An Khe in support of the Camp defense Battalion. The remainder of the unit returned to Phu Hiep to begin its new mission.

Beginning 1 March 1968, the unit provided aircraft for General Support missions throughout the II CTZ. The company was also involved in numerous CA missions for ARVN, ROK and U.S. Forces. At the same time, a major effort was underway to establish the containment area at Phu Hiep into a fairly livable condition. The basic structures were there, but an immense effort by unit personnel was required to make the area livable. A complete aircraft maintenance area also had to be built, to include hangar area, hardstand, Tech Supply, etc. Concurrently, required maintenance was performed on unit aircraft, and required availability of mission ready aircraft was maintained.

On 1 June 1968 the aircraft from An Khe returned to Phu Hiep, having been released from their mission. This was the first time in over a year the Unit had been together in its entirety.

On 20 June 1968, at Phu Hiep, Major Carl L. Cramer assumed command of the unit from Major Frank M. Powell, who had commanded the company since 31 December 1967. On 11 July 1968, the unit again provided aviation support to the An Khe area. Four (4) "Slicks," two (2) guns and a Forward Operation Center began work in that area. On 15 July, the unit was relieved of the An Khe mission and again returned to Phu Hiep, where they continued their mission of General Support for II CTZ. In accomplishing this mission, COWBOY aircraft operated from Phan Thiet to Dak To and from Tuy Hoa to Dalat. On 4 October the unit was awarded its first Meritorious Unit Citation and on 10 October received its second at ceremonies at Phu Hiep, RVN.

In November 1968, the unit was alerted once again for another major move, this time back to the III Corps area from where they had originally started. The move was to be a TDY one for a period of 90 to 180 days. It was scheduled to begin on 1 December with the unit becoming operational on 8 December. The General Support Mission for II CTZ was to continue through 30 November, Major Paul R. Riley, Jr. assumed command from Major Carl L. Cramer. On 25 November, a small advance party proceeded to Camp Martin Cox and began preparations to receive the main body. The main body began departing Phu Hiep (Tuy Hoa AFB) on 1 December with all elements closing the new location by 6 December 1968.

Upon arrival in the III Corps Area, the unit was attached for all purposes to the 214th Combat Aviation Battalion, headquartered at Dong Tam. On 8 December the unit began flying missions in support of ARVN Forces in IV CTZ under the OPCON of 164th Combat Aviation Group. Primary support was provided to the 7th Infantry Division (ARVN), 21st Infantry Division (ARVN), 44th STZ and IV Corps Headquarters. During the month of December, unit aircraft flew in all areas of the IV CTZ, providing aviation support where and when needed.

AWARDS AND DECORATIONS – 1968

AWARD	RECOMMENDED	RECEIVED	PENDING
Distinguished Flying Cross	10	8	2
Bronze Star	19	6	13
Air Medal w/ "V"	15	14	1
Basic Air Medal	121	102	10
Army Commendation Medal	33	23	10

UNIT AWARDS**Meritorious Unit Citation****GO# 2309, HQ, USARV, dated – 16 May 1968****For the Period 1 January 1967 – 31 December 1967****Meritorious Unit Citation
(1st Oak Leaf Cluster)****GO# 2704, HQ, USARV, dated – 5 June 1968****For the Period 5 May 1965 – 4 May 1967**

STATISTICS

January	Hours	UH-1B(A)	274
		UH-1H	2005
		TOTAL	2279
	Cargo (tons)	298	
	Passengers	7533	
	Sorties	UH-1B(A)	571
		UH-1H	3890
		TOTAL	4461
	Results (confirmed)	10 VC KBA	
	Aircraft Availability	UH-1B(A)	69%
		UH-1H	70%
		OVERALL	70%

February	Hours	UH-1B(A)	315
		UH-1H	1764
		TOTAL	2079
	Cargo (tons)	246	
	Passengers	7479	
	Sorties	UH-1B(A)	359
		UH-1H	4307
		TOTAL	4666
	Results (confirmed)	9 Structures	
	Aircraft Availability	UH-1B(A)	79%
		UH-1H	71%
		OVERALL	75%

March	Hours	UH-1B(A)	427
		UH-1H	1999
		TOTAL	2426
	Cargo (tons)	141	
	Passengers	7441	
	Sorties	UH-1B(A)	394
		UH-1H	4020
		TOTAL	4414
	Results (confirmed)	25 VC KBA	
		41 Structures	
	Aircraft Availability	UH-1B(A)	75%
		UH-1H	70%
		OVERALL	72%

April	Hours	UH-1B(A)	351
		UH-1H	1975
		TOTAL	2326
	Cargo (tons)	211	
	Passengers	5756	
	Sorties	UH-1B(A)	287
		UH-1H	3497
		TOTAL	3784
	Results (confirmed)	7 VC KBA	
		9 Structures	
		1 Sampan	
	Aircraft Availability	UH-1B(A)	80%
		UH-1H	73%
		OVERALL	76%

May	Hours	UH-1B(A)	291
		UH-1H	2201
		TOTAL	2492
	Cargo (tons)	319	
	Passengers	12661	
	Sorties	UH-1B(A)	309
		UH-1H	5153
		TOTAL	5462
	Results (confirmed)	3 VC KBA	
		6 Structures	
	Aircraft Availability	UH-1B(A)	69%
		UH-1H	66%
		OVERALL	67%

June	Hours	UH-1B(A)	310
		UH-1H	2037
		TOTAL	2347
	Cargo (tons)	208	
	Passengers	11184	
	Sorties	UH-1B(A)	466
		UH-1H	4516
		TOTAL	4982
	Results (confirmed)	4 Structures	
	Aircraft Availability	UH-1B(A)	67%
		UH-1H	60%
		OVERALL	63%

July	Hours	UH-1B(A)	343
		UH-1H	2191
		TOTAL	2534
	Cargo (tons)	373	
	Passengers	12729	
	Sorties	UH-1B(A)	426
		UH-1H	5742
		TOTAL	6168
	Results (confirmed)	4 VC KBA	
		12 Structures	
	Aircraft Availability	UH-1B(A)	71%
		UH-1H	80%
		OVERALL	75%

August	Hours	UH-1B(A)	368
		UH-1H	2184
		TOTAL	2552
	Cargo (tons)	370	
	Passengers	14735	
	Sorties	UH-1B(A)	900
		UH-1H	6181
		TOTAL	7081
	Results (confirmed)	3 VC KBA	
		4 Structures	
	Aircraft Availability	UH-1B(A)	78%
		UH-1H	76%
		OVERALL	77%

September	Hours	UH-1B(A)	474
		UH-1H	1858
		TOTAL	2332
	Cargo (tons)	225	
	Passengers	14100	
	Sorties	UH-1B(A)	691
		UH-1H	6043
		TOTAL	6734
	Results (confirmed)	3 VC KBA	
	Aircraft Availability	UH-1B(A)	87%
		UH-1H	76%
		OVERALL	82%

October	Hours	UH-1B(A)	324
		UH-1H	1836
		TOTAL	2160
	Cargo (tons)	306	
	Passengers	12287	
	Sorties	UH-1B(A)	575
		UH-1H	5545
		TOTAL	6120
	Results (confirmed)	2 Structures	
	Aircraft Availability	UH-1B(A)	72%
		UH-1H	79%
		OVERALL	76%

November	Hours	UH-1B(A)	249
		UH-1H	1930
		TOTAL	2179
	Cargo (tons)	291	
	Passengers	11177	
	Sorties	UH-1B(A)	477
		UH-1H	5297
		TOTAL	5774
	Results (confirmed)	None	
	Aircraft Availability	UH-1B(A)	80%
		UH-1H	79%
		OVERALL	79%

December	Hours	UH-1B(A)	600
		UH-1H	1828
		TOTAL	2428
	Cargo (tons)	52	
	Passengers	10407	
	Sorties	UH-1B(A)	650
		UH-1H	3961
		TOTAL	4611
	Results (confirmed)	36 VC KBA	
		51 Structures	
		39 Sampans	
	Aircraft Availability	UH-1B(A)	93%
		UH-1H	91%
		OVERALL	92%

NOTE: Statistics for December are for a 23 day period due to a stand down during unit move.

1968 Totals	Hours	UH-1B(A)	4296
		UH-1H	23808
		TOTAL	28104
	Cargo (tons)	3040	
	Passengers	126,907	
	Sorties	UH-1B(A)	6105
		UH-1H	58152
		TOTAL	64257
	Results (confirmed)	91 VC KBA	
		133 Structures	
		40 Sampans	

COWBOY BULLSHEET

VOLUME 2

14 JANUARY 1968

NUMBER 2

FINALLY EXPENDITURES FROM UNIT FUND

FLASH- For the last six months two miserly men have dominated the Unit Fund Council Meetings, battling any hint of expenditures down with rare eloquence, requesting a strict accounting of every penny, insisting not a penny be spent until the COWBOYS get home. Finally after six months of opening the meeting, counting the loot and hurriedly closing the meeting, 1st Sgt. Smith & SFC Kinzinger came to a meeting with a catalog in hand and that look in their eye. After a solid hour of "I make a motion to purchase," "I second that motion" "Not to exceed" etc., etc., the air cleared and out of the maze of notes scribbled by the Recorder, the following items appeared: An appropriation, not to exceed \$15 for the purchase of a Plaque upon which the name of each COWBOY OF THE MONTH for the next twelve months will be engraved (at no cost to the fund). An appropriation, not to exceed \$18.75 per month for the next twelve months to be used to purchase a bond for the COWBOY OF THE MONTH. An appropriation for the purchase of picture frames for the Chain of Command pictures & COWBOY Historical documents. And last but not least...an appropriation not to exceed \$50 for the purchase of pre-cut HEADINGS for the COWBOY BULLSHEET. An appropriation for the purchase of mirrors for the showers was also passed. Even after these expenditures are made, the Unit Fund will still be worth over two thousand dollars. Of course it would be a good idea to keep catalogs out of the 1st Sgt. & Kinzingers way...especially right before the next Unit Fund Meeting!

PONYTHIEF -- sure kicked up some dust climbing under Huey when he heard gunfire at Dong Tre the other day!

Any truth to the rumors on what you want that Forklift for Hill? We all thought you were short?

Insidious Informer wants to know if SFC Givens has any more shady deals he'd like to pull with PFC's??

We haven't forgotten you SFC Keaton, just couldn't get anything on you THIS ISSUE!

FROM THE HOSS's MOUTH

SABOTAGE is a word we all know. It is normally used in conjunction with some clandestine type operation where we work over the enemy lines of communications or he works over ours. But there is another type. When we sabotage ourselves! That's right, any action or job which you fail to complete properly is sabotage to our mission as surely as if Charlie hit us with a satchel charge. Any failure of an individual to perform his job, hampers our aviation support to the SKY SOLDIERS. There is also another form of "friendly sabotage": Stealing! That's what I said, friendly sabotage. Wrongful removal of parts from aircraft and other items of equipment is in violation of the Uniform Code of Military Justice, Article 121, and this act also borders on Aiding the Enemy. Removal of any parts or components from aircraft, vehicles, or other equipment, without proper authority will not be tolerated. Offenders will be dealt with

accordingly. This includes unit property as well as sister organizations property. CASE IN POINT: The removal of the UHF and FM radios from 707 our C&C ship, during the night of 12-14 January. What better way does Charlie have to reduce COWBOY effectiveness than preventing COWBOY 3 from controlling CA missions?

COWBOY 6

One day two little old ladies went for a tramp in the woods but he got away.

BULLSHEET FROM ROUND THE RANGE

Got a Trooper in the third Platoon who sure has been havin problems keeping up with his wall locker....damned thing wanders all over the barracks. Course it might be that the Charles Atlas enthusiasts are usin it to press. And speakin of the muscle bunch in the Falcons, we understand that the Platoon Sergeant has stopped kicking bunks to get the troops up in the morning since all that muscle has materialized!! Falcon Crew Chiefs and Gunners are a makin book that if the Red Baron goes any lower on his passes, they will be given additional MOSs for rice harvesting. Red Baron has already taken a bush from Viet Cong handson a loooow pass the other day. Falcons figure the Baron thinks TRIM is something found only in the Barber shops. Speakin of the Falcons, wonder if any of them been sufferin from the bends...they were flying so high at Dak To and so low down here that there's a possibility that the bends could get the best of them. Some of the men have a heck of a time stayin in the ship on the real low passes. Rogers said he sticks a couple of bricks in his drawers to weight him down, but Bartlett clued us in that Rogers didn't have to put the bricks into his drawers just clean them out. Whole third Platoon wants Sehiers to know that there is only ONE THING short on him!! Now I wonder what that could be?

An Ass can never be a horse, but he can be a Sergeant!

FLASH FROM THE RAMRODS is that Smith made E4 again!, and Roybal made hard rank...sure is hard to take it off. Sgt. Pritchards still in the hospital and Carither's soundin more like the OLD SARGE every day. Ramrods say he's not really chicken- - -, he's just got Hen House ways. Old Curley's not just hard nosed and hard core! Insidious informer has a message for WO Mills "Next time you want to hit a grunt in the head...do it with somethin that doesn't cost \$2,000." Insidious Informer tells us that WO Hopkins' givin lessons on how to cut an LZ with the main rotor blade, but heck, that aint so hot....WO De Curtis cuts his with his tail rotor. Got word that the second Platoon has the "Stretch" Champs of the battalion, at least the other night an Aircraft Commander from 2d Platoon was hauled up to Battalion HQ to get his reward for the game he played the other day. Insidious Informer said that SFC Givens has been a studyin the supply manuals for who laid the rail ever since he had a little chat with Old Hoss the other day. Still want to go to the Calvary Sarge?? Insidious Informer would like to know if WO Graham has found out who the Phantom is yet? Also need a report on the BJ's at Kontum from WO De Curtis. Understand Sgt. Upchurch might be goin to bed, but not for sleepin these days?? Old Hoss still considerin the possibility of putting that USARV Certificate of Achievement a certain section has in mourning until he found out that there just aint any fresh eggs to be had. Insidious Informer tips us that there is a Major at Bien Hoa in something of a tiff after learning that WO1 WONG is currently commanding the FALCON Gun Platoon, the Major commands a Fire Team down there.

ORTMAN MADE HARD RANK! All that rank in Operations things ought to be in ship shape now. Two Sergeants and if you count Kinzinger you could say four. We can remember when they didn't have any, took till eleven O'clock at night to get missions out then too. FLASH REPORT FROM MAINTENANCE: If you thought tracking a main rotor blade while at a hover was a good one, this one is calculated to kill. We understand that a VIP RLO in the 166th took off the other day without his crew. Cookie said he sure felt left out of things and Funk said he was so short that there was only ONE FLIGHT HE DIDN'T WANT

TO MISS. Schwietzer, our oracle of the Tech Insp Div, has come up with a modification to the Huey....Duckbills in the swashplate....How's it work genius???

AIRCRAFT CREWMEN'S BADGES HAVE BEEN REQUESTED FOR ALL ELIGIBLE PERSONS WHEN ORDERS ARE CUT THEY WILL BE POSTED ON THE BULLETIN BOARD!!

A girl cocker spaniel used to meet the Postman and carry the letters to the house until one day she got a litter from her boyfriend.

PHRASES FROM THE PHANTOM

ALL RIGHT! Who was the clown who tried to amputate my toe? I'll tell you. ME! I was on my way to the shower with my mind on at least a dozen other things, I was probably thinking about R&R and Hawaii and my wife, etc., etc. Then all of a sudden something had hold of my big toe. My foot had become engaged with a strip of pierced steel planking, raised an inch or so off the ground. Fortunately all I did was scrape the toe and stub it good. But when the catastrophe occurred, I was so busy cussing the PSP, hopping on one foot, holding my toe, that my brain became disengaged, and I fell flat on my dignity, skinning the ankle of my remaining "good" foot. If it hadn't been so funny I might have really gotten mad. Imagine a big pile of man wallowing on the ground, wrapped in a towel, trying to hold both feet simultaneously! Rather ludicrous isn't it. Fortunately, there was no one around to witness my foo-pah and injured pride. Yep!, this was an accident! When did it occur? When I wasn't watching what I was doing. MORAL; Accidents can & do happen to everyone....even the Phantom, when strict attention is not paid to what you are doing.

THE PHANTOM***HAS SPOKEN

THIS WEEKS QUOTATION: Who said "WAR IS HELL" (Before John Wayne if you please).

Write 100 using six 9's.

BULLSHEET FROM THE OLD SARGE

Troopers been asking bout the new Chain of Command fer the COWBOYS so thought I'd whip it on yuh!

PRESIDENT: L.B. JOHNSON
SEC DEF: HON MR. NCNAMARA
SEC ARMY: HON MR. RESOR
CHAIRMAN JCS: GEN WHEELER
C/S ARMY: GEN JOHNSON
USARPAC CMDR: ADMIRAL SHARP
USARV CMDR: GEN WESTMORELAND
1ST AVN BDE: MG WILLIAMS
17TH CMBT AVN GP: COL SMITH
268TH CMBT AVN BN: LTC MULLIGAN
335TH ASLT HEL CO: MAJOR POWELL
XO: MAJOR AKRE
1ST PLT LDR: LT FLETT
2D PLT LDR: CPT STEWART
3D PLT LDR: CPT KENNER
So thar she be!!!

Lotta talk round the old Corral bout them thar boards. Soldier of the month Board and promotion board. I already told you that thar wasn't goin to be no more cram classes, but thar will be a School of the Soldier every Wednesday night in the COWBOY Court House. General subjects will be gettin a goin over and I magin that a body might learn quite a bit about what might help him be a better soldier as well as pass a board or two.

THE OLD SARGE

Insidious Informer is wondering if PONYTHIEF is still holding his approach as directed by Phu Hiep Tower to whom he was talking on the wrong freq. AGAIN the other day???

Two cannonballs got married and had Beebies.

COWBOY BULLSHEET

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NUMBER 4

MORIELLO RECOMMENDED FOR DFC

Specialist Five Anthony Moriello has been recommended for the award of a Distinguished Flying Cross for his valorous devotion to duty on the 7th of January 1968. Falcon enlisted personnel first brought Specialist Moriello's actions to the attention of COWBOY SIX, who concurred and made the recommendation.

First thing WOs Enright & Bryan did after the little action up on the north forty the other day, was to ask about damage to aircraft; last question was "Are there any casualties?" Hard Core? Falcons.

Understand that there's a movement started to rename the Falcons the Purple Heart Platoon?? Of course that's not all they got that 's purple either!!

Insidious Informer is broken hearted to say that he couldn't dig-up one single boo boo on a well-known RLO in the 166th Transportation Detach. Is he clean or did he swear them all to secrecy??

A good masseur leaves no stern untuned.

NINETEEN, 19, XVIV, nineteen!!! Replacements arrived at the Old COWBOY Corral the other day, and Old Hoss had a grin on his puss as wide as the backside of Kinzingers drawers, just lookin at them. Sure are glad to WELCOME you all to the COWBOYS.

NORTH KOREA COMMITS ACT OF WAR!! Don't want to throw any wet water on that rotation gleam in Carither's eyes, but the seizure of the U.S. Intelligence Vessel in International waters sparked a call up of the reserves in CONUS. Sure would be a heck of a thing if all these "Short Timers" got extended for the duration plus six???

Insidious Informer tells us that PONYTHIEF finally grew up into a MUSTANG!!

Could that "Charm Course" WO Peterson got for Xmas be coming through? Understand that WO Besch climbed right into his lap the other night when the grenade rolled into the room??

FROM THE HOSS's MOUTH

In the past few short days, we have made great strides in our progress toward improvement of the basic school of the soldier. Our uniforms look better. Our hair cuts are neater. Our billets are vastly improved, and our Company is beginning to resemble the "COWBOY CODE."

There is still a lot to be done. Much hard work required and I'm sure it will be done. Each of us, however, must begin a "self analysis" program. Our work, our daily life, our habits and expressions, must

begin to reflect only the highest standards. It won't be easy, but then there is little in life that is worthwhile that is "free." Hard work, dedication, and pride, can and does accomplish miracles!

In the ensuing days each of you will be required to put forth maximum effort. Don't wait to be told. If you see something that should be done, do it. In fact, do it now, not later.

COWBOY 6

Arrange the digits from 1 to 7 so that they will add up to 100...

A trader buys 100 head of animals and pays \$100 for them. He buys cows at \$10, hogs at \$5, and chickens at 50 cents. How many of each does he buy?

What was the "Spartan Wall"?

BULLSHEET FROM ROUND THE RANGE

Fantabulous FALCONS have had another full week, Our Insidious Informer tells us that WO De Fide has developed a reputation for butterfingers because he drops the darndest things; it used to be Armoredment didn't like him...now they hate him!! And by the way...those rumors bout Loesch & the new Barmaid at the club just aint so...he has a girl at home and wants everybody to know that his relationship with the Barmaid is strictly platonic...they are just comparing their collection of flowered drawers! Shore seems the shorter some FALCONS get...the higher they fly...crews are trying to scrounge oxygen masks & fur-lined flight suits...how bout that WO Wong? (Alias WB productions that is)...Educated Gunship WO Bryan got into the other day, broke its altimeter as soon as he announced the destination DAK TO...smart ship!! Insidious Informer says that palatial palace Fuzz moved into is lookin like a library with all the books he has policed up from the FALCONS...got word that he is now studying three lettered words so he can mispronounce them...(What is this? Revenge for the five thirty wake up?) Message to the BLACK HAND from one who knows: Black Hand...be advised that a FALCON looks funny as hell, flying with a pot...better cut back and be satisfied with just thirds at the Mess Hall, or did SSGT Blackweller hire you to take over Mess Hall public relations?? What was that CPT Kenner?? "Hello CHALK FOUR!"

Insidious Informer says the rumor about the D 4/503d mascot being related to a Mustang Pilot just could be...strong resemblance....then to these's the same name...hummmm?? TWIGGY AWARD for the week went to...of course you have all guessed...Warrant Officer Ferrara....Understand that Mustang Bear has been nominated GRUNT OF THE MONTH for his inspiring dash and lonely vigil at the perimeter during the last alert. Insidious Informer tells us that Teeny Bobber Schmidt was up in the air during that alert too, but Mother P brought some P to bear and he got down pretty fast. And speaking of P, got the word that old Hoss brought some to bear on the Mustang Hero's that were playing with an unauthorized siren the other day...!!! Insidious Informer tipped us that WO Freeman has developed a totally NEW take off procedure...COWBOY Pilots better have him tell them about it...and how's that for real tact WO Freeman?? (BULLSHEET collects in cash.) Understand that "HOVER" Orders are being cut for SFC GIVENS for his exploits in Maintenance this past week...yeh we know, that's how they always do it in the Cav...but joking aside Insidious Informer tells us that SFC Givens has been awarded the SSC and BHC for the incident. For those not in the know...SSC is the well-known Scared S___less Citation and of course BHC is the very well known BLEW HIS COOL award. BULLSHEET agrees...SFC Givens earned them both. A last minute tip from ONE WHO KNOWS that WO De Fide joined Jade in the hall of Fame as he too had trouble keeping his cookies in a wild ride with the notorious RED BARON...Insidious Informer says that RED BARON has written the 1st Aviation Brigade Publication "HAWK" demanding a retraction...RED BARON says that the picture was perfect, and of course he's very much alive...but at PHU

HIEP NOT Long Binh...COWBOYS who want to examine the controversial photo and corrected caption will find it on the NOTAMS Board in Flight Opns.

FLASH FLASH FLASH As we go to press we are most happy to report all FALCONS are safe. The Editorial Staff of the BULLSHEET would like to commend the FALCONS and other victims/subjects of our pointed pens for the outstanding spirit and truly fine humor they accept the (ahem) literary tributes (?) reflected in these columns.

THIS SPACE IS FOR THE SECTIONS AND STORIES THAT WERE NOT GIVEN TO THE COWBOY BULLSHEET.

PHRASES FROM THE PHANTOM

Anyone remember the big pile-up of three duce and a half's a few weeks back? I sure do. Which brings up a point. SPEED! Do you know what the average speed law says? Usually a posted maximum speed is modified by law to also include "reasonable speed for road, traffic & weather conditions."

This means that just because the posted speed limit is 35 mph, you can still be stopped for reckless driving at 30 mph if traffic, road, and weather conditions won't support that speed.

Don't risk an accident by speeding! It only takes a few minutes at a safe speed to get anywhere. By speeding, you will not save time. In fact, it could take you forever to get there. Why? An Accident
MORALE: SLOW DOWN AND LIVE!

THE PHANTOM***HAS SPOKEN

THERE WAS A YOUNG LADY NAMED ROOD WHO WAS SUCH AN ABSOLUTE PRUDE THAT SHE PULLED DOWN THE BLIND WHEN CHANGING HER MIND, LEST A CURIOUS EYE SHOULD INTRUDE.

THERE WAS A YOUNG MONK FORM SIBERIA WHO'S MORALS WERE RATHER INFERIOR, HE DID TO A NUN WHAT HE SHOULDN'T HAVE DONE, AND NOW SHE'S A MOTHER SUPERIOR.

ATTENTION COWBOYS WHO HAVE JUST BEEN PROMOTED OR WHO HAVE RECEIVED DECORATIONS IN THE MONTH OF JANUARY. If you want a hometown news release See SFC Kinzinger.

MAINTENANCE NOTES BY SPECIALIST SCHWIETZER

It has been said that, "Playing a piano by ear may sound nice after a fashion, but it's not very professional."

Some mechanics tend to play their maintenance by ear.

It is recognized that an individual's judgment plays a large part in trouble shooting, which components must be changed and what adjustments must be made. Aircraft require the installation of components, adjustments, inspections, and functional testing be accomplished with the greatest care and exactness.

Aircraft require the PROFESSIONAL approach by all concerned. Take time to look it up in the TM or other applicable directives. Be a Professional!! DON'T PLAY IT BY EAR!!

Soldiers YOU Should Know: The draftee who claimed exemption on the grounds of defective eyesight...& showed the draft board his wife to prove it...The COWBOY who reported, "I finally persuaded my girl to say yes." "Oh? When is the Wedding?" "Who said anything about a Wedding?" The old Sarge who caught a COWBOY with just one button unbuttoned and shouted "Sunbathing Eh?"...The very effeminate little clerk who gushed, "Isn't it just wonderful to be fighting for Aunt Sam?"...and the poor 2d Lt. who received a cable from his best gal: "Couldn't wait for you a day longer, so have married your father, Love Mother!" And if you think these are sick.....

COWBOY BULLSHEET

VOLUME 2

4 FEBRUARY 1968

NUMBER 5

SP/4 CHRISTOPHER M. DANIELS MEMORIAL FUND GROWS

SADDENED COWBOYS GATHERED SUNDAY NIGHT TO HONOR THE MEMORY OF THE LATE SPECIALIST FOUR CHRISTOPHER M. DANIELS, KILLED IN ACTION ON 3 FEBRUARY 1968.

AS ARRANGEMENTS FOR FLOWERS ARE IMPRACTICAL, THE COWBOY COMMANDER IS CONTACTING CITY OFFICIALS IN THE DECEASED COWBOY'S HOME TOWN IN ORDER TO SELECT A BOY'S CLUB TO RECEIVE A CASH BEQUEST IN MEMORY OF SPECIALIST FOUR CHRISTOPHER M. DANIELS.

PERSONS DESIRING TO CONTRIBUTE TO THIS MEMORIAL FUND, MAY DO SO THROUGH THEIR PLATOON SERGEANTS, PLATOON LEADERS, OR THE COWBOY ORDERLY ROOM

THE EDITOR

FROM THE HOSS's MOUTH

The past few days have really been exciting. "Chuck" has elected to test the mettle of our efforts here in South Vietnam. Almost every major city and military installation has felt his wrath. This means that each of us will have to put forth additional effort.

Actually the COWBOYS have not been badly harassed as yet. This is not true of our sister Assault Helicopter Companies in Vietnam. This means only one thing. We can and will increase our efforts to provide maximum aviation support.

The COWBOYS will continue to be called upon for additional effort. I know of no better way to display the COWBOY CODE than by adopting an old practice from the 13th Cavalry. There, any individual receiving an order saluted and replied "It shall be done!"

COWBOY 6

The S in the dollar sign (\$) is a corruption of the figure 8, from Spanish "piece of eight," which had a value of eight smaller coins. The parallel lines represent the pillar of Hercules, or passage between the Atlantic and the Mediterranean Sea. Dollar, derives from "thaler" a coin equivalent to a piece of eight but coming from Joachimsthaler, a silver-mining town in Bohemia.

The traditional three balls over the Pawn Shop are taken from the Medici Family of Florence.

BULLSHEET FROM ROUND THE RANGE

Warrant Officer Wong, of Falcon Fame departed this week with JayHawker, an honorary member of the BULLSHEET "Staff." WO Wong asked BULLSHEET Reporter, the Insidious Informer to pass on his fond farewells to all the COWBOYS, and his regret at the ending of the WB Productions. Word from "One Who Knows" is that the notorious BLACK HAND talks in his sleep (too). Soon as we can locate an Italian interpreter we will TELL ALL!! Big Question during the last alert was: Just what part of the perimeter is the Falcons supposed to man...or are they supposed to fake Charlie out with the fancy footwork? Red Baron's been a mutterin and cussin in his cups cause they won't let him shoot up no Charlie Critters...says he likes to be WHERE THE ACTION IS. Insidious Informer is nominating WO Wong & Bartlett for a SSC after the XO's neat little leg pull on an extension for everybody about to rotate. "One Who Knows" passed word down that when COWBOY Jones got wounded the other day...first thing he wanted was someone with a camera to take his picture. Usual COWBOY cry is for the MEDAL first and then the camera...Also got word that Rogers quest for the quite life with the Ramrods has been almost as exciting as his exploits with the Falcons...Understand he set a new Worlds record for lightweight speed getting in to a bunker at Holloway the other day. Checked it out Rogers and don't worry Rogers, they won't really make you go down and look for that door. Insidious Informer says Sherman sure was sorry to see SFC Batton go...SFC Thompson's a lot bigger than he was...And from the Mustangs we are trying to find out who was in that Wall Locker with Vincent...maybe it was the California Kid?? All the COWBOYS are sufferin from them dish pan hands since the Hooch Maids aren't here to take care of the washing of clothing...Old Sarge really worked out the other night rinsing out his unmentionables...considering the size of them it was probably a full days work,...he sure looked good in his passionate pink towel. Insidious Informer got his quota of chuckles the other day when old Hoss sank his teeth into the Vietnamese man who was foolin with the Hooch Maids...sorta sickish grin all over his face when the Old Man found out he had just had a piece of a PA&E Contractor. Might be WAR if the 1st Shirt really moves to put that there classy new report back in Operations. Here at the BULLSHEET we would like to stay impartial but in this case we have to root for Operations...sorta fraid if it does go to Ops...we will be stuck on it...!! Understand that Russo has a thing bout spiders...dropped a case of ammo the other day and was out of the area before the box hit the ground when he came eye to eye with a big one. How bout that BLACK HAND!!

NOTES FORM THE OLD SARGE

Troops are startin ter git them fancy education coursed we sent fer here a few weeks back. I reckon we'll see now jest which ones has got the gumption to finish all them lessons. Anybody can start one a them USAFI courses, n anybody can find all sorts excuses why he can't finish...I sort a wonder what could have happened if old Abe Lincoln had a used any o the several good excuses he had and said to heck with education...I'm pretty sure he wouldn't have been President! Education is its own reward! Sounds ter me like a heap a truth in that. N while we're a talkin about rewards I wonder how many of us have larn't ter reward hisself...How many have been a studyin life enough to see that the only important reward is that one we all feel when we know we have done a damned good job, or the right thing. A body has got to feel sorry for the man who knows he doesn't deserve a reward he got. There'll be a good many times when you bust your gut to do a job n get a clop in the snout fer it, but if you HAVE DONE A GOOD JOB, and you know that you have, you can still look back with a feeling of pride for your part in the endeavor. Learn now to reward yourself, and you can learn later to laugh at "the slings and arrows of outrageous fortune." One of

the worlds greatest Fairy Tales is the story of The Emperor's New Clothes which, if you will read it, isn't so much of a "Fairy Tale" after all!!!

THE OLD SARGE

PHRASES FROM THE PHANTOM

In the study of aircraft and missile design, one important aspect is FATIGUE. Here fatigue is defined as follows: "When a part is subjected to repeated loads, stresses are created within the part which continually vary with time." Let me add to that; the unknown quantity of changing loads, and look at fatigue under a new light.

What I am leading up to, is a statement that fatigue in man is much the same as fatigues in metals. The basic difference is that man does not have a mandatory time change for his components. (Even an occasional "oil change" won't count) The microscopic cracks that occur to each of us under the changing loads of our duties are not as easily detected and measured as those in metal.

Fatigue in a rotor head is a killer, no doubt. But do you really realize that fatigue in us is also a killer? It can cause us to forget a safety wire, miss a low rotor RPM, overlook an item on preflight or "go to sleep at the switch."

These are trying times, demanding maximum output from each individual. During these times be especially watchful for those insidious "cracks of fatigue" in yourself and your friends. Let your safety conscious be your shield against personal fatigue.

THE PHANTOM***HAS SPOKEN

ODDS & ENDS ROUND THE CORRAL

Arrange the digits 1 to 7 so that they will add up to 100 in the following way: $15+36+47+2=100!$

A trader buys 100 head of animals and pays \$100 for them. He buys cows at \$10, hogs at \$5, and chickens at 50 cents....He buys the following: One cow, nine hogs, and ninety chickens.

What was the Spartan Wall? The Spartan Wall was the men of Sparta, each one considered a brick in the wall defending the city....!!

TRY THESE FOR NEXT WEEK.....Farmer A said to Farmer B, "If you will sell me 7 acres of your farm, I will have twice as much land as you." But Farmer B said to Farmer A "If you will sell me 7 acres of your farm, I will have just as much land as you." How much land did each Farmer have?....Answer next issue.

What is the difference between six dozen dozen and a half dozen dozen? Answer next week.....

If three cats can catch three rats in three minutes, how many cats could catch one hundred rats in one hundred minutes?

George Washington was inaugurated first President of the country on the balcony of the Old Federal Building located at Broad & Wall Streets in New Your City. His inauguration took place 30 April 1789.

COWBOY BULLSHEET

VOLUME 2

13 OCTOBER 1968

NUMBER 26

SECOND MERITORIOUS UNIT COMMENDATION
AWARDED TO COWBOYS BY LIGHTNING 6
CWO WEIDNER AWARDED DFC
EXECUTIVE OFFICER PROMOTED TO MAJOR
BATTLE STAR FOR TET COUNTER OFFENSIVE

LTC ORLANDO E. GONZALES presented a second award of the Meritorious Unit Commendation to the COWBOYS at an awards and decorations ceremony in the COWBOY Corral on the 10th of October 1968. Many COWBOYS presently in the unit will take this award as a permanent part of their uniform. The period of service covered is 1 Jan 67 to 31 December 1967 and all personnel who were assigned to the 335th or 166th/234th Detachments during that period are permitted to wear the Meritorious Unit Commendation as a permanent part of their uniform. ALL COWBOYS while assigned to the COWBOYS now wear the Meritorious Unit Commendation with 1st Oak Leaf Cluster and the Cross of Gallantry with Palm. COWBOYS rotating to the States wear these decorations until they sign in at their next unit or until they are discharged.

CWO Weidner was presented with the Distinguished Flying Cross & some twenty other COWBOYS were decorated by LTC Gonzales during the awards & decoration ceremony on 10 Oct. 68. CWO Weidner's DFC was awarded for action with the 61st AHC. CONGRATS COWBOYS!

A Battle Star for the Vietnamese Service Medal has been awarded for the period 30 Jan - 1 Apr 68. All personnel assigned during this period now have TWO Battle Stars and persons arriving AFTER 1 Apr 68 wear only one Battle Star. The Seventh Campaign, commencing 2 April 1968 has not yet been named and a cutoff date for it has not yet been established. The TET Counter Offensive is the sixth campaign of the Vietnamese Conflict.

FROM THE HORSES' MOUTH

It would appear that the wet weather is here to stay. Low clouds and reduced visibility are associated with this weather in the form of precipitation. The test is upon each of us who are required to determine if we have enough weather to safely make the flight. The long days of flying causes one to become very tired & leads to dulling of your reflects. Attempting a flight through rain after darkness requires one to be fully alert to cope with problems. Weigh these factors and make a decision based on them. If you determine that an RON is the best decision, insure that Operations is notified. It is better to sit out the weather than not be around to make the next decision.

Motor Maintenance is improving. Each of us must do our part, today, to insure we have something to accomplish the mission with tomorrow.

Aircraft Maintenance continues to meet the challenge. Projects which will receive emphasis this week are: Washing and continued improvement of the appearance of aircraft. Police of the Maintenance area to include the shops. Crew Chief & Gunner working on their aircraft while in PE.

I was very proud to invite the Battalion Commander down to decorate so many COWBOYS. The 2d Meritorious Unit Commendation and the individual awards reflect what the COWBOYS have done in the past and what they are capable of doing now! Keep up the good work and keep them flying COWBOYS!

COWBOY 6

SAFETY SPOOK

To the United States Army, who trusts that I am technically qualified for the tasks expected of me. To the aircrews & pax, who trust their lives & safety to my mechanical skills. To my unit, which expects me to be a professional mechanic as well as a good soldier. To my fellow mechanics, who as team members must depend upon me for a task completed. To myself, for the personal satisfaction of a professional job well done. To all whom I have named I recognize my obligation . . . TO DISCHARGE THIS OBLIGATION . . .

I WILL perform maintenance of the highest quality to assure the safety of every flight. I WILL always be sure of my work, or consult a superior when in doubt. I WILL strive to improve my professional skill by attention to duty & self education. I WILL NOT allow my personal desires or considerations to affect my job. I WILL NEVER attempt to perform duty when my mental or physical condition might lead to maintenance mistakes. I WILL keep my tools and equipment in first class condition to insure a job worthy of the professional mechanic that I am. I PLEDGE ADHERENCE TO THESE PRINCIPALS TO REFLECT CREDIT UPON MYSELF, MY FELLOW WORKERS MY UNIT, AND ARMY AVIATION. And if YOU DO this unit will not be haunted by the SAFETY SPOOK.

INSIDIOUS INFORMER**BULLSHEET FROM 'ROUND THE RANGE**

CONGRATS MAJOR LOGAN on your promotion. The troops are all waiting for you to set the date for free beer in honor of the occasion. A little tradition we are trying to get started.

Words out that CONGRATS are also in order for VANCE . . . he almost got a Huey to his credit, . . . as a matter of fact the Huey he was riding in . . . and got the RLO peter-p a little shook.

The company party last Sunday was a great success, 1st Sgt. Mess, Sgt. Grundy, Tipton, and Kinzinger. . . sounds like a roll call of company NCOs when we name the people who hit the drink.

We could sure tell that SGTs Hair, Ellert, and Smithson were gone. . . we had 17 cases of beer left over.

All of the COWBOYS were happy to see WO Woolsey before he left and wish him a speedy recovery.

Insidious Informers says Mustangs are overdue for a class on the installation of the short shaft. . . seems that they have to do it twice or three times to get it right. (HOW BOUT THAT SUPER SHAFT).

A report from Indian Country says Big Chief Indian vetoed the Braves plans for a lounge and Bar in the new annex. Word is out the Newman of the FALCONS is steady fighting a hairy problem, & intrepid FALCONEERS CHICKEN HAWK AND FANTASTIC FAL were really pretty shook up the other days at Bong Son when the quest for LAW & ORDER took them to an enemy emplacement equipped with 50 Cal machine guns. GEE WHIZ CHICKEN HAWK! DID YOU REALLY KISS THE GROUND WHEN YOU LANDED? TURKEY . . . you got to look out better for CHICKEN HAWK during your fearless flight against crime!

OUR reporter in Da Nang says, "WHO TUCKED SFC Hair in bed the other nite?"

Tipton says that Dong Ba Thin is really where the action is, but that story he is passin out about old buddies is just a line because SOME have seen the pics and believe us: we should have such a BUDDY!

No CHICKEN LITTLE. . . the sky is not really falling, you probably got into the helicopter up-side-down.

We were trying hard to get something good on Old Wrangler this week. . . but we found out that he didn't do anything! Of course there are those who are holding their breaths for fear some of his sketches may fall into the wrong hands.

Got the word that SSGT Smithson was heard to say that he would give a \$100 to have SFC K with him in Taiwan. . . course we kinda figured that the Babes there would be too much for him, but we didn't think that he would call for help when it could be heard!

Words out that Foltz is lookin forward to keepin his hands clean now that he is Engine TI. FEARLESS FALCONS respectfully request FALCON SIX be more careful with the pussy mounts. . . SSGT COLES can be BAD about stuff like that and the Plt. was hurtin till they were found.

SOMEONE QUICK! Show WO Besch how to do INSPECTION ARMS WITH A 38!!!

THE OLD SARGE

On 12 May 1962, General of the Army DOUGLAS MacARTHUR, speaking to future officers of the United States Army, had this to say about us:

“ . . . And what sort of soldiers are those you are to lead? Are they reliable, are they brave, are they capable of victory? Their story is known to all of you; it is the story of the American man-at-arms. My estimate of him was formed on the battlefield many, many years ago, and has never changed. I regarded him then as I regard him now--as one of the world's noblest figures, not only as one of the finest military characters but also as one of the most stainless. His name and fame are the birthright of every American citizen. In his youth and strength, his love and loyalty he gave--all that mortality can give. He needs no eulogy from me or from any other man. He has written his own history and written it in red on his enemy's breast. But when I think of his patience under adversity, of his courage under fire, and of his modesty in victory, I am filled with an emotion I cannot put into words. He belongs to history as furnishing one of the greatest examples of successful patriotism; he belongs to posterity as the instructor of future generations in the principals of liberty and freedom; he belongs to the present, to us, by his virtues and by his achievements. In twenty campaigns, on a hundred battlefields, around a thousand campfires, I have witnessed that enduring fortitude, that patriotic self-abnegation, and that invincible determination which have carved his stature in the hearts of his people. From one end of the world to the other he has drained deep the chalice of courage.”

THE OLD SARGE

COWBOY BULLSHEET

VOLUME 2

27 OCTOBER 1968

NUMBER 28

SPECIALIST FIVE UNTALAN BATTALION SOLDIER OF THE MONTH

SPECIALIST FIVE UNTALAN earned the distinction of being the first COWBOY selected to be Lightning Soldier of the Month. LTC Gonzales made the announcement during a surprise visit to COWBOY RANCH HOUSE (Orderly Room). Specialist Five stripes were won with the coveted title. CONGRATS & WELL-DONE SP5 UNTALAN!

Specialist Four Reboletti was awarded a commendation for safe driving by Major Cramer. Driving over ten thousand miles without accident or DR is quite an achievement in this country. Best of luck to SP4 Reboletti on his return to Paradise!

Over twenty happy COWBOYS are departing from the Old Corral this month! Quite a Posse of COWBOYS to be going all at one time. Best of luck to you COWBOYS and save some of the world for us!

COWBOY CARRIAGE HOUSE (Motor Pool) was the subject of an extensive news article this week. The hard work and initiative that went into many fine innovations are truly outstanding. COWBOY 6 also appointed a new CARRIAGE HOUSE MASTER, WO Snow. COWBOY CARRIAGES are really in for a good "Snow Job" from now on! CONGRATS to all CARRIAGE HOUSE PERSONNEL on a FINE JOB!

LADIES DAY AT COWBOY FLIGHT OPERATIONS! FLASH! COWBOY 3's fabricated fantasy concerning his relationship with the young lovely who visited COWBOY Flt Operations this week has not hoodwinked the Insidious Informer who is trying hard to learn just how the seemingly shy CPT. managed to swing a line that was so good it brought a genuine ROUND EYE to visit him. In a country where the male to "that-kind-of-female" ratio is something better than twenty thousand to one, Insidious Informer says he's got to get whatever the CPT'S. got! BULLSHEET Editor says he figures the CPT. is telling the truth . . . cousins would explain the phenomena. If not, if what the CPT. has can be boxed and sold it'll make a fortune!!

FROM THE HORSES' MOUTH

Well, this week has seen some more wet weather, but COWBOYS keep getting off on time and getting their daily missions accomplished. Maintenance had 15/5 flying for the best record in sometime. Keep up the good job Maintenance! I see more people working on their aircraft than ever before. The Guns have gotten their last tail rotor blade, Lt. Smith informs me. He better be right!

We sure have had money trouble lately with the change of MPC. It brought to light that many people were keeping too much money on hand. Many people have needlessly lost money out of foot lockers

or wallets. Send your money home or put it in Soldier's Savings where it is safe and will work for you! Insure that you don't make it easy for someone to have a good time on your hard earned money!

Rations Cards are a Controlled Form since they are a valued item with which people can secure more items from the PX then they are supposed to. Is your ration card buying beer and radios for the VC?

COWBOY 6

SAFETY SPOOK

Brigade Safety Officer's visit to the Old Corral found COWBOYS in fairly good shape. SAFETY SPOOK is really happy to see the presentation of a Safety Award to SP4 Roboletti and says others are in the mill!

Keep flying SAFELY COWBOYS

Safety Spook

PRAYER OF THE LIEUTENANT

Twinkle Twinkle
Little Bar

How I wish
You were a Star!

INSIDIOUS INFORMER

BULLSHEET FROM 'ROUND THE RANGE

Insidious Informer says he always figured that some RLOs found those bars in cracker jacks boxes but when a SP4 in Flight Operations had to give a Jr. RLO a class in Map Reading the other day, it was a case of suspicion confirmed!

When BULLSHEET Editor asked Insidious Informers in Maintenance for the word this week, all he got was "What about the critical shortage of Butter?"

So much, and so many different colors of paint going on COWBOY Aircraft that we won't have to worry about getting a Christmas Tree this year . . . is the "word" from COWBOY CREW CHIEFS.

So far we have heard all the lies and listened to all the speculation on the patch over Smithson's eye . . . and we really don't believe the favored rumor that the big Babe in the Mess Hall gave it to him . . . and we don't think that Webster whipped it on him . . . but he may have been wearing sunglasses when he went to visit his girl friend!

Insidious Informer got a "scoop" on the dapper Dan of 2nd Plt however which is too good to keep. Seems Smitty has a "thing" about complexion care and is using a really great formula of Calamine Lotion that makes his face "Lovely to Live with" . . . He calls that LIVING? We suggest amputation of everything above the shoulders!

COWBOY Brice has really figured out a smooth way to handle the "Guard" problem . . . stop writing home, and you can get taken off guard to write a letter in the Old Man's Office! Neat Huh?

Got word that the enthusiasm for the "Training Films" shown in the EM Club last Sunday almost knew no bounds. Word is up that the men are all eager to have a practical exercise . . . wonder if the Old Man would go for that . . . we got the 1st Shirt sold!

Words out that the COWBOYS got the INDIANS about four times this week . . . COWBOY SIX got CHIEF INDIAN that is! Speaking of the Indians . . . they almost split a Wigwam when a Sr. CWO in Maint spent thirty minutes telling them how important it is to make sure the battery in the Birds is off, and showing them how to check it . . . then started to walk off with the battery switch still ON!

COWBOY T. J. Smith lowered the boom on a Vietnamese who clobbered his Bird with a rock Saturday. Major Logan & the pugnacious Crew Chief had pulled him off the Aircraft three or four times and when he got tossed off the last time he wound up the pitch and crashed a rock through the window . . . T. J. put him OUT!

FALCON close support of Ramrods almost got WO Krutul the well-known SSC (Scared S____less Citation) & Sheet Metal says the FALCONS can knock that off any old time now.

Speaking of Sheet Metal, word is out that old 579 was just too much for them and the old Hoss is heading to Qui Nhon and the glue factory.

A report came in that COWBOY McCollough found and bought a "Burning Ring of Fire" in Bangkok recently! Understand they sell Cancer there too!

Miracle Maintenance want's Sgt. Preston to measure the pitch fit between his ears . . . How bout that! Got the word that Old Wrangler was stranded with CHIEF PACK RAT in Qui Non for three days this week . . . bet that was about as tough as "Strangers in Paradise" . . . understand that Old Wrangler tried to brain himself on the rotor when they finally had to start back . . . ah well into each life some rain must fall!

Who reported Elrod as the winner of 75 points out of a possible 15 for Dud of the Week? Are they trying to tell us something Elrod?

SERGEANT Foltz has been elevated to NCOIC of the Allied shops we understand. Course he's pretty dejected to find that he still has dirty hands . . . we figure that is a dirty shame.

We were asked to give Tech Supply a plug in this issue . . . course we couldn't find a plug but we got a clue that there are two men in the Tech Supply . . . the Hider and the Hunter . . . wonder if they are trying to tell us something.

What Mustang Crew Chief pulled a daily by the book and filled three pages with write-ups?

What FALCON Plt Sgt. blindfolds his driver when they go to Tuy Hoa??

THE OLD SARGE

SCHOOL OF THE SOLDIER CLASSES will commence at 1830 hours 28 Oct. 1968 in the COWBOY BULLSHEET OFFICE. Classes are strictly voluntary & will be conducted each Monday, Wednesday and Friday night that COWBOYS show up for them. COWBOYS who want a crack at the Soldier of the Month Board and the promotion boards might find it to their advantage to be in attendance.

USAFI . . . USAFI . . . UNITED STATES ARMED FORCES INSTITUTE!

ARE YOU OVERLOOKING A BET?

Now more than ever before COWBOYS have an opportunity to cash in on “In-Service” education! If you are planning to return to school when you get out, a refresher course NOW will assist you in reacquiring the study habits you will need to make the grade. Courses taken from USAFI can be used for credit toward your degree.

For COWBOYS who already have a profession or a job to return to, a USAFI course can materially assist you in advancing in your chosen field. To be considered also is another fact of education; to make our lives more enjoyable, fuller, richer, and more meaningful through exploration of our surroundings.

Education is not only the means to a well paying job and affluence. As a matter of fact, not many years ago most people considered college more a preparation for life, than a preparation for a career or job.

Education can be the key to unlock the doors of art, literature, music, and the fascinating world around us . . . genetics, law, biology, anthropology. We live in a wonderful era in which the great mysteries are being unfolded. Without education we miss so much!

Your interest is mechanics? Courses are available. Agriculture? Come see me. Aerodynamics? I'll fix you up. Specialist Five? We'll give it a good try!

HAVE YOU A MILITARY QUESTION YOU NEED AN ANSWER FOR?

Possibly the answer lies in the Field Manual & Technical Manuals in the OLD SARGES Library. It's in the BULLSHEET Office!

THE OLD SARGE

COWBOY BULLSHEET

VOLUME 2

3 NOVEMBER 1968

NUMBER 29

CHIEF WARRANT OFFICER QUIBERG PREPARES TO DEPART WELLS FARGO OFFICE NEARS COMPLETION

CHIEF WARRANT OFFICER LEON R. QUIBERG, senior COWBOY in the company will be hanging up his spurs and riding over the clouds to COWBOY HEAVEN before another issue of the BULLSHEET is off the press. Arriving in the Company in March 1967, just five months after the unit was activated, FALCON 81 is one of the few remaining COWBOYS who can boast of the battles of Bien Hoa and remember the days before the wandering in the wilderness. One of the most revered officers in the company, CWO QUIBERG was presented a plaque from the FALCON Enlisted Men in the COWBOY PALACE Sunday afternoon. All COWBOYS JOIN THE BULLSHEET IN WISHING CHIEF QUIBERG THE BEST OF LUCK IN HIS NEW ASSIGNMENT.

WELLS FARGO OFFICE NEARS COMPLETION . . . First Shirt is waxing pretty frisky as the finishing touches are being applied to the new COWBOY MAIL ROOM. Under the skilled supervision of SFC. Thompson a major improvement to the COWBOY CORRAL is about to become a reality . . . GOOD WORK Commish.

COWBOY T. J. Smith will represent the COWBOYS at Lightning for the CREW CHIEF of the Month competition. SP4 Norwood goes for SOLDIER of the Month. CONGRATS COWBOYS!

Plans for the UNIT DAY Party, to be held on the 10th of November are firming up. Permanent plaques for Tug-o-War, Volley Ball, Horse Shoe, and Ping-Pong are being prepared. PLATOONS are urged to GET THEIR TEAMS READY!! Each Platoon is also expected to come up with an entertainment feature for the Company. This can be an instrumental group, singing or a skit . . . but EACH PLT WILL HAVE SOMETHING.

FROM THE HORSES' MOUTH

This week saw the COWBOYS compete another successful month of operations. While the weather reduced our flying hours, we still managed to fly 2265 hours. This is considerable more time than any other company within our Battalion.

It is the fruit of you hard labor that makes these figures outstanding. The high time slick for the month was 653 with 127 hours, SP5 Dennis Smith, Crew Chief. The high time Gun was 664 with 93 hour's SP5 Chambers, Crew Chief.

Chaplain Doggett tells me he found a COWBOY up at the chapel the other night borrowing nails. He would not tell me his name, however. I would say we have one lucky trooper.

Accidents continue to be a problem. It's not the big things but the little ones. Personal injury accidents account for many wasted man hours and much suffering on the part of the parties involved. Play it safely and don't take a chance. Mr. Greenwell will tell you it is hell having to stay in the hospital. Let's keep the COWBOYS record on accidents low so each of us can enjoy the years to come. Keep them flying safely, COWBOYS!

COWBOY 6

SAFETY SPOOK

Reinforcement and repair of Crew Chief Stands in Maintenance are the sort of positive Safety Awareness that will prevent accidents BEFORE they happen. Most anybody can figure out what to do AFTER an accident has already occurred, we need to be the kind of people who can see what can cause the accident before it happens. Look over YOUR area and try to come up with AT LEAST one POSITIVE SAFETY IMPROVEMENT TODAY!

Safety Spook

INSIDIOUS INFORMER

BULLSHEET FROM 'ROUND THE RANGE

"A Blond in hand is worth \$20 in the bush" or at least says the Old Sarge when the 1st Sgt. offered \$20 to the chubby little SFC. at the TUSAC NCO Club the other night . . . Insidious Informer said it was the first time in memory that anyone can recall Kinzinger doing deep breathing exercises. When the lovely lassie hinted at a crack at the slot machines Old Kinzinger was in a real hurt . . . you can't play the one armed bandit with your hands in your pockets!

Word is out that COWBOY 6 can be VERY SIX at 0230 in the morning.

What COWBOY OPERATIONS OFFICER got a real hint that all was not well with the gal of his dreams called for the Duty Driver to come and pick him up??

What FALCON AC took off from a Vietnamese out post without his Gunner and couldn't figure out why he couldn't get an "ALL Clear to the Right" . . . What FALCON Crew Chief laid in a supply of Silvertex for his forthcoming trip to Siam . . . Not buying any cancer this trip FALCON?? FANATIC FALCON T. J. Smith, the COWBOY OF THE MONTH this month really got POd when Fonteno stopped a fight between a Vietnamese man & wife the other day . . . Smitty hasn't liked the Vietnamese much at all since one threw a rock through the window of his Bird last week.

Words out that Personality Petes circle approaches have the Mustangs in a tizzy they are so dizzy . . . but maybe when you are dizzy to begin with . . .!

Insidious Informer wonders if a senior CWO in Maintenance will be a little more careful about whom he sends for a vehicle late at night!

FLASH Lateral in 354 was finally determined to be an unbalanced eight-day clock . . . source of this info is hush hush but his initials are POPA.

Got word that a magazine in Kirkbride's desk has been making things hard for him . . . tisk tisk.

Got word also that Chief Quiberg is going to give classes on how to sleep comfortably across the front seat of a jeep . . . Take one quart of Old Crow . . .!

Insidious Informer says COWBOY Sheehan dropped his load at about 15000 the other day.

XO is really after WO Harrell to get some BALLS . . . can't have a Ping-Pong tournament without them!

FALCON Chambers was reportedly mixing with the Brass during his recent trip to Guam . . . A COLONEL's Daughter no less!

Have you heard about the Crew Chief who asked the TI to come over to the shack to check his short shaft because he was afraid if he tried to carry it to the TI he might drop it??

What Crew Chief made the mistake of telling the Old Man that he was pulling an Intermediate by memory!

What FALCON PLATOON SGT. was found to be sleeping at attention by COWBOY SIX at 1400 hours Wednesday. AHHH for the HARD LIFE of a Flight Platoon SGT.!

COWBOY FEEDBAG says all these FNGs should have no trouble finding the place with the new sign they just put up . . . considering all, maybe we ought to draw a couple of pictures too.

Three time loser JALBERT couldn't get the right kind of lights in three trips to the Air Base the other day . . . good-looking Donut Dollies over there or did you stop in the village Jalbert??

THE OLD SARGE

This weeks "The Old Sarge Says" column features a guest writer. Chaplain Doggett, or Lightning Top Sacred, has been kind enough to pen the following:

I had an opportunity to visit the COWBOY CORRAL this past week and had a good chat with The Old Sarge. He whipped a request on me to write a little something for the COWBOY BULLSHEET, and so I said I would try. I would like to commend the BULLSHEET Editor for putting out one of the most interesting and readable papers I have come across in a long time. It is really "Up Tight."

I came across this little statement and thought I would pass it along to you this week in the BULLSHEET. "THE REASON THE 10 COMMANDMENTS ARE SO CLEARLY WRITTEN AND SO EASILY UNDERSTOOD IS THAT THEY WERE HANDED DOWN DIRECTLY AND DID NOT REQUIRE THE CONCURRENCE OF MANY STAFF SECTIONS."

The "NEW" chapel is coming along nicely. What is that the NCO's call it? I want to say a big "THANKS" to the COWBOY Sheet Metal Shop for making our chapel lights. They really look great! Also a big THANKS to all the COWBOYS who have worked on the chapel since we began way back in July!

Thanks again for letting me have this little bit in the BULLSHEET. Hope to see you in chapel Sunday!

"CHAPPY"

Thank you LIGHTNING TOP SACRED, err Chaplain Doggett that is . . . Interested COWBOYS should take note that the Chapel is nearing completion. Assistance is still required on some indoor projects and COWBOYS who would like to help would be most welcome. Work continues each evening . . . take a walk over and lend a hand!

THE OLD SARGE

COWBOY BULLSHEET

VOLUME 2

23 NOVEMBER 1968

NUMBER 31

A FAREWELL TO THE COWBOYS

Well, today I write my last lines for the BullSheet. It doesn't seem that it has been five months since I first wrote. The time really flies.

I would like to say, that it has been a very rewarding experience. I will not mislead you into thinking that all my decisions were easy or popular, but those are the breaks of the game. I have watched each of you over the past months, doing the job that had to be done. You operated like true COWBOYS upholding our end of the mission. I am very proud to have had the opportunity to be your commander.

I regret that I cannot accompany you in future operations, however, I have binding commitments elsewhere, just as have each of you.

I am scheduled to assume command of the 29th Transportation Company (DS) in Germany. If you are in the area or need an assignment please stop in.

I know that as COWBOYS you will be tops regardless of the mission

Goodby COWBOYS and keep them flying safely!

CARL L. CRAMER
Major, T. C.
COWBOY 6

INSIDIOUS INFORMER

BULLSHEET FROM 'ROUND THE RANGE

It might have been expected, in spite of 01' Mame and right in front of the Group Commander and all the dignitaries assembled for the COWBOY change of Command, the call came out "Scramble the FALCONS" . . . and out of the formation they went! In a way, far more than any of the speakers could say the FALCON SCRAMBLE demonstrated what it is to be a COWBOY. THIRTEEN MINUTES from the time that the call came into Flight Operations COWBOYS were in the sky!

Insidious Informer in the Miracle Maintenance Department tells us about a VERY INTERESTING flight the other day . . . SFC. Grundy was so shaken he closed the aircraft door on his hand and hasn't been able to talk about much else since. Popa almost brained himself getting out of the ship, (and for Popa to brain himself would be pretty much of a feat in itself), and WO Webb, the Hawaiian Hero was caught

holding up half the Air Force!!! ENEMY ACTION? ENGINE FAILURE? NO! DONUT DOLLIES! Yep! Old Grundy, Webb and Popa had a labor of LOVE carrying two sweet young things on a small hop to the Air Force Base. Great care was evidenced in keeping the trip a dark SECRET from Lt. Grabowski . . . sorta looks like the trio was afraid he might beat their time. Insidious Informer says that in flight a chicken plate fell to the floor of the aircraft and Grundy almost collapsed. Upon landing at the AFB Monty took his helmet off in order to say sweet nothings to the Babes and when he recovered his equilibrium four F100's were backed up behind him on the ramp and the Control Tower Operator discovered a whole new vocabulary of profanity he never realized he knew. All told the mission was really a flight to remember.

We got word that Chicken Little has been taking Lt. Blake with him lately on flights. Logging Pilot time seems to indicate that maybe Big Chief Indian has been keeping Chicken Little right side up. We figured something happened because he doesn't look half as dizzy as he used to.

One Who Thinks He Knows is about to finger Lt. Johnson for the dastardly deed of hoisting all the wire out of COWBOY 1's room. The disappearance of Lt. Allue's wire coincides too neatly with the installation of that new wall plug in Lt. Johnsons' pad.

Got the word that WO Zawiski is banned from watching COMBAT any more until he gets over having nightmares from all the action.

With all the nasty old men in maintenance we find the story about Hague rather difficult to believe. Ranney made a whole barracks happy with the packing and sending of his speakers home!

A FAREWELL TO MAJOR CRAMER

Dear Major Cramer,

Over the period of the past five months, COWBOYS have not been called upon to engage in spectacular operations, make major moves, or impress the world with our exterior abilities and virtues. Possibly some might feel that it has been an uneventful period in COWBOY History.

For the COWBOYS who write that history as well as the COWBOYS who have been here working through the period, a somewhat different perspective will prevail.

Behind each successful operation, contributing to the ability to make major moves, and supporting the surface accomplishments of any Army Unit; a solid base of training, discipline, experience, and esprit, must exist. Mission accomplishment must become habitual, and individual effort must become commonplace.

Over the period of the past five months, each element of the COWBOYS has reformed from the inside out. Motor Pool and Mess Hall, Supply and Avionics, Operations and the Orderly Room, have all made significant strides that insure accomplishment of their parts of the company's tasks and missions. In the COWBOY Maintenance Establishment, a new era has arrived! Never has our Maintenance accomplished so much, so willingly, so well!

Anything the COWBOYS are tasked for will be done only as a result of this internal reworking of the unit effort and pride. This can hardly be considered "insignificant" in the history of any organization.

Each step of the way, your support, guidance, and effort, has guided this development of the COWBOYS. You have truly "Talked straight, shot straight, and never broke your word to man nor boss!"

Major Cramer, you have been a straight shooting commander and the COWBOYS are proud to salute you!

FAREWELL!

THE COWBOYS

COWBOY BULLSHEET

VOLUME 2

8 DECEMBER 1968

NUMBER 33

MAJOR RILEY NEW COWBOY COMMANDER
COWBOYS MOVE SOUTH AGAIN
COWBOYS TEACH DEMONS TO FLY

NOW IT CAN BE TOLD: COWBOYS moved south once again in a lightning move which was completed in less than 96 hours and employed Air Force asst. all the way from Japan and the Philippines to move oversized equipment of the COWBOYS. Previously not reported for security reasons, COWBOYS exhibited truly magnificent effort and heart in preparing for and executing the rapid move of the unit.

COWBOY PILOTS are reputedly a bit apprehensive about the impending visit of LIGHTNING SIX to the new COWBOY CORRAL . . .to say COWBOY exuberance on departing the Phu Hiep area got slightly carried away is an understatement.

HEY! Those ships have the COWBOY Diamond! Was the reaction of Third generation COWBOYS as they returned to 12th Combat Avn Group ranges this week!

A WELL DONE to the COWBOY CHUCK WAGON and staff who have really come through in establishing a fine mess in short order in the new area. Well done to the Advance Party who accomplished minor miracles in making the new area habitable (In spite of the obvious attractions of the local Steam Bath Bien Hoa, etc., etc.) and Well Done to the entire COWBOY COMPANY for the hard work they accomplished.

MAJOR PAUL R. RILEY, JR. assumed command of the COWBOYS in ceremonies conducted on the COWBOY Maint. Ramp at Phu Hiep Army Airfield just prior to COWBOY departure for the south on 23 November 68. COWBOY 6 makes his debut in the BULLSHEETS' "FROM THE HORSES MOUTH" Column.

SUSPICIONS CONFIRMED DEPARTMENT:

As COWBOYS prepared to move out in the closing days of Nov. they were given the final task of training Demon Pilots in the art of providing COWBOY support to the many units previously supported by the COWBOYS! In the relatively short training period that time permitted a significant improvement could be detected in Demon technique. WO Story is reputed to have given added instruction above and beyond the call!

FROM THE HORSES' MOUTH

On this, my first effort at producing a column for the BULLSHEET, I would like to express my distinct pleasure in receiving the title "COWBOY SIX". My predecessor Major Carl Cramer, has done an outstanding job and leaves me a mighty big pair of shoes to fill.

In the coming months COWBOYS will be facing another challenge. The mission is an important one and I am sure that COWBOY pride and sense of mission accomplishment will insure a continued outstanding record for the unit.

I only ask that each man do his job to the best of his ability, keeping safety in mind. With teamwork and professionalism we will be able to keep the name "COWBOY" at the top of the list where it belongs!

COWBOY 6

SAFETY SPOOK

A hauntingly familiar thought occurred to me today as I was on my way to the COWBOYS for this edition of the BULLSHEET! SEAT BELTS! Been a while since we rattled that chain! Seat belts and restraining devices are installed to protect YOU! In this country, being thrown from the ship in a crash can put you under the aircraft in several feet of water, or unconscious face down in a rice paddy. . . in either event you wind up very dead . . . permanently.

Speaking of winding up dead. . . riding down Highway One to Long Bien and Bein Hoa can be a lasting experience . . . your very lasting one. The other day I saw two accidents within three miles of each other. If you are a driver, or think you are a driver, remember to drive defensively and watch out for the other guy. Vehicles are all together too difficult to come by, to have one wrecked by negligent driving . . . and by the way. . . the outer lane on the four lane highways are for bicycles and lambrettas . . . I know they are not marked that way . . . but I believe the big burley MP who stopped me & told me so . . . You believe him too!

Last but certainly not least, we want to remember our Malaria Pills. The change of climate and many mosquitoes in this part of the country make it imperative for extra precautions against Malaria . . . don't let them reduce your effectiveness. HAPPY HAUNTING COWBOYS ** THE SPOOK

INSIDIOUS INFORMER

BULLSHEET FROM 'ROUND THE RANGE

Speakin of the new area. . . from the satisfied look all over Hookers face and the STEADY stream of COWBOY Pilots a headin for the local Steam Bath (and the equally Unsteady COWBOYS departing from it) Insidious Informer deduces that underaged Warrant Officers should be permitted to visit the establishment only in the company of their Platoon Sergeants.

ONE WHO KNOWS tells us that CB6 is being very careful bout asking where the materials for all the current construction is coming from, and has already identified the culprits who got the Artillery on the warpath. As a matter of fact, 1st Sgt. Bourland had a couple three cigarettes all lit up & a smoking right after an Arty representative told him he would have to move the Old Man out of the hooch he was living in . . . we wouldn't want to come right out and say he was shook . . . But!

Lightning Six seemed satisfied with all he saw on his visit . . .and he thought the COWBOY overflight was very impressive . . he didn't approve of the "smoke" on La Bah, however!

We wouldn't want anyone to get the impression that BEAR CAT is hot but Insidious Informer tells us that SP5 Matos got rid of 3 cases of soda the first day he was here.

Speaking of drinking, quite a few COWBOYS came all the way down in a daze what with all the farewell shin digs at Phu Heip for departing COWBOYS.

The NCOs had their "thing" and were in really great shape for the long wait on the ramp at Tuy Hoa, and the 180th Officers really threw a Whig ding for COWBOY Pilots and Officers. More than one COWBOY woke up at BEAR CAT trying to remember how he got there.

SFC K was sure that the Company was down with the GIs out on the ramp at Tuy Hoa then at 1630 hrs it stopped short, and after the second day the rotund NCO figured out that the GI's, the Rest Room in the Passenger Terminal, and the Snack Bar just outside were all sorta connected.

Latest rumor from the Home Range is that the Battalion Comdr. dropped in on the Rear Detachment at bout 1000 hrs the other day and caught them all in the sack . . .same rumor has it that they are all assigned to 268th now!

CRIME DOES NOT PAY! Insidious Informer tells us that when you see WOs Bliss & Baetzel looking their most youthfully innocent its time to get a good grip on your trousers. . .Under that outward display of wide eyed innocence lurks the nature and propensities of thieving packrats!

First Shirt & Chuck Wagon Chief found out that it just don't pay to try to out drink these Aussies last night . . .and the biggest gas in the Company is to hear old Rebel Warlick try to put on an English Accent to tell you how the Aussies called him "Old Chap"!

Insidious Informer relates that WO Speanburg has been host to a bunch of visitors (Gobble Gobble) . . .Warrants are all hoping he left them all in Phu Heip.

We have all heard bout the guy that was so tough he ran the Devil out of Hell . . .Well the word is out that WO Story managed to knock a few Demons out of Phu Heip!

And so went another week in the COWBOYS!

THE OLD SARGE

THE JOB: What is the JOB! “Well he isn’t the best Soldier in the world but he does a good job” . . . “He isn’t a Soldier but he works as hard as any man on the job”

How often have we heard or said something very similar to these statements? They are becoming increasingly familiar clichés in the vocabulary of the military.

How often have we really considered what the job REALLY is . . . What we are paid to accomplish, what is expected of us. As a matter of fact our job is to be the very best Soldier that we can possibly be! That is the Job! It goes without saying that a GOOD SOLDIER must also know his MOS. MOS=Military Occupational Specialty and nothing more. It is presumed that the individual already possesses the basic qualities of SOLDIER! If a man accomplishes the duties of his MOS in an outstanding manner he cannot be credited with having done a GOOD JOB unless his performance as a SOLDIER is also considered.

Proper uniform, proper haircut, military bearing, military courtesy, discipline, shined shoes, good attitude; are all parts of the total job of being a Helicopter Mechanic, Company Clerk, Crew Chief, or POL Specialist, just as truly as pulling a PE, typing a Morning Report, packing a short shaft, or establishing a field refueling station.

Because of the importance of the MOS functions of each COWBOY to the successful accomplishment of the unit missions, the equally important military aspects of individual performance are frequently overlooked.

“EQUALLY IMPORTANT” in that the military aspects of individual performance indicate the status of discipline, training, and professionalism in the unit. Not too long ago a Commander could gauge the degree of discipline in his unit by observing the quality of the hand salutes that were rendered to him. A proud outfit salutes proudly!

Located so close to the Brigade Headquarters, and under a close scrutiny of a new Battalion & Group Commanders and their staff, COWBOYS have a unique opportunity to demonstrate the inherent superiority of the COWBOYS to all other Assault Helicopter Companies.

Lets remember to do THE ENTIRE JOB while we are here in the south!

THE OLD SARGE

COWBOYS

UNIT HISTORY

1 JANUARY 1969 – 31 DECEMBER 1969

**History of
335th Assault Helicopter Company
214th Combat Aviation Battalion
1ST AVIATION BRIGADE**

**Prepared by
WO1 JOHN T. JONES
UNIT HISTORICAL OFFICER**

**Approved by
VANCE S. GAMMONS
MAJ. INFANTRY
Commanding**

**BEAR CAT, REPUBLIC OF VIETNAM
APO 96530**

CHAPTER 1 HERALDRY

The unit of the 335th Aviation Company (Assault Helicopter) shows the “COWBOY'S” extremely aggressive attitude towards getting the job done. The crest also indicates the efficiency and reliability of the “COWBOY'S” operations against the enemy.

This unit is one of the few select units to fully support the 7th Infantry Division (ARVN). The “Mustangs” and “Ramrods” provide the lift capability while the “Falcons” provide aerial fire support for this daily mission in the Delta. Basically assigned a particular area within the Delta, the COWBOYS have participated in combat throughout the Delta area. Logging an average of 2700 hours monthly the COWBOYS fought the enemy while suffering very little combat damage. The 335th Aviation Company is known for its combat ability to get the job done regardless the obstacles. Employing only the finest of men and machines the COWBOYS have been victorious both day and night against the hostile forces within Southern Vietnam.

VANCE S. GAMMONS
MAJ, IN.
Commanding

CHAPTER 2

From the South Eastern shores of the United States to the South Eastern shores of Vietnam the 335th Aviation Company can easily lay claim as the most experienced Aviation Company in Vietnam. Initially the 335th Assault Helicopter Company was stationed at Ft. Bragg North Carolina and was Company "A" 82nd Avn Bn. As the Vietnam conflict progressed the need for helicopter aviation was apparent and the 335th was selected for deployment to Vietnam. Early in 1965 the 335th was made ready for the big move and by April were settled at Bein Hoa, Vietnam. The 335th remained at Bien Hoa until May of 1967 when another move was dictated because the unit being supported, the 173rd Airborne Brigade, was relocated to Kontum, Vietnam. Two more moves were in store for the COWBOYS. One in August of 1967 that made Phu Hiep their new home and area of operation in support of the 173rd Airborne Brigade. Again in December of 1968 the 335th relocated to a new area of Vietnam, to work under the operational control of 164th Combat Aviation Group.

CHAPTER 3

1969 saw the COWBOYS commanded by three of the best commanders in its history:

MAJ. RILEY, PAUL R. JR.	AT	053-28-0315	23 NOV. 68 -- 25 MAY 69
MAJ. STILES, HOWARD J.	IN	081-32-5577	25 MAY 69 -- 08 NOV. 69
MAJ. GAMMONS, VANCE S.	IN	411-60-1620	08 NOV. 69 -- PRESENT

CHAPTER 4

January had the COWBOYS, under operational control of 164th CAG, back in the III Corps area at its new location, Bear Cat, just South of the unit's first home, Ben Hoa.

During the early months of 1969 the unit was in continuous direct support of the 9th ARVN Division in the provinces of Vinh Long-Ken Hoa, providing needed ships for Combat Assaults, troop movement and many types of resupply and administrative work. The unit also helped support the 9th U.S. Division until 31 May when the operation was completed successfully.

The COWBOYS first change of command, in 1969 came on 25 May when Major Howard J. Stiles took command from Major Paul R. Riley, Jr.

The middle months of 1969 saw the COWBOYS major support gradually change from the 9th ARVN Division to the 7th ARVN Division. The unit, by early August, was providing the 7th ARVN Division with the same support given the 9th ARVN Division and the operational area shifted slightly North and East into Dinh Toung-Kien Hoa and Go Cong provinces.

On July 1st, the 335th Aviation Company was officially released from the 17th Combat Aviation Group and reassigned to the 214th Combat Aviation Battalion, 164th CAG. This reassignment did not affect the COWBOYS mission, giving aviation support to the 7th and 9th ARVN Divisions.

The final months of 1969 also saw Major Howard J. Stiles, on 8 Nov., turn over command of the COWBOYS to Major Vance S. Gammons.

In early December the COWBOYS made their annual move. No one complained too loudly as this move was just across the street to the much better quarters left by the 6/15 Artillery Battalion Headquarters. During this time the 335th Avn Co. continued its normal support activities in the Delta.

The years most memorable occasion came in late September when Major General Allen M. Burdett, Jr., Commanding Officer of the 1st Aviation Brigade, came to Bear Cat and presented the Presidential Unit Citation, for heroism during Operation "McArthur" in Kontum Province between 6 Nov. 1967 through 27 Nov. 1967, to the COWBOYS who received it with the greatest of pride.

CHAPTER 5

Equipment and Installations

- I. A. 6 -- UH-1B Gunships
 - 1. 4 heavies: 38 rockets
 - 2. 2 lights: 14 rockets -- 2 mini guns

- B. 22 -- UH-1H "Slicks" -- Utility helicopters
 - 1. 1 -- Command and Control ship
 - 2. 1 -- Night Hawk ship -- xeon light -- mini gun
 - 3. 19 -- Troop Carrying ships
 - 4. 1 -- Maintenance ship

- II. First Platoon Ramrods
- Second Platoon Mustangs
- Third Platoon Falcons

AWARDS RECEIVED DURING THE YEAR

SILVER STAR	KRUG, ROBERT	SP4
	LUKE, ROBERT	SP4
DISTINGUISHED FLYING CROSS	STEIN, JAMES	CPT.
	GOULD, THOMAS	CPT.
	RYAN, JON	CW2
	KNEIP, NEIL	WO1
	DUPUIS, DENNIS	WO1
	NICHOLAOU, MICHAEL	WO1
	BLAIR, ROBERT	WO1
	FERNANDEZ, VINCE	CPT.
	STILES, HOWARD	MAJ.
BRONZE STAR	STEIN, JAMES	CPT.
	DAMERS, ANDRE	CPT.
	BROWN, DANIEL	CPT.
	KNEIP, NEIL	WO1
	KINNAN, MORRIS	WO1
	BLAIR, ROBERT	WO1
	WOOD, WILLIAM	WO1
	BISSON, DONALD	CW2
	WILLIAMS, AUSTIN	CW2
	FENDEL, JACK	CPT.
	EADS, LARRY	CPT.
	GOULD, THOMAS	CPT.
	NICHOLAOU, MICHAEL	WO1
	WILLIAMS, JAMES	WO1
	FREEMAN, WILLIAM	WO1
	SCHRAY, WILLIAM	WO1
	THOMSEN, PAUL	CPT.
	POSEY, RAYMOND	1Lt.

Presidential Unit Citation
GO# 42, HQ, DA, dated – 16 June 1969
For the Period 6 Nov. – 23 Nov. 1967

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
HOURS UH-1H	2004	1613	1874	1971	2037	2011	1922	2291	2262	2509	2129	2216	15,694
UH-1B	596	563	727	569	538	616	474	543	465	595	544	471	6,601
TOTAL	2600	2176	2601	6980	2575	2627	2396	2834	2718	3107	2673	2687	27,537
CARGO (TONS)	23	29	127	32	9	7	10	81	138	135	176	90	757
PASSENGERS	19,115	18,810	19,438	16,981	18,832	17,390	19,466	28,254	27,016	28,500	23,513	23,324	130,023
SORTIES UH-1H	6444	6160	6294	5832	6010	5829	6403	8450	9470	9341	8469	6709	85,411
UH-1B	1108	1255	1627	1148	995	1186	1210	1696	1412	1515	1703	1556	16,411
TOTAL	7552	7415	7821	6980	7005	7015	7615	10146	10882	10856	10172	8265	61,549
RESULTS - KBA	47	20	78	160	88	89	81	15	34	58	24	7	701
STRUC. DEST	93	19	222	200	258	233	149	124	134				1,432
STRUC DAM	0	23	3	18	87	19	5	76	35				266
SAMPAN DEST	7	5	5	38	64	51	28	6	25				229
SAMPAN DAM	0	5	18	0	10	3	0	6	24				66

The following article was published in HAWK magazine in September 1969, the author is not listed. The article describes a typical day in the 335th.

335th Assault Helicopter Company. . . RIDES HERD ON CHARLIE

The shrill whine of the jet-powered turbine grew from a muted murmur to a high-pitched scream and slowly dissolved to the familiar steady clatter of the rotor blades as the UH-1B shivered awake in the predawn darkness.

The sound of the lone Huey readying itself for flight was joined by the sound of another further down the line. Soon the entire flight line came alive with the noise as the rest of the crews finished logging in at operations and began making preparation for lift off.

As helicopter crews from other companies were still fighting their way out of sleep, the men of the 335th Assault Helicopter Company, "Cowboys," were moving their machines out of the revetments for the standard 0600 take off.

High in the air over the airfield it was cool, even cold, as the ten slicks formed up in two five-ship formations, the same formations in which they would operate all day. Far below the twinkling lights of Bear Cat faded behind as the ships turned south. Off to the right the huge military base at Long Binh was briefly visible and soon the brightly lit skyline of Saigon slid by.

Slowly the darkness gave way as the sun rose on the left and slightly behind the choppers as they continued the flight. Later, after almost two hours of flight time, they touched down at Vinh Long, deep in the Delta, for fuel. Then after lift off they flew southwest, settling forty-five minutes later at a small airstrip at Chi Lang as the base of Mt. Nui Coto. There the helicopters shut down awaiting word from the C&C ship to begin the first lift of 9th ARVN Division troops which the 335th supports on a daily basis.

The word came and the choppers began cranking. Moments later the first five slicks, Alpha Team, went down in the Pickup Zone (PZ), gathered in a load of ARVN's, lifted out and headed for the Landing Zone (LZ) as Bravo Team followed.

Meanwhile the C&C ship, piloted by CPT Vincent Fernandes II, 335th Executive Officer, was over the LZ with two of the B-model Hueys. The other two gunships were at Chi Lang on standby.

The 335th, unlike many other helicopter companies, fly their Command and Control ship close in rather than orbiting it high above the action. They call it a "LOHing Charlie-Charlie."

"It gives us a better feel for what is actually happening on the ground," explained CPT Fernandes. "We can scout the area before the slicks get here, indicate targets for the gunships and give directions for suppressive fire to the lift ship door gunner. It also gives the ARVN commander and his American advisor a chance to see exactly how the troops are doing down there."

"Alpha Team leader, this is Charlie-Charlie."

"Roger, Charlie-Charlie, this is Alpha Team leader."

"This is Charlie-Charlie, we're dropping smoke."

High above the LZ, pilots could see the red smoke billowing up around a small clearing

“This is Charlie-Charlie. The smoke is good. Full suppression on the left into the tree line. There should be friendlies on the right. Execute left turn on lift off.”

“Roger Charlie-Charlie. We see the smoke. Full suppression on the left.”

“Bravo Team leader, this is Charlie-Charlie. Do you see the smoke?”

“This is Bravo Team leader, Charlie-Charlie. We see the smoke. Execute left turn on lift off.”

“Roger that.”

Alpha Team dropped down, swiftly, with a stomach clenching suddenness, as the door gunners on the left cut loose. The ships touched down, the troops scrambled out and Alpha team pulled pitch, banked left and directed more fire into the tree line. Bravo Team followed swiftly.

When both inserting elements were safely out of the LZ, the C&C ship, along with the two primary gunships, left to recon the next LZ. Skimming along at treetop level over an area that included the LZ, CPT Fernandes scouted a wide area so that any enemy below would not be tipped to the drop point. High overhead the guns circled like vultures waiting for the word. The word came.

“Falcon One-Five, this is Charlie-Charlie. We have just dropped smoke.”

“Roger that, Charlie-Charlie, we see the smoke. What about those wooden structures to the left?”

“Bust 'em.”

The two big B-model Huey's went down, flaking off like fixed-wing fighters, leveling off at lower than treetop level, miniguns roaring, rockets and M-60 rounds striking all around the area of the smoke. As the first ship passed over the area the door gunners lobbed out hand grenades and more smoke. Moments later the second gun came by inundating the area with deadly firepower. Back up they went, orbiting, hungrily waiting for the word on a second run.

Off in the distance the troop-laden slicks could be seen bringing the second load of ARVN's to the LZ. Smoke was popped and the slicks came in again.

And again. And again. All morning long. Stopping only long enough to refuel and form up again. Finally in the early afternoon a break came and the crew broke open C-rations, rearmed, checked the ships or tried to catch some sleep in the dusty, hot afternoon.

The C&C ship, meanwhile, was “LOHing around” over the next set of LZ's. After refueling they sent back word and the slicks and gunships cranked, pulled pitch and were off again.

Deep into the afternoon the action continued until all operational assignments for the day were completed. Then the long trip home in the deepening dusk of the Vietnamese evening.

But the day was not over yet. Late into the night the crew chiefs and door gunners worked along with maintenance crews getting the ships in shape for the next day.

This is the way the war is for the men of the 335th Assault Helicopter Company. This is the way it has always been.

The 335th, commanded by MAJ Howard J. Stiles, originally came to Vietnam in April 1965 as Company A, 82nd Aviation Battalion (AML), organic to the 82nd Airborne Division. Their designation was changed on September 1, 1966, to the 335th Aviation Company (Ambl Lt) when the unit became a part of the 173rd Airborne Brigade.

January 1, 1967, was the date the 335th was redesignated the 335th Assault Helicopter Company and added to the growing number of 1st Aviation Brigade units.

The 335th has had a long history of geographic moves throughout the history of their Vietnam tour. They have been based at Bien Hoa, Tay Ninh, Pleiku, Dak To, An Khe, Vung Tau and now Bear Cat to name a few. Their present location marks the first time that all three platoons of the unit, the "Ramrods," "Mustangs" and "Falcons," have been stationed together in the same place at the same time.

The 335th is a part of the 164th Aviation Group (CBT), but is based in III rather than IV Corps. This makes for the early wake up call--3:30 a.m.--and the long flying time to the AO--1 1/2 to 2 1/2 hours. This makes it more difficult on the crews and makes for more maintenance on the ships, but the men of the 335th do not seem to mind it.

"The Cowboy Spirit," says MAJ Stiles, "binds these men together. I've seen crews working well past midnight so their ship can fly in the next day's mission. It's a point of pride with them. Often a crew will work all night and fly all the next day. But I hear no complaints."

The 335th has recently been awarded the Presidential Unit Citation for extraordinary heroism in connection with military operations against an armed enemy during Operation MacArthur in Kontum Province from November 6 to November 23, 1967. Also known as the Battle of Dak To, Operation MacArthur reduced the 174th North Vietnamese Infantry Regiment to combat ineffectiveness and drove back and scattered the 24th, 32nd, and 66th North Vietnamese Regiments with their supporting artillery.

The enemy in IV Corps can well imagine how Indians of the Old West must have felt as these modern Cowboys come swooping down out of the sky to lay waste to Charlie's plans in the Delta.

This is an actual News Release. The Originating Office was the Information Office, 214th Combat Aviation Battalion. The Releasing Office was the Information Office, 1st Aviation Brigade, Long Binh.

Release No. 7-69-015

Title: **335th "COWBOYS" RIDE OVER ENEMY, KILL 7 VC.**

Bear Cat, Vietnam, July 21-- "Cowboys" of the 335th Assault Helicopter Company, 214th Combat Aviation Battalion yesterday rode roughshod over the Viet Cong (VC), killing seven Reds in the Mekong Delta while airlifting Army of the Republic of Vietnam (ARVN) troops and aiding Navy patrol boats.

Several 335th Huey helicopters were making an approach to insert 9th Division ARVN soldiers outside Tray On when the VC opened up with .30 caliber fire from a nearby woodline.

"I could see the tracers coming from both sides," said Warrant Officer Tom Story, Risco, Mo., commander of one of the choppers. "My crew opened fire with machine guns and I began punching off rockets."

The return fire killed one VC and drove the other Communists off. An hour later, a Navy patrol boat called for chopper aid after spotting a platoon of VC in an open field just outside of Vinh Long. Story and Warrant Officer Ronald Wallace, Neosho, Mo., raced over and as Story dipped in on a pass at the rice-paddy site, three VC opened up with automatic weapons from camouflaged bunkers.

Story circled back and fired three rockets into the bunkers. Two scored direct hits, killing three Communist troops.

"Everything broke loose then. There were VC running everywhere," said Specialist Four Clyde R. Justice, Hillsboro, Ore., a gunner on Story's copter.

"One of the soldiers had web gear and an AK-47 rifle. He was running north to a woodline when all of a sudden, he stopped, turned around and opened fire on the aircraft."

Justice dispensed of the Red regular with a burst of M-60 machine gun fire. A later sweep of the blood-stained rice-paddy revealed six VC bodies.

This article is from the Stars and Stripes

Falcons fly support for ARVN, kill 33

VINH LONG -- Falcon gunships of the 335th Assault Helicopter Co. accounted for 33 NVA in one day's action as they provided suppressive fire in support of the 7th ARVN Division in Kien Hoa Province.

During the morning, slicks (troop-carrying helicopters) of the 335th's Cowboys of the 214th Combat Avn. Bn. were making troop insertions in Kien Hoa Province four miles southeast of Ben Tre (50 miles south-southeast of Saigon), when the heliborne assault force received intense enemy fire from nipapalm groves along a canal close to the intended landing zone.

On the initial insertion, the Falcon gunships were credited with three enemy killed. As they continued operations in the area, they were advised by the ARVN assault force that the three enemy soldiers were NVA dressed in blue uniforms and had been armed with automatic weapons.

Throughout the day, the Cowboys lifted additional elements of the 7th ARVN Division into the area. Later in the afternoon, enemy contact was again heavy-and very close to the LZ.

That time the gunships killed eight more enemy troops and destroyed 30 hooches, while the ARVN assault force captured some enemy documents as well as their weapons. The contact was made at midafternoon and continued throughout the afternoon.

A sweep through the area later in the day revealed that the gunships had accounted for 28 NVA.

1969 335th COWBOY

During the early months of 1969, the unit was in continuous direct support of the 9th ARVN Division in the provinces of Vinh Long - Kien Hoa providing needed ships for combat assaults, troop movement and many types of resupply and administrative work. The unit also helped support the 9th U S Division until 31 MAY 68 when the operation was completed successfully.

25 MAY 69 - Maj. Howard J Stiles took command from Maj. Paul R. Riley Jr.

14 JUN 69 - The Cowboys commend the actions of WO Rick Dorer, Lt Tom Gould, SP4 Ted Crafton & PFC Edward Martinez and compliment them on a job well done when their aircraft sustained heavy damage and the gunner was lightly wounded, the 2 pilots working together were able to land the aircraft safely in what could have been a dangerous situation.

20 JUN 69 - The Cowboys commend WO Dave Bowsher and WO Steve Lyons for the outstanding job done when they went back into an extremely hostile area with their 2 aircraft to evacuate wounded ARVN soldiers

1 JUL 69 - The 335th AHC was officially released from the 17th CAG and reassigned to the 214th CAG. This reassignment did not affect the COWBOYS mission, giving aviation support to the 7th and 9th ARVN Divisions

21 JUL 69 - TRAY ON Cowboys kill 7 VC during 9th ARVN insertion, Story, Wallace, Justice

8 NOV 69 - Maj. Vance S. Gammons took command from Maj. Howard J. Stiles

This article is from the Stars and Stripes

October 17, 1969
'Cowboys' Get PUC

LONG BINH (Special) -- Maj. Gen. Allen M. Burdett Jr., commanding general of the 1st Aviation Brigade, presented a Presidential Unit Citation to the 335th Helicopter Co. "Cowboys" during ceremonies at Bearcat recently. The award was for heroism demonstrated by the 335th during operation MacArthur two years ago in Kontum Province.

History of the 335th A.H.C. – 1969

The Vietnam conflict has ushered in the era of the helicopter. Each day history is made. You, the officers and men of the 335th Aviation Company (Aslt Hel) are part of that history. The Cowboys have traveled the length and breadth of Vietnam. You the soldiers of today inherit a proud tradition.

The Cowboys were originally Company A, 82nd Aviation Bn, and were stationed at Fort Bragg, North Carolina. With the increase in troop strength in early 1965, Company A, 82nd Aviation Battalion was selected for deployment to Vietnam. In April 1965, the Cowboys settled in Bien Hoa and were the direct support of the 173rd Airborne Brigade. The Ramrods, Mustangs, and Falcons became synonymous with truly outstanding airmobile support as the Cowboys rode herd on "Charlie" throughout the III Corps Tactical Zone. Bien Hoa was home until May 1967 when the 173rd Airborne Brigade moved to the Pleiku, Kontum, Dak To area. In August, the unit again moved. This time to Phu Hiep just south of Tuy Hoa on the south China Seacoast. These were rough days as the Cowboys lived out of duffel bags and Bien Hoa was still considered home. In November, the 335th Avn Co (Aslt Hel) once again flew to battle in the Dak To area. While supporting the 173rd Airborne Brigade on Operation MacArthur, the Cowboys were awarded The Presidential Unit Citation. On 31 December 1967, the 335th Avn Co (Aslt Hel) was reassigned to the 17th Combat Aviation Group and to the 268th Combat Aviation Battalion located at Phu Hiep.

The unit's mission was still to support the 173rd Airborne Brigade. The mission finally changed in March of 1968, and the unit was in general support of the II Corps Tactical Zone.

In December, the Cowboys were once again on the move. This trail lead to Bear Cat. The unit was attached for all purposes to the 214th Combat Aviation Battalion. The Cowboys began flying missions in support of ARVN Forces in the IV Corps Tactical Zone supporting the 7th and 9th ARVN Divisions.

In July of 1969, the Cowboys were assigned to the 214th Combat Aviation Battalion, 164th Combat Aviation Group. Today, home is still beautiful downtown Bear Cat.

This book is dedicated to Cowboys past, present and future.

COWBOY BULLSHEET

VOLUME 3

23 JANUARY 1969

NUMBER 1

BULLSHEET ENTERS THIRD YEAR
OF PUBLICATION
COWBOYS GET NEW RANCH FORMAN
FIRST SERGEANT THOMPSON
CAPTAIN FERNANDES NEW COWBOY FIVE

With this issue COWBOYS BULLSHEET has entered its third year of publication in the Republic of Vietnam. Referred to lovingly by the COWBOYS as the rag that "HEARS ALL, SEES ALL, TELLS EVERYTHING" the COWBOY BULLSHEET has succeeded in its self-appointed task of chronicling the glories and gaffs of COWBOYS from Dak To, LZ English, and Ahn Khe, to Bam Me Thuot and the Mekong Delta. Policy has continued as originally stated to print the news, good rumors, and well-stated speculations without regard to persons, places, or the fact that you want to send each copy of the BULLSHEET home to mother! As always this, is YOUR BULLSHEET! WE DEPEND UPON YOU FOR THE NEWS TO KEEP IT GOING! Three COWBOY COMMANDERS have not been able to penetrate the secrecy surrounding the ID of the INSIDIOUS INFORMER who has again and again scooped the Company!

Among the many NFG's arriving at the COWBOY CORRAL since the first of the year two new COWBOYS are already on the way to being OLD TIME COWBOYS. First Sergeant Thompson has assumed his duties of RANCH FORMAN and SFC. K would like to hasten to report that he really isn't Chicken S___, he just has "Hen House" ways. CAPT. Fernandes, new COWBOY Executive Officer, has his new duties well in hand and is about to assume command of the COWBOYS while COWBOY SIX has a well-earned rest on R&R. At his age you go on R&R for rest! Most COWBOYS are convinced that DA has a wire crossed as the number of NCO's newly assigned continues to mount . . . one COWBOY was heard to comment "It looks more like a zebra farm than the old COWBOY CORRAL." To all new comers (NFG's that is) WELCOME!!!

FROM THE HORSES' MOUTH

Well, our first weeks here in the Delta have shown that the COWBOYS have continued their normal routine of providing outstanding support to the ground units. It has meant a lot of long, hard hours for everyone, but you can all take a great deal of pride in the unit's accomplishments.

We are all aware of the importance of aircraft maintenance. I hope that in the past few weeks we have become more aware of the importance of vehicle maintenance. Our mission is dependent upon vehicles as well as the effort of each man.

Speaking of the efforts of the men, I would like to interject a thought about maintaining that outstanding effort through something called preventive medicine . . . it is making sure our shots are up to date and avoiding the adverse effects of sudden temperature changes or sleeping under a fan. A cold can deprive us of the effort of a man just as well as a bullet from Charlie. In this country the danger of infection

greatly increase. Treat your cuts and watch closely for the first sign of infection. An extra tetanus shot is only common sense when you consider the horrors of lockjaw.

Next week Captain Fernandes will write this column as I am going for a few days' rest. I am confident COWBOY performance will continue outstanding.

COWBOY 6

SAFETY SPOOK

HI COWBOYS! Remember me? I'm your safety awareness. I am the pricking that you feel when you do the right thing and double check a "cleared" weapon, or the prompting that makes you slow down as you notice a potentially dangerous situation on the road. You don't know me? You have never heard my frantic calls for more care, greater attention? The rattling of chains that directs your attention to the safety aspects of a job, an action, or a plan?

Frequently I can't get through to people. They get angry, or they are in a hurry, or maybe they don't believe in me. They consider seat belts a bore, and driving safety for sissies, weapons' safety to them is for the squares. I know them very well . . . you see after their carelessness has killed themselves they become the remorse that is felt when someone is injured through a lack of SAFETY AWARENESS. This remorse is not nice and gentle like I am; it forces its way upon you and makes you sad. Please Please listen to me, and practice what I teach you so remorse won't get you!

Hauntingly
Safety Spook

INSIDIOUS INFORMER

BULLSHEET FROM 'ROUND THE RANGE

FLASH report that Indian 6 had been attacked by a monkey was scotched the other day as it couldn't be determined who was chasing whom . . . but we would like to advise Lt. Blake that "penetration, howsoever slight . . . etc. etc.!"

Insidious Informer at Operations reports that with two new Operations Officers we are only two days behind in CA's.

Inside report just arrived that 623 is alive and well and working with the DEMONS at Phu Hiep.

What Flight Operations Sgt. got a confirmed skid on 019 the other day?

Is it really true that Lt. Burlinson has a bind in every cyclic he uses? Or is that just what happens when you fly them up-side-down Chicken Little?

What chubby Intelligence Sgt. has nominated SSG Smithson for the Florence Nightingale of the year Award.

What FALCON Platoon Leader couldn't hack that cushy life in Operations and returned to his Plt. to come up with a 52-rocket answer to the Cobra. By the way Cpt. Smith is it really true that it is the only aircraft in the country that takes off at a 5-foot hover?

Senior Sergeants are eyeballing the new Property Book Officer with some envy as he managed to get one of his troops (?) a haircut for the first time since his arrival. SFC. K reputedly stated that he even got Cammallere into something resembling a uniform.

FALCONS report that OLD-TIME FALCON RANDY CHAMBERS was the only one to remember them at XMAS with a box of cookies. FALCONS have been working hard at the renovation of a new Ammo bunker. SSG Coles had them recovering sand bags for it for sometime now. FALCONS all like the bright effect of new bags.

Words out that CPT. "Crash" J is getting to be Ole Twiggy (Bones). Thomas' favorite AC!

Insidious Informer reports that the FEARLESS FOURSOME (Smithson, Ellert, Coles & Webster) are not employed as doormen in the local Thai Social Clubs, but they may be taking head count in an effort to have such a facility installed for the COWBOYS!!

Who said that Hobbs was trying to get a corner on the Market for Saigon Tea? By the way Hobbs, that Babe wants you to come back.

Tip that Lt. Wisell & CPT. McLaughlin really scarf up the C's. Before the egg dries on their chin from breakfast they are checking out what to hit for dinner.

Old eagle eye Layton gave all the chickens in the Delta a break the other day when he called the FALCONS in on a REAL ENEMY TARGET!

Got the word that Jalbert really gets along well with the Thai's . . . has he started kissing them back yet??

Troops at Maintenance have got to learn that when Fontenot says "the Major says" he means "THE MAJOR SAYS!" DOGGONEIT!

Latest craze to capture COWBOY Pilots has been the rash of hammocks that sprout up during standby at Ben Duck . . . EM say the hammocks can stay but taking boots off has to go!

Insidious Informer says Lt. Allue has a thriving business selling coke bottles back to the little Old Mama-san who sells them there at Ben Duck. A penny saved is a penny earned?

FALCON ACE WIEDNER got a confirmed pig the other day, and Nichols got a confirmed drip! How about that Pusycat!

OK Hunzinga we agree halitosis is better than no breath at all and the other guys are envious!

Insidious Informer says CPT. Grabowski has gone through three transmissions in three weeks . . . the other day he offered to fly Sgt. La Brie to Saigon before he would let him use the jeep! Status or something??

THE OLD SARGE

“HE’S BUCKING FOR A PROMOTION!”

WOW! What a gross injustice. The individual who can say that about a fellow is showing more than just tail feathers!

Someone you may think of as “Bucking for a promotion” is probably an individual you can't get along with, someone who is doing his best to be a soldier . . . and doing his best to get his job done properly.

If willingly working long hours is “Bucking” for promotion . . . then someone should tell the President of the United States to quit bucking! If polished boots and a clean uniform are “Bucking” for promotion where does pride in ourselves and self respect for our personal appearance come in at. Is it “Bucking for promotion” to be proud of our uniform; is it “Bucking for promotion” to accept and believe the fact that personal appearance and conduct reflect upon our country, our leaders, our families, our upbringing, as well as ourselves? If this is “Bucking for promotion” HURRAH FOR IT!

Is it “Bucking for promotion” to do our best on the maintenance line, or is it regard for the safety and well being of our friends who fly these aircraft, that prompts us to do our best? Does the Crew Chief who really keeps his ship up, parts on order, and PM pulled, really put in the extra effort for the promotion . . . or is it because he knows how important his ship can be to a LRRP Team that needs extraction?

Is it bucking for promotion to recognize that you are following in the footsteps of fathers, brothers, uncles, and grandfathers, who have worn the uniform of the United States Army before us? Does promotion have to do with Nathan Hale, the men at Valley Forge, Sergeant York and Roger Young, in whose tradition we are following?

The next time you hear the expression “He is bucking for promotion” think a second more. Are you sure it shouldn't be: “He is trying to do things right,” or “He is more ambitious than I.”

If we can't admire and respect ambition then what is left? Indifference? Does anyone really admire a “Don't give a damned” attitude?

Are each of the men in Maintenance and all the Crew Chiefs who have worked so hard to maintain the COWBOY COMMITMENT “Bucking for promotion?” Or are these the men who have consistently distinguished this unit! Are you REALLY good enough to count in their number? Have you EARNED the respect that we show them?

Try thinking this over, you may find some answers.

THE OLD SARGE

COWBOY BULLSHEET

VOLUME 3

30 MAY 1969

NUMBER 4

COWBOYS WELCOME NEW SIX DURING BIG WEEKEND

The weekend at the home of the Cowboys in Bear Cat, began Friday with the presentation of Air Medals to the following officers: First Lieutenant Vance E. Fisher, Gerald W. Hendley, Robert M. McIntosh and Warrant Officers David B. Bowsher and Larry L. Ross. CW2 Duane H. Johnson received the ARCOM for his outstanding record while flying in RVN.

Sunday morning the change of command ceremony at Bear Cat commenced with the award of the DFC for achievement and the Bronze Star for meritorious service to Major Paul R. Riley, commanding. After the citation was read and awards presented, Major Riley relinquished the command of the 335th A.H.C. to Major Howard J. Stiles. Among the dignitaries present, LTC Stevens expressed his appreciation to Major Riley for a job well done and expressed confidence in continued success under the leadership of Major Stiles.

The Cowboys welcome Major Stiles from his Assistant G-1 position at 1st Avn. Bde. HQ. The new Cowboy "6" graduated from the U.S. Military Academy in 1959. He is dual qualified and has attended the Aviation Safety Course at U.S.C. as well as the Aviation Maintenance Officers course.

With the outstanding credentials, Major Stiles saddled up to lead the Cowboys and also govern the Ranch House back at Bear Cat.

Sunday drew to a close as 1st LT. Richard L. Mellen was promoted to Captain and the Cowboys partook in the closing celebration of the big weekend with a "Bought Bar" by our new Captain.

FROM THE HORSES' MOUTH

I am very pleased and proud to be the new Cowboy six. It is with humility that I assume command and dedicate my entire effort to your well being. We are an air mobile company and mission accomplishment means placing the ground troops in battle at the right place and time. However, total mission orientation means much more. It means having a mess hall that provides outstanding chow. It includes, but is not limited to, an administrative organization that keeps the paper flowing, a maintenance effort that practices "Zero Defects," a motor pool that is an example to all, and people that are dedicated to achieve better and higher standards. Total mission orientation is what I am asking you to strive for with maximum effort from all concerned. I feel confident the Cowboys can and will attain the highest of goals in the future.

COWBOY 6

SAFETY SPOOK

Last week if you'll remember, Randy Spastic caught his toe on a stake in the ground. True to our promise we've managed to get an interview this week. Of course, we had to work our way to the 3rd Surgical Hospital at Dong Tam to locate him. Seems he had neglected his injury and infection had set in.

He's in good spirits though and claims he's learned his lesson about being safety conscious at all times.

"I just can't get over some of the ways these soldiers overlook such an important thing as safety," he commented. "I mean everyday you see some jerk playing around with his weapon or horsing around with his airplane. The best way to screw yourself is to use something for what it isn't designed to be used for, or isn't even designed to do."

"A good point Randy--we hope you're out and back with us soon."

Just as we walked off we heard a blood curdling scream and an earth jarring crash. Seems old Randy had braced himself up with the little portable night table by his bed and since it didn't have square wheels.....

INSIDIOUS INFORMER

Lt., Nicholson, those fire extinguishers sure are hard to stop once you check them to see if they work, aren't they???

It's rumored that the crew of 592 is going to requisition field glasses and fur coats for when they cover C&C with a certain Falcon AC.

Sgt. Critchlow, do you really think your tape recorder works better if you feed it a whole can of beer?

CWO Weidner had a pleasant surprise Thursday. During the mission he received word of a 15 day drop and he is to leave country in two days. He completed the mission and also got credit for one last kill, even if it did take six sets of rockets!!

We would like to congratulate 86 for "doing his thing" last week at Tan An. Talk about smiling the skids, this ship was really roaring!!

BROTHERS...The 335th now has two brothers in the company. PFC Michael and SP/4 Robert Luke. Mike is a clerk in the Orderly Room and Robert is a crew chief.

None of the AC's in first platoon want to fly with LT. Gould. Could it be because he has been shot up three times and twice the AC took shrapnel in the face? Just stay away from Me Magnet A__!!!

The Cowboys are getting a new sign signifying the Cowboy Corral. It should be up in a few days. The sign was painted by Sgt. Bull.

It looks as if we will have to get an extra gunship to fly C&C. Those gunnies sure get in your way during gun runs don't they, FALCON 25!!!

Nobody lets an old major run off and leave them now, do they Cowboys? We can run 50 or 60 yards a day with him, he surely can't last too much longer!!

It seems as if the personnel in the Orderly Room are taking turns. This week another one turned up "ill." Isn't that right Bork??

FLYING FICKLE FINGER OF FATE

It has been suggested to us to start the 4-F program, so after consideration we think it could be a lot of fun IF we can get EVERYONE'S participation. The award will be given to ANYONE in the company who is deserving of such an inferior award. Everyone is eligible for the award and ANYONE can nominate. So lets get into the act Cowboys and show our disappreciation for an unjust act or decision. The award consists of the "Finger" which the winner (?) gets to keep till the following week. We encourage your participation Cowboys so lets get with it.

Did 89 really expend again on ONE VC that was in a canal?? THE SECOND TIME IN TWO WEEKS, NO LESS!!!

NOBODY BUT NOBODY gets written up for the same thing in the BullSheet TWICE, But...Second platoon in case you didn't notice, the sand bags around the gas tanks have fallen down again!!!

C◊WB◊Y BULLSHEET

VOLUME 3

4 JUNE 1969

NUMBER 5

FANS QUITE A HAZARD TO THE
COMPANY
WHAT!! SGT. GRUNDON WORRY??!!

The BULLSHEET is constantly looking for new material to print and this week we think we have come up with some very good material with sincere messages. We hope you find these as interesting and heart stirring as did we.

The following was written by Jackie Wojnicki, whose brother, PFC Jim Wojnicki, is stationed here with the Cowboys.

NOW THAT HE'S GONE!!

You live with him for all of your child life and a good portion of your teen life, not appreciating him, but putting him aside as a piece of furniture. Then the day comes when his country calls him. All of a sudden that piece of furniture seems to be one of the most important parts of your life. The rooms in the house are filled, but filled with loneliness and memories of him. It didn't seem like much then but now when you look back at the past when little things he said or did meant nothing, are now the BEST memories of your life! That's right -- look back! "You never know till he's gone."

FROM THE HORSES' MOUTH

May was a big month for the Cowboys as we flew 2500 hours. As you know, the majority of that time was combat assault. For those who have never been to the AO (Area of Operation), we support the 9th ARVN Division on pacification operations in the Delta region of Vietnam.

I mentioned last week the need for total mission orientation. Each of you contributes to the success of our flying mission, and each of you should be proud of the record the Cowboys are establishing. Whether you are a clerk, mechanic, cook, pilot, or what have you, each of you contributes to our total mission accomplishment, and each one of you are to be congratulated.

The IG inspection will be on 11 June. Continue to improve your area of responsibility. Strive for excellence, and on the 11th of June, look sharp and be sharp.

COWBOY 6

SAFETY SPOOK

Next week Randy will be taking his R&R, Sidney, he says. One reminder he has is to be sure your shot record is current or it might mean a sore arm or two the first few days from late shots.

“Wednesdays’ shower was a real good blast for some people,” he recalled. “Something like that could cause a few bad accidents on the roads. Remember the ditches that were nearly washed over, and that driving wind coupled with wet roads is definitely a hazard.”

The increasing rain means damp cloths and boots. It’s important to keep as dry as possible. I had a bad rash because I didn’t change wet clothes and believe me, it is not exactly comfortable.

INSIDIOUS INFORMER

The Insidious Informer would like for Machado to read the Safety Spook twice this week. It seems he knows all too well what wet roads can do as Wednesday night the jeep he was driving suddenly became submerged in about five feet of water. This happened, not because of his driving, but because of the rain covered roads. Let us all learn from this injury free accident while we can, not as we are laying in the ditch ourselves.

Mr. Knoblauch and Mr. Lowell did an outstanding job on the lettering of the 2nd platoon hooches. Now if they would only learn to spell, the signs would look much better. It’s plaToon fellows, not plaNoon!

Who was it that forgot about the drainage ditch between the hooches during the last big rain and nearly drowned in it on his way to the shower, but walked away from the scene as though it was something he did every day? Know anything about that, Polacke?

Fans are quite a hazard to a few people in the Company. Topito has quite a cut on his arm due to a “booby trap”? Sp/4 Dill caught his WHAT in the fan while blowing off talcum powder! That’s worse than catching it in a zipper, isn’t it Rodriguez?

It seems as if Bittinger turned his head just long enough to run about 150 feet of film onto the floor of the EM club this week. He also did a double take at the Officers’ club that night. Smooth move, Xlax!

SGT. Grundon, do you really have IT? With only 22 days left in country too. “Well, honey it’s like this.....

Lt. Nicholson, how did you end up standing “in ranks” at Vung Tau last week? You were supposed to have followed Major Stiles all the way to the bleachers. OH! SOME LIEUTENANTS!

A few maintenance write-ups for the week:

458 was turned into the 6/11 for a short in the wiring. Was written up as, “STRUCK BY LIGHTNING!”

FM Homing inop. -- No FM Homing stations in South Vietnam. Come on, Avionics!

The Falcons were skunked this week by C&C. Score: C&C 4, Falcons 0!

Perez, no one uses 1500 rounds to kill one VC. Did you finally kill him or did he just die of fright after the first 1000 rounds?

First platoon's water tower is still standing after one week of completion. Of course, they haven't put the tank on top of it yet!

'PROUD I AM'! PROUD WE STAND'!

How many have walked here before me? How many will walk here after I'm gone?

The men I have worked with were good men! They were sincere in their beliefs, proud in their laughter, understanding in their sorrow! They had a damn good reason for their actions, They were proud, they were Americans.

"I'm getting old now, too old to fight but I'm not worried, these new fellows have shown me that they can be just as much "American" as were those that I fought with."

You will see me every now and then, I'm not hard to find. Oh, you can call me "Troop", all my friends do!

AWARDS

On 30 May, the following personnel were presented the Air Medal for sustained achievement in flight: Sp/4 Andrew E. Hooker, Michael A. Lee, Frank G. Machado, Paul K. Perry, David R. Ranney, John F. Topito, also, PFC Thomas L. Setino.

C◊WB◊Y BULLSHEET

VOLUME 3

14 JUNE 1969

NUMBER 6

The rangeland is now changing its tone from the normal Bullsheet brown to the bright colors of the Cowboys. Their red and white diamonds are now decorating every door in the company. In addition, the platoons hope to paint the platoon insignia on each appropriate door. The big diamonds sure have made a difference in company appearance.

The company is also being gifted with new urinals. Of course we all have our own names for them. They should be used for one purpose and that isn't "dunking" your friends in head first, or for losing your dinner, although they come in quite useful for that. Let us also remember that after a quite night at the club, we must not loose our footing and step in one. That trick is reserved for the jet set.

The IG is now over and both clubs were busy with celebration. Everything was going well until we were awakened early Thursday morning for a "Flyby" for an NBC filming. We came through in the normal Cowboy fashion and ###.

FROM THE HORSES' MOUTH

Gentlemen, the AGI is behind us now and I wish to thank each and every one of you for your outstanding performance and hard work. Such team effort, from the Maintenance Line to the Motor Pool, makes the Cowboys the cohesive unit they are.

The swimming pool is now open and I encourage each of you to take time for a dip. While in the general area, visit the library. They have a wide selection of books, newspapers, and magazines. Also, the library is air-conditioned.

A word of appreciation is also in order for those individuals who have been responsible for sprucing up the company area. May the red and white diamonds live forever.

I'll mention a word about safety in closing. During the Monsoons, it is imperative that each of us be aware of the hazards present. We have wet roads, wet and slippery aircraft decks, lightning, and hazards to flight. Stay alert and stay alive.

Again, I appreciate the effort on everyone's behalf for the AGI. Thank you.

COWBOY 6

SAFETY SPOOK

This edition of the Bullsheet will find the Safety Spook haunting the 1st Aviation Bdg. Safety conference at Vung Tau.

With the entire company giving a good showing for the AGI team, we had a good reason to let off some steam built up from the pressures of the IG. However, this is a time to be overly conscious of each individuals responsibility to THINK SAFETY.

A quick look at the record shows that the 214th Battalion accident rate is the lowest since July, and is on a downward trend. Let's not reverse this trend by complacency.

April was an accident free month for us and we nearly made it through the month of May. We are doing real well this far into June.

INSIDIOUS INFORMER

The NBC "Flyby" went off in the usual Cowboy fashion and with no major problems. The Bear Cat tower is to be congratulated. They not only coordinated Cowboy aircraft in formation, but also kept traffic moving smoothly in the opposite direction.

The 1st SGT says, "If you mess up, you make the Bullsheet." Well Top, what were you and Sandy doing in that bunker together? Daily inspections?

SGT. Bull, I hear you switched to Thursdays again. Are those finger marks on your wall the reason you went back. Been climbing the walls?

Perico, what happened to your Walrus? (I don't get it!)

SGT. Peacock, you don't check the fire extinguishers by squeezing the handle. If you don't believe me, ask Lt. Nicholson. He's tried it too!

Hey Lundberg! Do you really have a black eye because you went to sleep in the latrine and fell off the pot?

Someone was blowing a whistle the other night at 2300 (11:00 PM) and two EM hooches fell out for formation.

Mr. Jongejan, you have it backwards, you don't give the girls a shower at the steambath, they give you one! (Did you give her a massage too?)

With only a few days left, Topito is starting to drip like the rest of the orderly room. Taking lots of pills hey?!

It has turned out that SGT. Grundon really had nothing to worry about after all. Maybe he was never really exposed to the illness!

Who was the pilot that started up with the exhaust cover on? A thorough preflight, huh?

Major Stiles, in case you can't figure out why your jeep wouldn't start, someone filled it up with diesel fuel. Better watch those clerks!

Maintenance write ups: -- Pilots attitude inop. Removed nut from behind cyclic!

WHAT IS A SOLDIER?

Between the security of childhood and the second childhood we find a fascinating group of humanity called Soldiers. They come in assorted sizes, colors, and states of sobriety. They can be found anywhere, on leave, in the PX, in bars, in love, and always in debt. Girls love them, towns tolerate them, and the government supports them.

A Soldier is laziness with a deck of cards, bravery with a tattooed arm, and the protection of the world with a playboy. He has the energy of a turtle, the slyness of a three-star general, the sincerity of a liar, the aspirations of a Casanova, and when he wants something, it's usually connected with a GI pass. Some of his likes are; girls, women, females, broads, dames, and the opposite sex, (just to name a few). His dislikes are, answering letters, shaving, his uniform, his superior officers, the chow, and getting up in the mornings. No one can cram into a uniform pocket, a little black book, a package of gum, a picture of Tuesday Weld, a comb, a candy bar, and what's left of last months pay. He likes to spend some of his money on poker and girls and the rest he spends foolishly. A Soldier is a magic creature. You can block him out of your house, but not out of your heart.

He's your long away from home, good for nothing, bleary eyed, bundle of worry. But of all your shattered dreams become insignificant when your Soldier comes home and looks at you with those bleary bloodshot eyes of his and says, "Hi, gee it's god to see you again."

C◊WB◊Y BULLSHEET

VOLUME 3

21 JUNE 1969

NUMBER 7

COWBOYS AWARDED AT SA DEC

On the 19th of June in an award's ceremony at Sa Dec the 9th ARVN Division awarded CW2 William Weidner, who at this time has DEROSed, CW2 Tom Story, WO William E. Newman, WO Jerry Wells, SP/4 Charles O'Neal, SP/4 Julian Perez, SP/4 Ronald Trouard and SP/4 Paul Larson, who is on R&R the Vietnamese Cross of Gallantry with Bronze Star for valorous gunship action on 20 May 1969.

CONGRATULATIONS

Congratulations to the following Cowboys on their respective promotions, Capt. Martin LeGault, CW2 Mike Hallock, CW2 Pete Knoblauch, SSG Earl Blackwell, SP/5 Jack Hunnicutt, SP/5 Milan Gruber, SP/4 Dominic Fino, Jr., and SP/4 Louis Byrne.

STAY ALERT, STAY ALIVE

FROM THE HORSES' MOUTH

Gentlemen, I can see a fantastic amount of teamwork and cooperation throughout the company. With each individual carrying his load, success in all our ventures is assured.

Rumors about a move are prevalent. There is nothing definite, and it may never be definite.

The attitude we must all have is to disregard the rumors, continue to build and improve our present area, or we will be hurting ourselves in the long run.

On 14 July, we will have a Battalion CMMI, keep your respective areas "UP TIGHT." Our attitude must be one of -- Be Ready, Not Get Ready.

COWBOY 6

SAFETY SPOOK

Randy is back from R&R already. To brush up on his reading he reviews the Weekly Summary put out by USABAAR. He says it's really unbelievable the number of accidents and amount of incident damage caused by pilot error or judgment. He has pointed out numerous incidents involving maintenance or material defects that were compounded by hasty or unnecessary maneuvers by pilots. It's difficult to understand how some pilots make a decision to move their aircraft after making a precautionary landing.

Randy related one accident where a pilot made a successful landing following an engine stoppage. He restarted on the ground and took off--the engine stopped at 150 feet due to fuel starvation and it cost four lives.

This same reason applies to vehicles. If you become involved in an accident wait for the appropriate person to make the decision to move the vehicle.

We're cracking down on safety--and that means you.

INSIDIOUS INFORMER

SFC Meers it is rumored that your platoon is giving you range estimation exercises, did that ditch ever find out what hit it.

"16" remember to "Carry on if that's your bag." WO James Williams why do all the guys on the maintenance line call you Tom Terrific.

Maintenance personnel take note, it's First Aid not take pictures.

WO Rick Dorer why do the first platoon pilots draw straws to fly with you, also have heard that the AC's are doing the same with 1LT. Tom Gould.

SP/4 Coyaso, our latest reports tell us your nerves are shot, that was pretty close wasn't it.

WO McClellan and WO Mayl will we ever hear the true story about your overnight stay in Saigon, did you really get stranded or was that planned.

SP/4 Bowlin we hope those girls didn't embarrass you, girls have to go too.

LT. Gould this is the Army not the circus, really now, walking the log with a starscope, who would believe your diversified talents.

SSG Webster and SSG Gower was that snake really watching TV.

SP/4 O'Garra did you get your pants back from the laundry at Vinh Long yet.

LT. Cyclic has been having his troubles with maintenance, those star clusters with play and those scissors bearing that go clank, clank, oops, change that to boom, boom are really rough.

Let's give a big hand to the "Sunshine Boys" LT. Allue and PFC Elliott.

SP/4 Krug we've heard that the guys in the third platoon appreciated the trench you dug from the hooch to the bunker in the last mortar attack.

SP/4 Hesselberg when will you learn you can't run through large boulders.

FINK WINS THREE DAY R&R

Our own SP/6 Richard Fink won a three day R&R to Vung Tau for his safety slogan sent to battalion and printed in the Cougar News.

TRAFFIC HASTE MAKES HUMAN WASTE

WELL DONE COWBOYS

The Cowboys commend the actions of WO Rick Dorer, 1LT. Tom Gould, SP/4 Ted Crafton and PFC Edward Martinez and compliment them on a job well done. On the 14th of June their aircraft sustained heavy damage and the gunner was lightly wounded, the two pilots working together were able to land the aircraft safely in what could have been a dangerous situation.

A well done also to WO Dave Bowsher and WO Steve Lyons for the outstanding job done on the 20th of June when they went back into an extremely hostile area with their two aircraft to evacuate wounded ARVN soldiers.

COWBOY BULLSHEET

VOLUME 3

28 JUNE 1969

NUMBER 8

COWBOYS AWARDED COWBOYS LOOSE THREE TO SAD FAREWELL

On 23 June 69, the Bronze Star was awarded to Captain Hanning for meritorious service while with the Cowboys. The Air Medal was awarded to CW2 Steven Tichnor, WO's Walter Payne, James Johnson, Donald Lowell, Sp/4's Wallace Coyaso, Louis Lapan, James O'Garra, Norman Polacke and David Ranney. The Purple Heart was awarded to Sp/4's Louis Lapan and Charles O'Neal. We say congratulations to everyone except Lapan and O'Neal. We hope you fellas don't get any OLC's for your award.

The Cowboys have temporarily lost three of our favorite members. They are CW2 Ed Eget, WO1 Leo Scott, and Sp/5 Larry Gerbitz, who were wounded in action last week. We will miss their good humor and quick wit and wish them the best of luck and a speedy recovery. Here's the address of CW2 Ed Eget; I'm sure he would appreciate a few get well cards. US Army Hospital, Camp Zama, APO San Francisco 96343.

IT'S BETTER TO BE OVERSAFE THAN UNSAFE!

FROM THE HORSES' MOUTH

Gentlemen, this month we are asked to contribute to the Army Emergency Relief Fund campaign. The Army Emergency Relief serves the Army family during times of financial emergency.

All members of the Army, both active and retired and members of their families are eligible for AER assistance. Aid may be given under varying types of emergencies, conditions, or situations that may be caused by the demands of military service which cause financial hardship that is beyond the ability of the soldier or his family to meet.

Financial assistance is extended either as a non-interest bearing loan, or as an outright grant, or a combination of both, whichever is considered the most appropriate.

The Army Emergency Relief, through the organization of the American Red Cross, offers many varied services to members of the Army and their families through Red Cross chapters located in the United States and in overseas areas wherever troops are located.

Help the Army help its own. Make a contribution.

COWBOY 6

SAFETY SPOOK

The Cowboys have surpassed the 30 day mark in accident free flying. 23 May, was the last accident we had. The past week we've also been lucky by keeping the whole flight flying...well, except for combat damage which has been taking its toll.

We haven't had a vehicle accident in ages. Except for one near incident a couple of days ago. Somehow six (6) live rounds found their way into a trash burner. They were spotted before a fire was started. These near misses should be carefully studied for contributing factors and corrective actions the same as an incident.

Anyway Cowboys, congratulations for the fine record this month. Let's not spoil it!

INSIDIOUS INFORMER

SGT Rivera, how did you end up with Top's teeth in your desk? On the other hand; Top, how did he end up with your teeth in his desk?

WALK THE STRAIGHT AND NARROW....We can't....Who ever built the side walk between the orderly room and the mess hall didn't follow the line and it ended up the "crooked and narrow". With a few words of "encouragement" from Top, the builders immediately remodeled it and we now have our straight and narrow walk way. By the way gentlemen, it looks very nice!

It seems as if a certain club manger flew as a gunner the other day and everything was hunky-dory except for a couple of self made holes in the skids! You've got to admit it is just a little different than opening cans or taking inventory.

After the last rain, Cpt. Le Gault got into his truck just in time to have a lot of water dumped in his lap from a hole in the canvas top. We thought he would turn into a mud puddle, oh, what, "dirt bag."

SGT Gower, don't look now but who ever gave you your last haircut didn't make the sides very even. What a coincidence that you should cut your head. It covers up your bad haircut!

Jonesy is starting a new class, "How to Defule an Aircraft."

Wayne says, "Only dumb gunners lose their weapons on their first day of flying." All I can say is, "Welcome to the Dummy club, Toad."

It seems that two truck drivers "misplaced" a truck and spent all night in Saigon looking for it. C'Mon Fellas! That's as bad as a couple of Helicopter drivers getting stranded at Hotel "3" over night. Do you fellas know something we don't!?

Looks can give the wrong impression, as a certain gunner knows. He thought the engine for a chopper was started by the button on the clock. He said, "Every time the pilot pushed that button, the engine would start!"

SGT La Brie, says, "What's a bull among cows," of course he shouldn't be talking since he is really "in trouble".

Some people have all the luck, a certain Cowboy thought everything was going smoothly until he dropped from that window right into the arms of the Provost Marshall.

Certain Cowboy C&C's still need lessons in dropping smoke from altitude. Instead of the LZ he almost put the smoke right in lead's cockpit! "Bombs Away."

In case no one has noticed, the first platoon water tower has tanks on it again. We're taking bets, on when the tanks are full this time.

SGT Peacock & SGT Meuser we appreciate the excellent maintenance on aircraft but two days to do a thirty minute job on a forklift, you guys better stick to your PMOS.

BE A PROFESSIONAL: STAY ALERT -- STAY ALIVE

Again we wish a fond farewell for our departed or departing Cowboys. Captain Donald Hanning, CW2 Steven Tichnor, Sp/4 Glenn Higashi, Sp/4 Roger Lopez, and Pvt. Henry Cadieux; Sp/4 Michael Nix has been reassigned to the 3/17th.

COWBOY BULLSHEET

VOLUME 3

5 JULY 1969

NUMBER 9

Not long ago Red Skelton presented on his show an interpretation of the Pledge of Allegiance. With Flag Day and the 4th of July recently passed, we feel it will be appropriate to reminisce on this meaning of patriotism.

THE PLEDGE OF ALLEGIANCE by Red Skelton

I remember this one teacher. To me, he was the greatest teacher, a real sage of my time. He had such wisdom. We were all reciting the Pledge of Allegiance, and he walked over. Mr. Lasswell was his name. He said:

"I've been listening to you boys and girls recite the Pledge of Allegiance all semester, and it seem as though it is becoming monotonous to you. If I may, may I recite it and try to explain to you the meaning of each word."

"I--me, an individual, a committee of one.

"PLEDGE -- dedicate all of my worldly goods to give without self-pity.

"ALLEGIANCE -- my love and my devotion.

"TO THE FLAG -- our standard, Old Glory, a symbol of freedom; wherever she waves, there is respect because your loyalty has given her a dignity that shouts freedom is everybody's job.

"OF THE UNITED -- that means that we have all come together.

"STATES -- individual communities that have united into 48 great states; 48 individual communities with pride and dignity and purpose, all divided with imaginary boundaries, yet united to a common purpose, and that's love for country.

"AND TO THE REPUBLIC -- republic, a state in which sovereign power is invested in representatives chosen by the people to govern; and government is the people and it's from the people to the leaders, not from the leaders to the people.

"FOR WHICH IT STANDS --

"ONE NATION -- the nation, meaning, so blessed by God.

"INDIVISIBLE -- incapable of being divided.

"WITH LIBERTY -- which is freedom and the right or power to live one's own life without threats, or fear, or some sort of retaliation.

"AND JUSTICE -- the principle or quality of dealing fairly with others.

"FOR ALL -- which means, boys and girls, it's as much your country as it is mine.

"And now, boys and girls, let me hear you recite together the Pledge of Allegiance:

"I pledge allegiance to the flag of the United States of America and to the republic for which it stands, one nation, indivisible, with liberty and justice for all."

“Since I was a small boy, two states have been added to our country and two words have been added to the Pledge of Allegiance; “Under God.”

“Wouldn’t it be a pity if someone were now to say, “That’s a prayer” and that would be eliminated from our schools too?”

FROM THE HORSES' MOUTH

And the rains came -- and they continued to come. From the Flight line, motor pool, and our sidewalk builders too, everyone is getting wet. I appreciate your dedicated efforts to continue to get the job done in spite of such adverse conditions. Keep smiling, in a couple of months, everyone can complain of the dust.

The Cowboys will stay at Bear Cat as you should know by now. The Dong Tam units will move. In the near future, we should begin to support the 7th ARVN Div. It appears both we and the EMUS will provide aviation support to them.

Lastly, a word about safety. The roads are slick so if you’re a driver, reduce your speed. The skies are full of thunderstorms so if you’re a pilot don’t extend yourself. Make a 180 while you have the ability too. On the maintenance line, don’t lose your step on slippery decks or maintenance stands. Safety must be a way of life.

COWBOY 6

SAFETY SPOOK

The results of careless or negligent handling of weapons is scarcely given a thought until someone is MEDIVACED.

If possible, a jammed weapon should be cleared away from a populated area. If the weapon has to be cleared on the ground, a moments prior planning with attention given to BODY POSITION will at least protect the individual should the weapon discharge.

Everyone should consider himself a supervisor if an unsafe act is noticed. One might think a person is being BOSSY if he mentions a safety hazard -- but at least listen to what he says, he might save your life!

INSIDIOUS INFORMER

Mr. Jongejan, why does everyone call you the “Dean Martin of the Thai’s?”

The cowboys have been having a pretty sever epidemic of diarrhea going around as one T.I. knows. While climbing up to check the head, he completely ruined one set of undershorts!

“Safety pays” says “6”. Right after our last safety meeting he got a little too close to a truck bumper and broke the antenna off his jeep!

Did Mr. Morrison really get cleared through artillery above 10,000 or was he up on company uniform when he called for clearance?

Say, where are our maintenance personnel when we need them? Could it be they could be found in the “Panther” club?

It seems the word about staying in Saigon is spreading. Friday night Sgt. LaBrie, Sgt. Bull, and Mr. Williams were in there “picking up parts for maintenance.”

Talk about patriotism, Hagashi has it. He was scheduled for ETS on the first of July but he doesn't leave Vietnam till the 7th. Knowing he's loving spending another week with us!

It seems as if a couple of Falcon Pilots couldn't agree on a certain mission. It's a good thing those Lt.'s had a CWO to take over and set them straight, huh, Mr. Story?

I know PFC's are pretty good at everything they attempt, Keeling, but try not to do any more acrobatics off the back of a deuce and a half, OK?

The last time I wrote about falling in a urinal, Sp/5 Childress couldn't wait to try it. He went out the very next night and fell in one up to his waist! Way to go, “Dummy!!”

The platoon that sinks together stays together is very appropriate to the first platoon. All five of their ships had to restart and move because they were sinking up over the skids while on stand-by this week.

C◊WB◊Y BULLSHEET

VOLUME 3

12 JULY 1969

NUMBER 10

COWBOYS AWARDED PRESIDENTIAL UNIT CITATION

Recently the 335th received notification that they had been awarded The Presidential Unit Citation. The citation was awarded to the Cowboys for their "extraordinary heroism" against an armed enemy during Operation MacAuthor in Kontum Province, RVN from 6 Nov. to 23 Nov. 1967. The 335th was instrumental in the 173 Airborne Brigade's defeat of a "heavily armed, well-trained, well-disciplined and numerically superior enemy operation largely from well-prepared and heavily fortified positions." From the combat assault on Hill 823 on 6 Nov. to the final victory on Hill 875 on Thanksgiving day, the battle of Dak To was characterized by countless displays of gallantry, relentless aggressiveness and quick reaction, resulted in a hard-fought and unprecedented victory, rendering the 174 North Vietnamese Infantry Regiment combat ineffective. This defeat of the 1st North Vietnamese Division frustrated a major enemy attempt to control the Dak To area and the surrounding highlands.

Several old Cowboys remember well that the 335th conducted combat assaults and resupply missions under the most hazardous conditions of hostile fire. There were, a total of nine helicopters bearing the white and red diamond that received extensive combat damage and over ten Cowboys wounded during this action. The Cowboys flew over 4,000 sorties, and 2,000 hours. They lifted over 7,000 troops and 420 tons of cargo. They expended over 1300 2.75mm rockets (FFA) and 200,000 rounds of 7.62mm machine gun ammunition. This is truly "In keeping with the highest tradition of the military service and reflects great credit upon the unit and the United States Army."

This makes the fifth unit award received by the Cowboys. Others include two meritorious unit commendations and two Vietnamese Cross of Gallantries with Palm -- Unit awards.

New entries to the Cowboy bunkhouse include: 1LT Cseak, WO1 Bramblett, WO1 Freeman, Sp/5 Smith, PFC Goerlitz and Pvt. 's Henwood and Lutes. Our recent list of promotions includes two new CPT's; CPT Bower and CPT Nicholson. Cowboys who have or will depart our midst shortly are: CW2 Hallock, CW2 Knoblock, Sp/5 Ashenback, Sp/5 Reavers, Sp/5 Gruber, Sp/4 Hicks, Sp/4 Norred and Sp/4 Lopez R. Our accomplishments as a unit were attained with their help and continued success is wished for them in their next assignment.

FROM THE HORSES' MOUTH

Congratulations to maintenance as we had the best availability in the Battalion the last week of June. Our goal is to sustain the high level of perfection we are gaining.

Once again the Battalion CMMI is 14 July. Let's BE READY -- NOT GET READY.

Also on the 14th, we'll have a company party and a floor show. Thanks to LaPan and crew, we'll have a nice stage. Hopefully, if everyone behaves and no incidents mar the occasion, we can have more shows in the future.

The Cowboys once again have been rewarded for outstanding support and extraordinary heroism. The Presidential Unit Citation was recently awarded for action 6 November, to 23 November 1967. Members of the company during that period are authorized to wear the award. Ours is a proud heritage. Keep up the good work.

Lastly a word about our morning take-off. One of the many items the Battalion Commander measures our professionalism by is our take-off. This along with reports, inspections, mission accomplishment, etc. -- causes the man to form an impression. Last month, we were the worst in the Battalion with 23 late take-offs. People are late arriving on the flight line. Also cranking 15 minutes prior to takeoff does not give miracle maintenance time to make a fix. The Cowboys deserve better than being last. We're selling ourselves short. Thus the present procedure. Two and a half hours prior to take-off is get-up. Two hours prior AC and CE preflight and run up the aircraft. During this period, pilot and gunner eat and get organized. Approximately one hour prior to take-off, they go to the flight line while AC and CE return to eat. This gives maintenance a minimum of an hour to fix aircraft, solve avionics problems, etc. This system will help put the Cowboys back on top where they belong. Let's all support the program.

COWBOY 6

SAFETY SPOOK

"Sleep, who needs it?" Sometimes we kid ourselves with that worn out phrase, "Hell, I can get by with 3 or 4 hours sleep with no sweat."

Only now with the new wake up policy, it's hard to get sufficient rest unless we break away from the club or TV. Crew Chiefs, you're going to have the roughest time, but get as much rest as you can. If you're dragging that bad, let the old platoon Sgt. know you're too tired. Don't just make idle talk about it.

Now that we have the doors back, we'll all keep decently dry during the "light drizzles." AC's make sure these doors are back and securely locked into position during flight. (CA's, etc.) If they aren't locked into position they will gradually wear around the rollers and jump the track. Don't take the chance of a door going through a rotor blade.

Cowboy 6 helped dedicate the new NCO club Saturday night. It looks like a very nice club fellas, and I'm sure you won't be selling anything but sodas. RIGHT? Especially with someone like Mr. Adams (CIV.) attending it. It seems he goes out of his way to keep from corrupting the minds of our young officers. He doesn't even let the NCO's read a nice, clean, sex novel! (Smile)

INSIDIOUS INFORMER

Lt. Hendley, why did they make the fearless Falcon killer the Civil Affairs Officer?

It seems like the NCO's had quite a time trying to build their new club. It took Sgt. Peacock almost THIRTY minutes to drive just one nail in the ceiling!

It seems like some of the people in the company just watch certain NCO's to see that they make the Bullsheet but this week we're not going to mention Top and Sandy.

We're sorry to hear that SGT. LaBrie has been ill. Since when did they start giving penicillin for TONSILLITIS? Come to think of it, you were one of the guys that went into Saigon for "supplies," weren't you?

We would like to congratulate Mr. Biggs, who ruined his whole R&R by getting married. He must have been nervous, he fell through a green house just before he left!

I wouldn't even laugh at the fact that Lt. Allue fell off the top of his chopper last week.

COWBOY BULLSHEET

VOLUME 3

19 JULY 1969

NUMBER 10

KINGS CROSS REVIEW AND COMPANY PARTY A BIG SUCCESS

On the 14th of July, the Cowboys christened their new stage with an Australian floor show, "The Kings Cross Review." The Cowboys were very grateful for the show which climaxed a hectic week of hard work on preparation for the CMMI inspection which was completed that very afternoon. That the next day was a stand-down was all the more reason for the cowboys to celebrate.

The evening was started with a free Bar-B-Q of chicken and ribs and the free drinks were provided by each appropriate club.

The evening continued with a ribbon cutting ceremony on the new stage and a special thanks went to Louis LaPan and associates for the outstanding job of construction.

The floor show commenced amidst a tremendous applause and the constant flashing of flashbulbs.

The Cowboys have again shown their great spirit and morale by the big Cowboy welcome as well as a loud Cowboy good-bye. We think the show was a great success and are hopefully looking for more shows in the future.

FROM THE HORSES' MOUTH

The Cowboys left the beautiful beach of Phu Heip last November to Participate in Operation Speedy Express. The TDY, as you all know, has been extended and down town Bear Cat is now home.

For the units' participation in Speedy Express, we have received a letter of commendation signed by General Cao Van Vien, Commanding General, Joint General Staff, RVNAF. The Cowboys can be proud of their contribution. Thank you all.

Yes, the diamonds must go. Our efforts to retain them were turned down. As a member of the 214th CAB, we must adopt their tactical marking. We didn't in the past because we were attached. The decision has been made, let's accept it and live with it. As beauty is only skin deep, the loss of the diamonds does not alter the composition of the Cowboys. The unit and the people have not changed -- so let's continue to charge in our usual manner. The Cowboys are and will continue to be versatile, aggressive, efficient, and reliable. Keep up the good work.

COWBOY 6

SAFETY SPOOK

Would anyone mind spending a three-day passion.....uh pass, in Vung Tau? If you have a good slogan that might help prevent the rash of accidental weapons discharges that is plaguing Vietnam, you might spend three days stroking... ah, strolling in Vung Tau. Turn your slogan in to Sp/5 Childress or Sp/4 Luke in the Orderly Room not later than 08:30 (for you US's, that's 8:30 AM!) Wednesday, 23 July. GOOD SHOOTING!

All you rotary wing aviators remember what you were taught to do when you untie the blades at night? Several people have mentioned that they've encountered some ships running up with no lights FLASHING BRIGHT til you pick it up! Crew Chiefs, do all your lights work?

INSIDIOUS INFORMER

Mr. Williams nearly brought a little embarrassment to the Major last week when he furnished him with some scissors that wouldn't even cut the tape during the dedication ceremony. Wouldn't you say that's about par for a Warrant Officer?

I hear someone is taking up a collection to buy Lt. Thompson a "Lady Norelco". He keeps cutting his head with his razor.

Everyone had on nice, clean fatigues and shined boots for the inspection last week; that is until Sgt. Meeve marched a platoon right through a BIIIIIGGG mud hole. You should have heard the comments!!

There are lots of brave men here in Nam that face death every day. Mr. Nicholaou had rather take his chances with Charlie than compete against false teeth! At first sight of those "Falsies" he starts climbing the walls.

No Polacke, a pedestrian doesn't have the right-of-way over a hovering Huey!

Rumor has it that a certain Cowboy 6 has bought a WALLABY costume and is looking for the herd to come back!

The EM sent their thanks to Sgt. Meers. It seems as if he has lost the list of personnel who were caught with dirty rifles.

Who is the prominent figure in the company that "walks softly and carries a big stick"? Could it be the same person that has been nick-named "Major Moses"?

It seems as if Sp/4 Phillips of the Falcons was complaining about a foot injury, then got so enthused with killing Charles that he forgot to limp when he got back on the ground. Hurts, huh?

Top, do you still deny that Sandy has anything to do with your eye injury?

Sgt. Bull was following the advice of an officer the other night, but not to the step. It seems as if Mr. Morrison made it all the way across the ditch and Sgt. Bull fell off the walk into the mud. It was a 4 foot drop into one foot of mud, which included hitting his face!

Sgt. LaBrie, be careful! Alcohol and penicillin just aren't compatible.!

Lets hear it for Sgt. Rodman! Last week while climbing around on the ships, he ruined TWO more pairs of undershorts! Will some of you married men please write home for some diapers, the PX is out of underclothes!!

Could anyone tell me why Sgts. Meers and Peacock have become known as the "Bobsey Twins"? Is it because they are always together?

Maintenance Officers are OK but even they aren't qualified to start the engine with the rotor tied to the revetment. Right, Cpt. LaGault?

Mr. Story is looking for the man that stole Ben Tre last week. He said it just wasn't where it used to be and he couldn't find it!!

Lt. Czeak, just because you are new doesn't mean you have to wait on those NCO's when one of them yells for a KP!

Specialist Bailey, your buddies want you to start sleeping in your own bed from now on. (This was passed on to you as a hint.)

BE PROFESSIONAL * DO IT RIGHT THE FIRST TIME

C◊WB◊Y BULLSHEET

VOLUME 3

26 JULY 1969

NUMBER 11

FINAL RESULTS OF 9TH ARVN SUPPORT

IN MEMORIAL

Our deepest sympathies are sent to the families of four members of the 135th, AHC, our sister company, who lost their loved ones in a helicopter accident earlier this week.

Our prayers and consolations go to the families of WO1 Bernadino F. Genchi, WO1 Allen E. Starr, SP/4 Larry G. Pool, and SP/4 Gail L. Whitlatch.

We assure you, their loss is felt as deeply in the 335th as in their own company. May God lead and comfort each of their loved ones and friends in this time of need.

The members of the 335th AHC
"COWBOYS"

On June 21st, the Cowboys started to support the 7th ARVN DIV. The Cowboys were supporting this unit when we first moved to the Delta from the mountains of Phu Heip in December 1968.

After four months of supporting the 7th ARVN in which the Cowboys established an outstanding record, the 335th transferred their support to the 9th ARVN DIV. Now, after only 21 weeks with the 9th, the Cowboys are supporting the 7th ARVN once more.

In a comparison of results, the time spent with the 9th ARVN was even more satisfactory than the first few months in the Delta.

Our support of the 9th ARVN began on 21 March and ended 21 July. The following results are applicable to that time period: We flew over 8,700 combat hours and 25,500 sorties, carrying over 70,000 passengers and 68 tons of cargo. The vast majority of this was in combat assaults, as is shown in our hit and kill record.

The Cowboys have had 73 aircraft take hits by at least 193 enemy rounds. This is very minimal though, considering our ships have recorded 428 confirmed kills while destroying over 900 structures and 167 sampans and damaging over 150 others. In accomplishing this feat, the Cowboys have had 17 flying personnel wounded and no fatalities.

This is an outstanding record Cowboys. Let's keep up the good work and again show the 7th ARVN why we are the Best in the Delta.

FROM THE HORSES' MOUTH

Hopefully--the days of 0610 report times to Tra On are over. As mentioned earlier, the Cowboys are now supporting the 7th ARVN. The EMU's are also supporting the 7th, and this combination looks like it will work to our advantage. The plan is that when operationally feasible, one company will be released after the morning mission. Thus, on alternate days, we could get released early, while on the next day, we'd standby until late afternoon release. Crew chiefs and gunners should benefit, and as a result, the entire company. Let's all show a lot of professionalism as we start back with the 7th.

This month everyone gets a raise. That extra money can go to work for you by the purchase of U.S. Savings Bonds or Freedom Shares. The Savings Deposit Program can get you a Whopping 10% interest.

On 4 August, the Bn. inspection team will be back to reinspect unsatisfactory areas. The main problem areas are billets and weapons. Let's pull together and get the job done.

Incidentally, the diamonds on the vertical fin look pretty good!!

COWBOY 6

SAFETY SPOOK

A good point was made in the Haunted House the other day. Do some of you pilots still wear the old leather gloves? There's a chance they may get caught on the window catch (this is primarily for ACs) There are two courses of action -- NOMEX gloves, or tuck them up your sleeves!!

Everyone is cooperating fully in preventing aircraft accidents. We're accident free from 23 May, but we still have those incidents.

It's been said that an incident is just an accident that couldn't find the right place to happen. REMEMBER . . . IT'S EASIER TO PREVENT AN ACCIDENT THAN TO EXPLAIN WHY!!!!

INSIDIOUS INFORMER

Sgt. Marin, why do you take reducing pills if you are still going to eat SIX pieces of chicken??!!

Who is the officer that couldn't start his chopper the other morning because the ignition circuit breaker was out? It's probably the same one that washed down the console of his ship and ruined all the radios, huh, Lt. Allue?

Mr. Adams, how do you expect to tow anything with that Honda when you can't even ride it? Incidentally, you owe us one compressor!!

SP/6 Fink said he never made the BullSheet because he was straight. Well, he better put that plywood back before I tell where he "borrowed" it!!

Mr. Wood said he could receive but not transmit on Uniform. He must have good ears because the whole UHF radio was missing!!

SP/4 Sousa, how in the world did you end up with your shorts on backwards and in someone else's bed??!!

Our congratulations to Lt. Shaver and Lt. Stein who got a tail stinger THREE times on ONE approach last Wednesday.

Need tips on couth while eating in a Chinese restaurant?? Just ask Lt. Wissell. He tells all, including how to smell the hot, steaming wash cloth!!

I heard Condry flew gunner in a gunship this week just to show everybody that a Bravo model could take off with a load and a half!!!

SP/4 Garcia and SP/5 Condry have challenged anyone to a wrestling bout -- for the welterweight championship!! Come on fellas!!

For the second time in one week, Mr. Gilles has made two trips to operations to turn in a forgotten flight plan. DUHH, I'M A PILOT, DUH!!

COWBOY BULLSHEET

VOLUME 3

1 AUGUST 1969

NUMBER 13

COWBOYS RECEIVE SURPRISE FLOOR-SHOW!

The Cowboys had a bit of a surprise last week, thanks to a "short-timer" in the company. Sp/4 Goodnough, alias -- "the scrounge," just happened to be "in-the-know" with the right people in Saigon and as a personal favor, received the floor show as a going away gift for the company.

To show our appreciation for the show, the Cowboys "passed the hat" to help pay for the expenses incurred by the group.

The show, "Rick Arellano and the Juniors," proved to be an outstanding group. They kept the audience laughing and clapping, even without the help of our company's "professional photographers" who were getting a few "close-ups" of members of the band.

An interesting note: Rick, the comedian who received many favorable comments from the Cowboys, has previously won an award from his native country (equal to our Emmy) for his outstanding performances on television.

BOREDOM CAN BURY YOU * STAY ALIVE!

FROM THE HORSES' MOUTH

The Cowboys are soon to be awarded the Presidential Unit Citation in a ceremony at Bear Cat. Details will be announced as they become available. The heritage of the Cowboys is a proud one. This unit has helped write the history of the 1st Aviation Brigade. The Cowboys have roamed the length and breadth of Vietnam providing airmobile support. To attest to our professionalism are two Meritorious Unit Commendations, two Vietnamese Cross of Gallantry's with Palm, and the Presidential Unit Citation. As we approach each day, our challenge is to continue the tradition. Be proud and be professional.

Over the weekend, let's have max effort on weapons and billets. Keep the Old Man out of Jail!

Let's also keep up our accident prevention program. Think safety whether you are flying, driving, or just working in the area.

KEEP CHARGING!

COWBOY 6

SAFETY SPOOK

GOOD -- "as it should be," "better than average," "effective," "providing favorable results," "beneficial".

There is not one pilot in this company who cannot be a good pilot, however, there have been some indications that a few are starting to think they are better than their own ability, or can surpass the stresses imposed on the aircraft to perform safely. A man who pulls 45 pounds of torque in an empty ship, proceeded by a cyclic climb is not a good pilot.

A good pilot is not one that can hold his proper angle and move into 1/2 rotor disc and fly from here to Dong Tam without losing his position. A good pilot is one who can fly the aircraft the way it is built to perform, while following the regulations and SOP's on Safety.

Gentlemen, good formation flying cannot be stressed too much. Our own SOP calls for 2-3 rotor discs distance in V's and staggered formation, and 3-5 while in trail or at night. Let's keep these distances in mind and give the other guy room to maneuver in case of an in-flight emergency or in case he runs out of pedal in an LZ. Two rotor discs will give him room to turn without hitting another aircraft. This is especially true in trail. Allow yourself enough room in case the man in front of you flares. This too, might cut down on our number of stinger and tail rotor strikes.

Remember AC's -- today's Peter-P, is tomorrow's AC. Let's make him a good one!

INSIDIOUS INFORMER

Who is the AC that pulled a good lower preflight then found that his head was missing when he climbed up on top? Do you know, Lt. Gould?

Hey Shepherd, I hear you were really smooth when you drove that water truck right straight into the ditch, right next to a driveway!

It seems Fink had to return the plywood. I guess the Major found out where he "borrowed" it!

I hear Mr. Gilles had another extra trip to operations this week. This time to return an SOI he had forgotten!

Maintenance, you don't have to worry. I won't tell anyone what went on (?) in your hooch payday night. (For a piece, uh, er, price, that is!)

When I asked what the 1st Sgt. had done this week, they said, "That's just the trouble, he ain't done nothing!"

Sgt. Rodman, diapers are going to become a mandatory supply item for you if you ruin one more set of undershorts. I think THREE sets are enough for ANY Sgt. to ruin!

Mr. Adams, were you really looking for a HONDA SHOP in Saigon? At 05:00!!

Sgt. Yelle, Blackwell said, "Stay in your own bed, I'm not young and tender!"

Sgt. Rivera said those doors were so drunk he didn't know which one to go through. It seems he picked the wrong one and sprained his hand!

Sgt. Webster and Sp/5 Childress must be given credit. After two years each in Nam, they went to Saigon together and were taken for \$50.00 each. CONGRATULATION, FISH!

For the second time, Sp/5 Childress went into one of our urinals. I guess we ought to congratulate him but I still don't think it compares to Army chow!

Who is the officer that manages to eat at the Chinese restaurant ONLY when "6" is flying? Know anything about that Cpt. Fernandes?

Our outside-insidious informer tells us that the 135th is now starting a newspaper. It will be called "EMU BIRDSHEET"!

I've been asked why the EDITOR of this paper never gets written up. Well, it's because I NEVER do anything wrong! (Ed.)

Sgt. Meers really busted his _____ when he fell down the stairs of the maintenance trailer yesterday!

C◊WB◊Y BULLSHEET

VOLUME 3

10 AUGUST 1969

NUMBER 14

There seems to be some controversy throughout the company as to the validity of the BullSheet. That even one person thinks the BullSheet doesn't print the truth--the whole truth--and nothing but the truth, is the most preposterous, impetuous, insolent, outlandish piece of rumor I've ever heard.

Now why would the solid-reported paper like the BullSheet want to print lies? Our informers are of nothing but topnotch quality. Heaven only knows that our NCO's don't lie, or even stretch the truth, -- I mean, who knows the real truth about Top and Sandy, -- except Top and Sandy. Is Sgt. La Brie really in trouble? Only his hooch-maid knows for sure!!!!

So you see Cowboys, although we can't print the real truth, we can let a little of it invade some of our lines and still get it printed.

Now keep that information coming in. I'm sure they can't censor all of it!!!!

BE PROFESSIONAL
STAY ALERT * * * STAY ALIVE

FROM THE HORSES' MOUTH

You guys are OUTSTANDING. The barracks really looked good. Our challenge is to maintain the high standards we have attained.

Would you believe we have another battalion inspection 15 Sept.? This will be another CMMI type inspection. I also have a very strong suspicion we will receive a 1st. Aviation Brigade CMMI during September. That's the granddaddy of 'em all.

Sgt. La Brie has taken over as Re-enlistment NCO. I know a lot of you have questions on the VRB and/or your re-enlistment options. Please feel free to contact Sgt. La Brie, Lt. Gould, or myself anytime you have a question. Remember--\$8,000 bucks can be yours--RE-UP!!

The battalion Commander recently reiterated his policy on flight uniforms. Everyone will wear NOMEX flight suit, NOMEX gloves, leather boots, a chicken plate, helmet, and ID tags. Let's get behind this policy. It's for our safety.

COWBOY 6

SAFETY SPOOK

071002 -- UH-1H--Major*-AC misjudged height of hut during LOW LEVEL flight. Tail stinger hit ground causing major structural damage to tail boom. (USABAAR Weekly Summary 14-20 July)

No height was listed for the hut in question, but how many HUTS have you seen that are more than 10 feet high? Even 15 feet is still too low for helicopter pilots. The circumstances of the LOW LEVEL flying are not given, but still wouldn't justify being that low.

A speculated guess would be: "demonstrating low level technique and proficiency to a new pilot, with emphasis on cyclic manipulation to avoid obstacles in flight path." Or maybe: "high speed contour flying, demonstrating evasive maneuvers."

Anyway, it's looked at, flying at hut level is a blatant display of mental slowness, a lack of sound reasoning, and deliberate misuse of Government property!!

INSIDIOUS INFORMER

Sgt. Bull has a good thing going in the company with his "strip tease" act. I hear it is really outstanding and the pictures Sgt. Marin got of it are NUMBAH ONE!!!

With an outstanding display of military boarding, Cpt. LaGault diligently marched to the front of the platoon, did a left face and in a military voice gave "close ranks, march" -- while Lt. Czeak was in the third rank inspecting rifles!!!

Who were the men that were caught in Long Thanh last week by the Mousekateers? Their excuse sounded legitimate, they were buying a duck for the company party! The Mousekateers let them go!!

Someone in the orderly room went to the Dr. this week "just to be sure." It's a good thing he did, he had it!!!

Hey Wannamae, that peanut butter taste in your mouth was exactly that. The hooch maids fed you peanut butter in your sleep and you didn't even know it. Light sleeper, huh??

Sgt. Longo, you had better watch who you tell to come see you if he wants to talk to you. Especially if it's a Major and he's standing right behind you!!

I asked Locke if he had anything for the paper this week and he said no and walked off. I found out later that he had driven a truck into the ditch this week. Just didn't want to talk about it, I guess!!

Cpt. Johnson found out the hard way that courier missions are not for snivs. With only a few days left, he was shot down while "sniving."

Is it true that things are so dull for the Falcons now that they are making rocket runs on cemetery stones??

Sgt. Marin was seen running frantically toward the latrine this week. Could he be another Sgt. Rodman?!!!!

When the cat's away, the mouse will play. It seems as if Sgt. Critchlow has been making eyes at Sandy while Top has his back turned!!!

I heard that Ready had a pretty good fall this week--from the top of a chopper. Never fear though, he had a good cushion. Old lightweight himself, SP/5 Condry was there to cushion his fall.

Did you hear about Gorup backing over an APU? With a three-quarter, no less. He put that truck right on top of that little ole startin' machine.

Sgt. Peacock, FIVE TIMES!!!! (HA, HA!) IMPOSSIBLE! You were only in Saigon one day, NOT two weeks!!

It seems as if he isn't the only one who goes to Saigon for supplies and got it . . . the supplies too!!!

Since we're on the subject, we had a few EM's get caught by the Mousekateers the other night. They were just sitting behind this table in the dark when the Mousekateer found them with his flashlight!!

MIRACLE MAINTENANCE: 572 was written up for a rod end bearing so Hurley went out and changed it, -- on 527!!

Sgt. Peacock and Sgt. Meers have been keeping a dog in their hooch. It turns out now that she is pregnant. BUT I'M NOT INSINUATION ANYTHING, SARGE!!!

COWBOY BULLSHEET

VOLUME 3

16 AUGUST 1969

NUMBER 15

OPERATION RE*UP AND TIGHTEN-UP IN EFFECT

The rangeland is starting to look pretty strak now since the beginning of "Operation tighten-up and RE-UP."

The company has started tightening up with the procurement of enough paint to change the color of the exteriors of all the hooches in the company. Coinciding with the new "spring" look is the planting of palm trees in appropriate places to help bring a "livable" look to our company area.

The RE-UP portion of the operation is being supervised by SSgt. La Brie, who just recently took over the job as re-enlistment NCO. The cry, which not too long ago was banned from being said in the Cowboys when morale dropped to an all time low, is now being spoken again. "RE-UP" can now be heard from early morning till late at night. Moral is climbing toward a height long unknown by the Cowboys and many of our "first termers" are now seriously considering the re-enlistment benefits.

Let's keep up the outstanding work Cowboys, and not only say but also prove to our competitors why we are the Best in the Delta.

FROM THE HORSES' MOUTH

A lot of you have heard me talk about khaki corpuscles. What am I referring too? Basically, I'm directing my comments toward a "state of mind"--an attitude--a philosophy.

Now wait you say--You didn't ask to join the Army nor did you ask to come to NAM. True; however, the fact remains here you are in beautiful downtown Bear Cat.

Whether you're a lifer or one of Uncle Sam's' chosen few, your attitude can make your stay more enjoyable. Your attitude also contributes to the team effort. The team effort contributes to the morale and sprite that makes the company go.

I enjoin each of you to check your attitude. Are you contributing? It takes each and every one of you to make the Cowboys the Best in the Delta. Do your part.

COWBOY 6

SAFETY SPOOK

A lot has been written about Aviation safety but no matter how many accident free months a company has on its Aviation record, the accent and/or glory seems to be pointed toward the rated aviator or pilot. No one seems to give a second thought to the other two members of the crew that gives that familiar sound, "Clear Right, Sir," or "Clear Left, Sir." The only time the crew is mentioned is when a weapon accidentally discharges or when suppression is needed.

It is about time all Aviators say thanks to each crew chief and each gunner, for without their familiar: "Clear down right, Sir," "Aircraft at Three O'clock, Sir," "Don't swing your tail, Sir," or any other of the numerous phrases spoken by them, Aviation would definitely have a great many more accidents.

So thanks crew. You are our eyes to the left, right, and rear, and you're doing one helluva job!!

EVERYONE SHOULD BE WEARING NOMEX FLIGHT SUITS AND HAVE GLOVES.
LET'S "TIGHTEN-UP!"

INSIDIOUS INFORMER

Another one of the competitors of Top asked Sandy to sit on his lap. Everything was going fine till the chair collapsed. Isn't that right, Sgt. Meers??!!

Rodriquez was holding a famed position of the hand the other day and Major Stiles walked out the door. It's surprising how fast he can straighten out those fingers.!!

SP/5 Berryman went to Saigon to visit "his" girl the other day. This time he walked in and found Sgt. Peacocks' name scribbled on the wall. Not bad for an old man, Sarge!!

Childress is well again. He's hitting the bottle once more. In fact, he has become a member of the "Blue Blazer" club.

Sgt. Yelle has started a "Blue Blazer" club. Anyone wanting to join may contact him. He said the initiations rough.

I hear the Falcons are changing their name to the 335th Penicillin platoon. I'd never guess why unless it's that moldy bread (sic) they're keeping!

Mr. Ross and Mr. Store hit a "little" bird and cracked the windshield. Fellas, "little" birds don't fly at 2500 feet!!!

Our motor pool Sgt. had a flat tire on his truck. That's OK, except he had to "beat" the lock off to get to his jack. Keys do wonders, Sgt. Critchlow!!

One of our EM's was on all fours making "oinks" like a pig then singing "You are my Sunshine" to his hooch-maid. No resemblance, I hope!!

Hollaman, there's a regulation about impersonating a Major. Just because you put on an old hat you found. Did it really help you get the parts you wanted??

Maintenance write-up on 545: Pilots attitude inop. (No offense, Lt. Shafer!!)

Say Mr. Mayl, did Bear Cat tower really move runway 05 or were you just practicing hovering over the berm with your landing light on??

We have a new couple in the company (boy and girl, that is). It looks like Popa and Linda, from the EM club.

No Machado, we weren't given life preservers because they are planning a CA on Borneo!!! Mr. Speanberg, you better quit Bull_____ our younger EM too.!!

Mr. Story is definitely having his troubles. Last time he couldn't find Ben Tre, this time he couldn't find Schroeder, No Mr. Story, they don't keep moving those places to confuse Charlie!!!

Sgt. Webster is now walking on crutches and missed out on three days in Saigon. That's OK Sarge, If you blew \$50.00 in five minutes one morning, you couldn't afford three days in Saigon anyway!!!

Who are the guys that were stopped by the Mousekateers just for driving by Rosie's and looking suspicious? Maybe Rodriquez or Glover could tell us!

It is now time for us to reiterate weapons' safety. No weapons or ammo in the billet's area. Let's not accidentally zap a buddy!!!

THIRTY SECONDS FOR SAFETY

COWBOY BULLSHEET

VOLUME 3

23 AUGUST 1969

NUMBER 16

COWBOYS BRAVE STORM TO SEE FLOOR SHOW

The Cowboys proved this week that they are not only versatile but also completely DIEN CAI DAU when it comes to watching a floor show.

A rain storm was situated over Bear Cat that had caused an electrical power failure. The Cowboys defeated that little obstruction by bringing a generator from the flight line to the company area. So now we had the electricity and the rain had even stopped so everything was "go" with the show.

The show commenced amid applause and cheers. Just as everyone started to relax and shun the chills brought on by the previous storm, another rain started. A few were sent running for rain jackets but the majority braved the storm and ended up getting soaked. Nevertheless, the show continued and so did our photographers.

Once again the Cowboys prove the old Chinese cliché, "Neither lack of electricity nor rain can stop the show." Remember that one ???!!!!

SAFETY IS EVERYONE'S BUSINESS

FROM THE HORSES' MOUTH

F.O.D. -- FOREIGN OBJECT DAMAGE.

What is a foreign object? When we are talking about a turbine engine, we're referring to screwdrivers, dzus fasteners, safety wire, and the like. Foreign object damage is when something other than air is ingested into the engine. The turbine blades get chewed-up, power is lost, and an engine is ruined. Let's all be aware of FOD. For safety reasons, and economical reasons, let's fight FOD.

Another show is planned for 31 August and on 1 September, we'll have a company party. Then we'll have to put our noses to the grindstone for the CMMI. I want the Cowboys to be the best in the battalion. Don't let the Cowboys down. Do a little extra.

COWBOY 6

SAFETY SPOOK

"Margin of Safety" is a split second decision at a critical time of emergency. It is a hair trigger reflex action. It is an observant crew chief or gunner who are our eyes in the backs of our heads. It is an AC who insists on running a "tight ship."

PFC Clark, 2nd, Plt. CE, observed an AC's door had become unlatched and was vibrating enroute to the LZ. Plenty of time to make the necessary adjustments before it became a dangerous condition during the approach or landing. WELL DONE--you prevented a possibly serious incident.

Full suppression doesn't mean the pilots have to suppress with an M-16 or his 38. Our job is to fly them--SAFELY! The pilot who is not on the controls should monitor the instruments, be ready to take the controls IMMEDIATELY if necessary. Suppressing out his door will not allow immediate reaction and distracts from more important duties.

INSIDIOUS INFORMER

Say Mr. Troxell, don't you know you can't fire rockets by pressing the force trim button? Even your gunner knew that!!!

What's this about Jones digging in the garbage can for chicken? You really don't have to do that, the mess hall would have given you seconds.

What's this about one of our maintenance officers running up 385 without any engine oil?? Maybe you know, Lt. Czeak!! I'm not even going to mention what happened to it this week!!!

Hurley, are you really going to RE-UP for a haircut?? Dig those bennies, man!!!

Which one of our cooks can't go to sleep at night unless he's sucking his thumb?? What's wrong Orr, don't you get enough to eat??!!!!

I think everyone in the company ought to get a pink shirt like Hibbards. He said it really helped him get the girls while on R&R. The pink shirt plus some long green, that is!!!

If someone doesn't do something about the rain we're having around here, the Cowboys will have to name their stage "The Mud-A-Go-Go."

KIDS WILL BE KIDS . . . Lt. Goulds' girl sent him a Frisbee for his birthday.

Two NCO's were walking to the shower the other night when they heard a beautiful wolf whistle. When they turned around, who was standing there but our sexless "6." Looked good, huh??!!!!

Would you believe Jones is trying to get to Saigon for three days? His excuse is his mother is there and he wants to see her!!

It is rumored that Cpt. Fernandes is going to move his office closer to the Officers' club. Could it be because of the new girl they have working there??!!

Mr. Speanberg actually had a lesson on sanitation from a mama-san this week on defecating in a rice paddy. Embarrassing, huh??!!!!

Sgt. Critchlow was showing one of his young troopers how to fill out a requisition form this week with a sample copy. I don't know what he ordered but somehow it got forwarded to the 590th with the other forms. It was returned marked, UNAVAILABLE HERE, CHECK SAIGON!!!

Mr. Morrison became an official "Blue Blazer" this week. Not bad for a guy that doesn't even drink....

Mr. Bisson, how in world did you ever earn the nickname "Sam Sincere"??

Mr. Bramblett, I'm supposed to write you up but I don't know how to word it. All I can say is, ALL you maintenance Officers are really coming through!!!!

What's this about a Cowboy Free Press starting just so they can get this editor's name printed once in a while.

The Cowboys have many personnel with many varied talents. The following is an article submitted by one of our EM's who likes to write.

'SHE'

I had just lain down and made myself comfortable when I felt something was wrong. Then I knew. Wave after wave of evil mysticism cascaded through my mind and body. I was fighting a losing battle and felt the end was near. Then she was there with me. I felt her pulling the covers tighter and tighter around my neck. All my doubts were absolved when I reached up to the head of my bed to feel her long fingers pull yet tighter on the blanket constricting my throat. Terror clutched my mind and I sad, "Why?" Her only answer was, "For the one you sent in your place!"

THIRTY SECONDS ISN'T LONG COMPARED TO A
LIFETIME. TAKE TIME FOR SAFETY!!!!

COWBOY BULLSHEET

VOLUME 3

8 SEPTEMBER 1969

NUMBER 17

COWBOYS RAGE BECAUSE BULLSHEET EDITION IS LATE!!!

Why is it when I ask someone what they have for the BullSheet the reply is, "I'm getting short!" Even the ones that have more time left over here than myself tell me they are short.

What is this short-timers' attitude that starts to develop within two months after arriving over here?

Is it a way of kidding other more recent arrivals? Maybe it's a way we have of kidding ourselves that "a year isn't really too long."

Well, let me tell you--a year really isn't too long--if you're with your girl, or maybe in your favorite bar, or just "back in the world." BUT . . . (and that's a big BUT) let me say that a year over here is 365 LLOONNGG days--8,710 grudgingly long hours, or one hell of a long time when you're just waiting for it to pass!!

I'm only a double-digit midget but I'm still "short" compared to 3/4 of the company. So eat your hearts out fellows and I'll see you "BACK IN THE WORLD!"

ACCIDENTS ARE PLENTIFUL, BUT DON'T
SHARE ONE WITH YOUR BUDDY!!!!

FROM THE HORSES' MOUTH

ZAP!-- There went the Brigade CMMI team. It's over. We were satisfactory (by the skin of our teeth). The lesson learned I believe is that we lack quality control in all areas relating to our equipment. Operator maintenance is the key to success. Let's all jump in with both feet and benefit from the inspection. I want to thank all of you for the hard work and cooperation. We're going to try again for our show this Sunday night.

I feel I must say a word about driving. Too many people speed. The maximum speed limit on this post is 20 MPH. A lot of streets are posted 15 MPH. The roads are full of holes and ruts. Going slow and hitting these ruts is bad enough, but hitting them while speeding is causing the vehicles to be damaged. Conserve our equipment. Drive Carefully. Speeding tickets are given and a few people have paid the fine recently.

Let's all enjoy the show Sunday. Also, we'll have a BAR-B-Q on Monday.

COWBOY 6

SAFETY SPOOK

The following is a strange but true story: A helicopter landed at a certain airfield with the pilot as the only person on board. After landing, the pilot left the ship while it was still running. An instant later the helicopter was observed to be approximately two feet off the ground and rapidly spinning counterclockwise. The pilot avoided the tail rotor then began to run in the same direction as the helicopter was rotating. He caught up with it, climbed in the right side and brought the aircraft down to the ground. In a few minutes he called the tower, said he knew what happened and requested takeoff clearance. This was given and he departed the area.

Even though this pilot kept his cool after things started happening, it was a mental lapse on his part that caused the incident. It is a lot easier to think before acting than trying to recover gracefully.

INSIDIOUS INFORMER

I say congratulations to Howard in the mess hall for brushing his teeth with Brylecream. Did a little dab really do you??!!

Several officers became Blue Blazers this week. Among those are Major Stiles who burned his lip and Lt. Czeak who scorched his mustache.

Reese really pulled a boner this week. He installed a cyclic backwards then wondered why the buttons were on the wrong side. Way to go, dumb-dumb!!

Mr. Williams earned his flight pay this week for the next 2 1/2 months. He finally flew and ended up logging 11 hours.

Mr. Proulx's R&R was not only expensive but he is still paying for it. OUCH!! Those shots sure do smart!!

Who was it that was eating breakfast the other morning and just flat fell out of his chair?? Just what did you have in your coffee, Finney??!!

Wojnicki has now joined Sgt. Rodman as a full-fledged member of the "Diaper Club." How are we going to explain this to your wife? Incidentally, to become a member, one must ___his pants!!

Someone told me that "big, fat, Ernest" didn't have a thing to do except lay down and roll through the green house!!

Sgt. Peacock said that he wasn't going to Saigon any more because it broke him -- physically and financially. I guess he has something better here in the company. Incidentally, those little white pups sure are cute!!!

I hear the suggestion box in maintenance is being changed to request for promotion box.

Just wanted to let everyone know that Jones didn't get his three-day pass to Saigon to see his mother. Good try, Jonesie!!!

Sgt. Critchlow isn't talking to Sandy much since Top has returned to the company. Don't worry Sgt. Critchlow, right after an R&R an old sergeant like that is too weak to be dangerous!!!

SP/4 Thompson was given \$10.00 to get quarters for the jute box for the EM club. He came back with \$10.00 worth of MPC divided up neatly into twenty-five cent stacks!!!

Mr. Speanburg is really a dirty old man, but I don't dare print why, for the sake of my own health!!!

Well, maybe it isn't all as bad as the headline's state--in fact, no one has even missed the BullSheet. One EM missed it, I heard him tell a cook he wished the BullSheet would come out, the latrine was out of paper. That doesn't make me feel bad though, look at Mr. Sears, or Mr. Roebuck. They spent 40 years doing nothing but printing pretty toilet paper--in booklet form, no less!! So one of these days fellas, you might be able to say, "I knew BullSheet 6 when he first started out, printing one sheet of toilet paper at a time.!"

COWBOY BULLSHEET

VOLUME 3

13 SEPTEMBER 1969

NUMBER 18

YEAH!! YEAH!! COWBOYS REACH 100% AVAILABLOOP!!!

The word heard around the company for our three-day standby was "100% availability for the slicks and gunships." That slogan was put to a rough test Thursday morning when 385 went down just prior to takeoff. Fifty minutes later, 527 was down at Dong Tam for an Engine chip detector light. Only a short time after that, C&C went down with what was thought to be FOD. It was FOD all right--a round through the engine!! When the secondary fire team was called out, they were unable to get off the ground because of a dead battery and an inoperative fuel control. While all this was taking place, 775 had just taken a round in the transmission from a VN (?) that had just gotten off his ship.

The word quickly reached our maintenance and the word was passed, "Send one slick to the AO"--which was immediately changed to "send one slick and one gunship," "No, send two slicks and one gun!" The final word became law, "Send ALL the slicks and guns to the AO!"

Finally, after little hesitation, a "Bravo" team was enroute to relieve the "A" team that had just made its first insertion with a grand total of three slicks!!...

The join-up between the teams was made in the AO but now one more problem arises. What to do with the maintenance personnel who brought the ships in relief? The answer: stay at Dong Tam until a ship becomes available for a one way flight home. AAHH . . . SIGH!! A full commitment at last . . . OH NO!! WHAT'S THIS??!!! One of the relief ships is now breaking out of the flight because of negative radio communications. Now what?? The hooks are weathered in and won't be able to get to the downed aircraft till the ceiling rises.

Finally everything seemed to get straightened out--after much contemplated suicide on the part of Charlie-Charlie.

It seemed as if our 100% availability turned into a slapstick of comedy for the Cowboys. Oh well, we'll try again tomorrow--MAYBE!!!!!!

FROM THE HORSES' MOUTH

Yes, I think you could say Thursday was "The Week That Was" all in one day! Guess it's all in a day's work. Congratulations go to the maintenance team headed by WO Ross and WO Williams, Jr. Also BOC (If they can read) we appreciated the rapid hook response.

The three days down last week gave everyone a nice rest, and maintenance a chance to catch up. Let's keep up the high availability. KEEP CHARGING!!

COWBOY 6

**SAFETY SPOOK
(Aviator Code of Conduct)**

1. I am an American flying man. I am entrusted with the technical maintenance and mechanical operation of 335th Avn. Co. (Aslt Hel) aircraft. I will fulfill these responsibilities to the best of my ability and training.
2. I am responsible for the life and welfare of the air crews and passengers who ride my aircraft. I will perform the highest quality preflight inspection and follow all regulations to assure the safety of each flight.
3. I will allow no personal considerations of desire to affect performance of duty. I will remember that a crew as a team is no stronger than its weakest member. I will endeavor to be a crewman of sound technical training and good moral character.
4. I will keep my tools and equipment in top condition. I will remember that a clean aircraft is a well-maintained aircraft, and a clean crew a good crew.
5. I will keep both myself and my flying machine within the flight envelope. I will never push my aircraft beyond its capabilities, nor will I perform duty when my own mental or physical conditionpilot error.
6. I pledge perpetual loyalty and faithfulness to my God, my country, my fellow-airmen, and myself. I will do everything possible to ensure the success of each mission and the safe return of the aircraft.

INSIDIOUS INFORMER

Let us welcome Mr. Schray and Mr. Bother to the Cowboys. Mr. Schray reported in wearing crew-members' wings and Mr. Bother bought a new lock and locked both sets of keys in his locker!! AND YOU'RE REALLY EXPECTING TO FLY???!!!!

Are you smoking more and enjoying it less? Mr. Blair doesn't think so. Why just the other night, he came into the EM club with two cigarettes hanging out of his nose. Must be drinking with those Blue Blazers again!!

SP/6 Fink almost blew his mind the night of the party. He came into the EM club and found Major Stiles circle red X'd. Status: Checked and found within limits!!!

I've heard of good clubs, but Mike Medalis must run the best one in Vietnam. Eleven people were carried out the other night. Just what are you putting in those cokes anyway, Mike??!!

I've seen Sgt. Popa walking around with an FM on Mines and Booby traps. Maybe he can tell us what happened the other night down at the old supply room!

I guess Golden and Ranney are getting ready for next summers' Olympics. Fellas, the pool opens at 10:00 A.M. and is much larger than the ditches in the company!!

Hey Moore, did you really fill up your 3/4 with diesel fuel?

I hear SP/4 Bailey is opening up his own education office. It's located right across the street from the panther club and only costs \$5.00 per course. Just what are you teaching anyway??!!!

Maybe Hooker should take a little math course. While taking a field phone out to bunker 21, he was challenged with a pass number. We all know that 9 and 6 don't add up to 14. Isn't that right, Hook?

Did you know that our ships won't start without the ignition circuit breaker in? One of our maintenance pilots didn't. Right, Mr. Bisson??!!!

Sgt. Meuser was showing a new gunner how to jettison the rocket pods and did it right in the revetment. Next time sarge, unload the rockets!!!

Did I see Lt. Czeak swimming in the ditch by the maintenance hooch the other night??!!!!

Say McKay, you didn't really drive a deuce-and-a-half into the PC trailer did you??!!!

Hurley is really a Sad Sack. In fact, just outside camp Swampy there is a town named Hurleyburg, right, Sack.

So you really thought the VC were shooting at you, huh Golden? Next time try securing the chains on your truck, stupid!!!

(WHEN YOU'RE OUT OF HAMMS--YOU'RE OUT OF BEAR!!!)

COWBOY BULLSHEET

VOLUME 3

10 OCTOBER 1969

NUMBER 20

TO THE HOMEWARD BOUND RANCH HANDS

With a number of illustrious Cowboys about to depart on DEROS, it seems only appropriate to warn you that you aren't leaving "Marvin the Arvin" behind you. Indeed your observations regarding the superior knowledge, intelligence, and coordination of Marvin may continue to flourish long after your return to the world.

At Fort Bragg recently; the activation of the fire alarm system at John F. Kennedy Hall emptied the building and brought fire trucks with sirens screaming and red lights flashing. A thorough search revealed no fire. An investigation uncovered the culprit--a Vietnamese Jr. Officer student whose understanding of English was quite literal. With a cigarette poised between his lips, needing a light, he did what the sign on the wall said: "PULL FOR FIRE."

At Fort Wolters a few months ago the tower operator made the following radio transmission; "Aircraft hovering on 'Charlie Panel' say ID." A response with a distinct Vietnamese accent came back saying nonetheless exactly what was asked of him: "ID."

So to you destined Cowboys soon to depart from the confines of our temporal city of Bear Cat for the world we say: Marvin is already there--TDY.

FROM THE HORSES' MOUTH

A special welcome to the new "Cougar 6," LTC Baughman. In 1966, he was Cowboy "6" as the Cowboys supported the 173rd Airborne Brigade. Let's show him the Cowboys are still tops in aviation support.

A special thanks to the "Proud Crowd." The aircraft availability has been outstanding.

Everything is sailing along smoothly now. Let's keep up the good work especially in vehicle and aircraft maintenance.

COWBOY 6

SAFETY SPOOK

UNABLE TO READ

INSIDIOUS INFORMER

Rumor has it that the 335th is getting one of the biggest groups in the world to come play here. We don't know much about it, so any more questions should be directed to ### "6." I wonder how many orphans they have.

Mr. Dilts is a real killer. Why, the other day he got a Dink with his Tail Rotor Blade. I think the "Falcons" might be scoping him out.

Speaking of the Falcons, I hear the VC started throwing mud at your ship "83" you know you must be doing something right.

We hear the NCO Club has done it again. The victims this time were Critchlow, Lundberg, and Mr. Smith. Those bottles of wine sure were strong weren't they, MEN?

1st Sgt. tells us that Hibbard is the only trooper he knows that gets four day's bed rest for getting the Thai Club Infection. Sure must have been hard to take, right Hibbard?

Lutes, I hear you aren't getting your money's worth. Your section leader told us all about your stay in Saigon, King. There aren't many people who get lost in Saigon, are there?

SPORTS FLASH *****

Volleyball--Sin City OFFS 22, 2nd Plt EM 20 despite the efforts of Jumping Bean Copeland and Bouncing Bailey the all-stars defeated them by the close score of 22 vs. 20. Things looked good for the All-Bear Cat and All-Vietnam EM Champs, but then a resounding comeback by the Sinners led by Leaping Bleekert and Speedy Fisher, the Officers squeaked by to win.

How does it taste, Bailey? Also about that mike cord. Avionics will forgive you someday but those Dinks, NEVER!

Are you shaving more and getting more and more cut up? Souza has the easiest answer. He does it every day. He shaves without a blade in his razor. Try it sometime won't you?

There is a rumor going in the 2nd Plt Officers Hooch that Mr. Schray and Mr. Galloway might become permanent duty officers. Now you know what I was talking about. All the Newbees get all the details.

There is only one man in the 335th who sits down when shaking a Colonel's hand. What did they teach you in Basic, Brown? How You Gonna Act?

EDITORIAL

WO1 Larry Morrison left for Japan early Friday morning the 10th of October. His work around the Cowboy Corral for the past few months is still really appreciated. We only wish our thanks could be expressed in a bigger way. Mr. Morrison held down the job of full time AC in the 1st Platoon and additional duties of the 1st Platoon IP (flying on his days off), Officer Club custodian (making detailed reports to HQ each month) and editor of our Delta Famous "BULLSHEET," plus anything that was asked of him during one of his busy days. Mr. Morrison's symbolic of the phrase; "Give a busy man something extra to do and he'll find the time to do it."

Larry, the Cowboys of the 335th wish you a speedy recovery from your operation in Japan and a safe return flight back to the world.

THOUGHT FOR THE WEEK

“Some people's idea of free speech is that they are free to say what they like, but if anyone says anything back, that is an outrage.” WINSTON CHURCHILL

COWBOY BULLSHEET

VOLUME 3

18 OCTOBER 1969

NUMBER 21

THE COWBOY

The rooster crows. The mist rises in the subdued valley. Moisture drapes from the trees. A few lights flicker on into the early morning darkness. A man wipes sleep from his eyes. Putting on his boots takes a little time, for our hero is still a little weary from a long night. After a quick shave and a strong cup of coffee, he feels it's time for him to move out for a full days work. He checks his weapon and looks over his fine young horse. He must make sure they are in good condition for it's his bread and butter. Without one or the other his job would be no more. The sun is starting to rise over the mountains in the distance and our friend saddles up and gets ready to ride out. A long ride is ahead of him. He finally reaches his destination and is now prepared to carry out his long days work. He knows his area of work very very well, for he has been over it time and time again. He must ride hard today to cover the vast swamps, deep rivers and the land of many trees. He glances up into the clouds to see if it is going to rain. There have been many many days, he remembers that he has ridden through the cold uneasy rains, that chill his bones and wet his clothes. But still he rides on. He senses danger in the air as he nears a river. All is still except for the pounding of his horse. Suddenly, a flash, then smoke and it's all over. Our hero wins again. It goes on like this day after day never stopping to rest, always on the trail. Daring to do what others are afraid to do. The darkness sets in and he heads for home waiting for another day, thinking of what it will bring.

FROM THE HORSES' MOUTH

As the time comes to relinquish the reins as Trail Boss, I can not help but reflect back over the past 5 months. The Cowboys have come a long way. The reason we have come a long way is PEOPLE. You, the officers and men of the unit, who go out and do the job. The pleasure of seeing a unit function efficiently, of knowing each man knows his job and wants to perform to the utmost, is most rewarding. That's what puts the Cowboys on top. As the Senior Advisor to the 9th ARVN said last week, "It's good to work with professionals again." You -- each and every one of you are professionals. Each man contributes to the overall mission accomplishment. We are on the top. The challenge now is to stay on top. Everyone must strive for maximum output. Do not get complacent. KEEP CHARGING

COWBOY 6

SAFETY SPOOK

Landing in Water

For years there has been a debate among helicopter pilots about what to do when you ditch a helicopter. Roll it left, roll it right, don't roll it. What you do depends on the type of helicopter you fly, but two things always hold true for all cases. One, have all the doors open when you contact the water. Two, don't prematurely evacuate the helicopter; wait until the main rotor stops. A lot of injuries and fatalities are caused by rotor blades striking the crew members who have departed early.

INSIDIOUS INFORMER

I hear Steve Floyd, the night spoon, and his coffee machine don't get along too well. I know we have strong coffee but not enough to knock you on the floor. Better check the gas next time, Old Buddy.

The words out. We found out what Mr. Lyons real job is. If you haven't relieved yourself more than three times a day, don't tell anyone. I still don't see how you can keep records up on a thing like that.

Is it true that the Cowboys have a phantom ship. I don't know, but when Mr. Williams the test pilot avoids flying 649 you know there's something spooky about that. Tell Mr. Williams the crew chief is a ghost too.

It seems to me that Sp/5 Dorris has a new enemy to fight during the day. With the help of a few brave proud crowders the damning NCO led an assault on the powerful enemy. They dropped in smoke and fire bombs and when this failed to drive the force from their positions Sp/5 Dorris attacked single-handedly. We all know the outcome of this fierce battle. 1000 Yellow Jackets were driven from their home on the maintenance fork lift and old Dorris managed to escape with one-each-sore head from a hostile Wasp Sting.

I hear the Falcons are giving Avionics personnel OJT flight training. We all know that you can't fly a Ship from the outside, or can you?

Who the HELL is Cowboy One?

Things are really getting up tight with water around here at night. The other night the 1st Sgt. came into the orderly room wearing his shower shoes, and a towel wrapped around his waist with a bar of soap in his hand. I know we keep a fair amount of water in our cooler, Top, but there's not enough to take a proper shower and in the orderly room!

Sp/4 Root has been reading those Sgt. Rock comic books again. The other day while guarding 028 which had gone down in a rice paddy, he was getting kind of shaky when the Grunts got into some contact near by. He started looking for the crew chief's gun and soon found out that he had taken it with him. Well, the EM did what any good Cowboy EM would do. He grabbed an M-60 barrel and set up his position trying to outfox the VC with his good looks. I know now why they didn't attack.

Capt. Allue is getting pretty short. The other day he called the MP's when his duty truck was missing. As it turned out the truck had run out of gas and was stuck out on the road. Really now, sir, we know you can do a lot with your MACV credit card but road service? You had just better wait till you get back to the world then you can really put a tiger in your tank.

Falcon 90 is really Chicken Man.....

1st Lt. Gould lived up to his name as the Midnight Cowboy. The other night while leaving the EMU Officer Club, the upstanding 1st Lt. fell into a ditch of an unbearable smelling substance without spilling a drop of his Scotch and Water. Outstanding job, Lt. Gould, an outstanding job!!!

The Class 6 Store has a new item in stock, wine in steel bottles which are guaranteed unbreakable. This should be a real advantage to the Cowboy Motor Pool, right Tom.

THE MISADVENTURES OF JOHNNY SMACK

We begin our story at the Ft. Benning Induction Station where we find our friend Johnny Smack taking his physical exam for the US Army. "Well you seem fit enough" the doctor said to Johnny. "I feel really great and I can't wait to start Basic Training" (little does he know). After waiting in line for hours and signing his name to piles of papers Johnny is rushed off to the Reception Center at Ft. Benning. Still wearing his best sport coat, his good silk pants and his wing-tipped shoes Johnny steps out of the bus only to be met by a fierce and loudmouthed PFC. Of course Johnny wants to do his best in the Army and he has read all the Sgt. Rock comic books he could get his hands on so he whips a fine salute on the higher ranking soldier. "What do you think you're doing Trooper?" the PFC asks: "I work for my money and that's what you guys are going to do". After being rushed through all kinds of paper work, Johnny finally makes it to bed. Sleep at last, (that's what you think Johnny) (pick up the next issue of the Bullshead and find out if Johnny gets some sleep or goes AWOL his first night in the Army) A. HOOKER

COWBOYS

UNIT HISTORY

1 JANUARY 1970 – 31 DECEMBER 1970

NARRATIVE OF EVENTS

The 335th Assault Helicopter Company began the year of 1970 assigned to the 214th Combat Aviation Battalion, Headquarters, at Vinh Long, RVN. Until August 31 the unit was stationed at Bear Cat, eight miles Northeast of Saigon. Flying in support of the 7th and 9th ARVN Divisions the period of January 1 through May 2nd proved uneventful with Combat Assaults and resupply missions becoming a matter of daily routine.

The month of May ushered in unprecedented action for the COWBOYS. With President Nixon's announcement of the Cambodian invasion the COWBOYS were called upon to fly ground elements and needed supplies into this relatively unknown area of Indochina. Enemy contact was light but with long turn-around flights between home base and the area of operations twelve to fourteen hour days became commonplace. This held true not only for the flight crews but for everyone in the company. Maintenance teams working around the clock made fourteen ship commitments possible. Following the Cambodian Campaign the unit received a Presidential Citation for their untiring effort to complete the mission. May 30th found the 335th AHC with a new Company Commander, CPT. Thomas A. Teasdale. Upon completion of their involvement in Cambodia, the COWBOYS returned to support work for the 7th and 9th ARVN Divisions.

Rumors to the effect that the COWBOYS were in for another move started around the company area, however the summer months passed by and no move materialized.

Tragedy struck the unit in July with the death of WO1 Donald A. Krumrei. Mr. Krumrei was killed when his aircraft experienced a tail rotor failure while on short final to a LZ West of Ben Tre. A fine officer and true gentleman, his life was a great loss to the unit, his family, and all his country.

August brought new fire to the transfer rumors and the 31st proved to be the day of truth with the first of many convoys carrying men and equipment South to Dong Tam, the COWBOYS new home. The move was monumental in that aircraft were still flying missions during the four day move.

A new commander, Major Henry J. Raymond was installed and initiated into the COWBOYS on September 1970. October 15 saw history made again with arrival of five (5) Vietnamese Airforce pilots. They were to fly on actual combat missions with COWBOY ACs which, since the move to Dong Tam, carried them to all corners of IV Corps.

Winter arrived and with it the sun and dust. Dong Tam became a virtual "Dust Bowl." PZs and LZs with IFR dust conditions were met without any incidents or accidents whatsoever. Christmas came with a cease-fire and a day of rest.

December 29 was to become a day the COWBOYS would not soon forget. While making a third and final extraction from a PZ in the U'Minh Forest a flight of five (5) "Slicks" was caught in an ambush staged by NVA Regulars as the aircraft were lifting off. WO1 Peter L. Smith in the lead aircraft was critically injured with five (5) rounds which resulted in five (5) wounds. Seconds later the engine failed and his copilot, WO1 Alex Garcia autorotated the aircraft to a safe and upright position. Without any gunship coverage Chalk 2 dropped down to rescue the stranded and injured crew members while the remaining three "Slicks" suppressed the enemy held tree line. Mr. Smith was taken to Binh Tui and later medivaced to Ft. Lenard Wood, MO. 1970 closed with another cease fire, celebrating and hopes for a better 1971.

AWARDS AND DECORATION 1970

AWARD	RECOMMENDED	RECEIVED	PENDING
Army Commendation Medal	391	347	44
Basic Air Medal	78	66	12
Distinguished Flying Cross	37	19	18
Bronze Star	97	76	21
Purple Heart	14	12	2
Air Medal "V"	83	75	8

	TOTAL HOURS	CARGO	PAX	SORT	HITS H/B	VC KILLS	VC STRUC	SAMPANS
JAN	2119	10429	46	6421	14/64	20	106	43
FEB	2879	26028	142	7991	7/7	21	65	7
MAR	2928	15007	127	1940	11/41	57	212	165
APR	3229	20868	98	1643	10/30	55	366	12
MAY	3102	14643	77	6478	4/16	28	174	113
JUN	3044	16523	189	8570	8/22	87	347	383
JUL	2488	18464	122	7886	7/10	80	474	172
AUG	2572	15496	81	7449	20/50	120	478	263
SEP	1805	14771	147	5996	7/40	56	86	77
OCT	2083	11274	99	6150	24/38	62	98	63
NOV	1899	11274	95	5904	7/16	38	69	54
DEC	2472	11421	78	6419	3/23	21	235	227
TOTAL	30,610	184,898	1,396	84,856	122/357	645	2,610	1,669

History of the 335th A.H.C. – 1970

The Vietnam conflict has ushered in the era of the helicopter. Each day history is made. You, the officers and men of the 335th Aviation Company (Aslt Hel) are part of that history. The Cowboys have traveled the length and breadth of Vietnam. You the soldiers of today inherit a proud tradition.

The Cowboys were originally Company A, 82nd Aviation Bn, and were stationed at Fort Bragg, North Carolina. With the increase in troop strength in early 1965, Company A, 82nd Aviation Battalion was selected for deployment to Vietnam. In April 1965, the Cowboys settled in Bien Hoa and were the direct support of the 173rd Airborne Brigade. The Ramrods, Mustangs, and Falcons became synonymous with truly outstanding airmobile support as the Cowboys rode herd on "Charlie" throughout the III Corps Tactical Zone. Bien Hoa was home until May 1967 when the 173rd Airborne Brigade moved to the Pleiku, Kontum, Dak To area. In August, the unit again moved. This time to Phu Hiep just south of Tuy Hoa on the south China Seacoast. These were rough days as the Cowboys lived out of duffel bags and Bien Hoa was still considered home. In November, the 335th Avn Co (Aslt Hel) once again flew to battle in the Dak To area. While supporting the 173rd Airborne Brigade on Operation MacArthur, the Cowboys were awarded The Presidential Unit Citation. On 31 December 1967, the 335th Avn Co (Aslt Hel) was reassigned to the 17th Combat Aviation Group and to the 268th Combat Aviation Battalion located at Phu Hiep.

The unit's mission was still to support the 173rd Airborne Brigade. The mission finally changed in March of 1968, and the unit was in general support of the II Corps Tactical Zone.

In December, the Cowboys were once again on the move. This trail lead to Bear Cat. The unit was attached for all purposes to the 214th Combat Aviation Battalion. The Cowboys began flying missions in support of ARVN Forces in the IV Corps Tactical Zone supporting the 7th and 9th ARVN Divisions.

In July of 1969, the Cowboys were assigned to the 214th Combat Aviation Battalion, 164th Combat Aviation Group.

The year 1970 brought sweeping changes to the "Cowboys," the most important of which was the move to Dong Tam. On August 31 the transfer commenced, lasting 4 days, while still flying the missions provided by battalion.

A new commander, Major Henry J. Raymond, succeeding Cpt Thomas Teasdale, was installed and initiated into the "Cowboys" on Sept. 19.

October 15th saw history made again with the arrival of five (5) Vietnamese Air Force pilots. Vietnamization of the war had become a reality to the 335th AHC and for the "Cowboys" it meant a big step had been taken on the long road home.

This book is dedicated to WO1 Donald A Krumrei, a fellow Cowboy who gave his life for his country.

COWBOYS

UNIT HISTORY

1 JANUARY 1971 – 31 DECEMBER 1971

History of the 335th A.H.C. – 1971

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October 15th, 1970 saw history being made again with the arrival of five (5) Vietnamese Air Force pilots. This trend has continued and the 335th has trained approximately twenty-five VNAF pilots to date.

A new commander, Major Marvin W. Schwem, succeeding Major Harold L. Bowen, was installed and initiated into the "Cowboys" on 11 July 1971.

The number of combat assault missions has been decreasing at a steady rate as the Vietnamese Air Force has started to take over the load in the Delta. Vietnamization appears to have become a reality for the 335th A.H.C. and for the "Cowboys" it may mean a big step has been taken on the long road home.

COWBOYS

UNIT HISTORY

1 JANUARY 1971 – 5 NOVEMBER 1971

**DEPARTMENT OF THE ARMY
335TH ASSAULT HELICOPTER COMPANY
APO San Francisco 96359**

AVBAWW-K

John E. Morrissey, III – Admin Officer

SUBJECT: Unit History 1 JAN 71 – 5 NOV 71

New Years' Day-1971 found the Cowboys still in Dong Tam under the able command of MAJ Henry J. Raymond. It was during the month of January that the "Night Hawk" concept of the two-ship Hunter-Killer team was reinstituted in anticipation of the Tet Offensive on "Chuck's" part. In its early days, the "Night Hawk" was to fly the sole mission of defending Dong Tam from attack ground or mortar. As the 7th ARVN Division became aware of the obvious advantages of this system, the scope of its employment was expanded to include the entire area within a 15-click radius of Dong Tam. It was a rare night when the "Night Hawk" came home without being able to claim a kill. During its first week of operation it came to the aid of three ARVN company's in heavy contact with a VC force of unknown size. It descended upon the scene in the midst of heavy enemy small arms fire. Within 40 minutes, the minigun and xeon light of the Low Ship, combined with the 50 cal. Fire of the High Ship, wrought lethal judgment upon the VC force. The following morning the ARVN forces moved into the area and counted 21 VC bodies. On several occasions when crisis arose, the "Night Hawk" team was dispatched far from the AO to come to the aid of a besieged ARVN outpost or a friendly unit that had been ambushed. The team has been credited with saving innumerable Allied and U.S. lives.

The TET Holiday proved to be fairly quiet as did most of the months of January, February, and March. In addition to the "Night Hawk," the Cowboys continued to fly their standard missions of combat assaults, "wings," and inspection and survey.

In the beginning of March, one of the Cowboy swingships successfully "kidnapped" its cargo of 8 NFL-AFL football players from VIHN BIHN Province and treated them to a steak dinner at the Officers Club. Before the night was over, they had been "initiated" into the Cowboys at each of the clubs. The "Night Hawk" team was again called upon to tie them in and fly them back to Tra Vinh.

The end of March brought an increase in enemy activity, especially in Vinh Binh Province, a long-time VC stronghold. On 23 March 1L/T Marvin B. Coon and CPT William T. Carter, flying chalk 4 in aircraft #361, took a direct hit in the engine with a B-40 round on take-off from the LZ, five clicks west of Tra Vinh. Due to the outstanding flying proficiency of the pilots, the aircraft was brought to the ground with no injury to the crew. Both pilots were awarded the Distinguished Flying Cross for their actions.

At approximately the same period CW2 Bill Belsher, 335th Unit Test Pilot, took AK47 hits while test flying an aircraft shortly before sunset in the Dong Tam traffic pattern. Within days of this incident, CPT John Barnowsky took an AK47 hit while on short final at Dong Tam in the "Night Hawk" high ship shortly after sundown. It became obvious that Chuck wasn't playing games.

On 20 March, the Cowboys said farewell to MAJ Raymond as he returned to the States. On 29 March MAJ Harold L. Bowen assumed command of the 335th Assault Helicopter Company. Major Bowen came to the Cowboys with the primary mission of improving the company's safety record. While the Cowboys had compiled an outstanding combat record in regard to the number of hours flown, KBA's sampans and structures destroyed, passengers carried, and aircraft availability, the company had been plagued by a rash of aircraft accidents resulting in the aircraft involved being partially or totally destroyed. The unit had the worst Safety Record in the 164th Combat Aviation Group and was nearly the worst in the First Aviation Brigade. However, through Major Bowen's constant tutelage, his goal of a perfect Safety

Record was finally realized. From 3 March to 4 October, the Unit's last mission in the Republic of Vietnam, the Cowboy's achieved a perfect accident-free safety record, the best in Battalion, the best in Group and near the top of the list in Brigade. This accomplishment can be considered to be even more remarkable as it was achieved during the months of the Delta's worst flying weather – the end of the dry season accompanied by the constant haze of the burning rice paddies and ever-present IFR conditions of the Rainy Season.

On 20 June the Cowboys were called upon to increase their already heavy load with the move of their sister company, the 135th Assault Helicopter Company to Di An. In addition to flying combat assaults more frequently, the 335th increased their number of daily swing and I&S missions, and picked up the one-time 135th daily mission of supplying the personal ship for the 7th ARVN Division Senior Advisor. The Cowboys met the challenge and continued to provide their much-needed support in an outstanding manner.

With the loss of the EMU's the Cowboys were the only major American aviation unit remaining at Dong Tam. During the first few weeks of this period there was some apprehension that the VC might step up activity against the base camp, however this did not occur. There was no significant change in the local tactical situation.

On 11 July MAJ Bowen returned to the States for a compassionate reassignment. MAJ Marvin W. Schwem assumed command of the 335th AHC on this date. The months of July and August were relatively slow for the Cowboys in regard to the number of combat assault missions that they were required to fly. Instead of having CA's every other day as they had been averaging in the past, swing ship missions and I&S began to take up the time as it became apparent that the VNAF were beginning to assume a more aggressive combat role in the Delta.

The month of August proved to be a true test of the Cowboy's flexibility and professionalism as they developed a critical shortage of Aircraft Commanders and experienced crewmembers due to a "rash" of August DEROSes. Although the majority of the pilots and crewmembers were "Newbees", their willingness to learn and their ability to react efficiently when the pressure was on, proved that they were professionals in every sense of the word. The requirements of every mission were met with utmost efficiency and the 335th's perfect safety record was maintained.

Near the end of August, there were pretty strong rumors in the wind that the 335th was soon to receive orders to standown. Although most of the pilots were new, the officer strength was now at a point where the company could meet the mission requirements put forth by Battalion, with relative ease. It was at this point that the Cowboys ceased to receive any new unit personnel. It had become apparent that the initial phase of the standown had begun although the unit had not as yet received official orders.

With the beginning of the Vietnamese political campaigns, the Cowboys picked up a new mission. Every night the 335th was to have a "Mini-Pac" which was to consist of two gunships, two slicks, and one C&C. The initial concept of this mission was to provide a reactionary standby which would be able to drop troops at any location within the 7th ARVN Division AO within a 15 – 30 minute period after any significant contact with the enemy had been established. After employing the package in this manner on several occasions, it became apparent that it could be effectively employed to prevent the enemy from establishing these contacts. Since the VC maneuver primarily at night, ARVN forces could react to their intelligence information by inserting troops between the enemy and their objectives at any hour of the night through employment of the "Mini-Pac." This method of employment proved to be extremely successful in reducing, and in several cases entirely eliminating, the number of enemy attacks on the ARVN outpost.

As the Vietnamese elections drew nearer the NVA began to take a more active role in the Delta. At approximately 0300 Hours 19 September in a region known as the "Hump," south of Rac Soi, a Falcon

gunship was shot down. The Cowboys lost three of their best men in what would prove to be the opening blow of a new offensive in the long-time VC-NVA stronghold known as the U Minh Forrest. Aircraft Commander WO1 Gerald F. Vilas, Crewchief SP5 Fred A. Thacker, and Gunner SP5 Lynn G. Jones lost their lives in the crash while Pilot WO1 Robert Robinson was seriously injured. This incident proved to be a serious blow to the Cowboys as there had been no fatalities in the unit for 14 months. The unit reacted to the incident with a vengeance. The Falcons began a nightly mission into the U Minh in search of the NVA strongholds. Although in the first few nights of this mission the gunships, flareship, and C&C took heavy .50 and .51 caliber fire, along with AK47, the area soon quieted down and the Falcon gun team would find itself on reactionary stand-by at either Rac Soi or Ca Mau.

During the same period, the Cowboys were still operating their "Mini-Pac." The low ship of the "Night Hawk" team with its xeon light was being utilized to locate and illuminate the LZ's for the "Mini-Pac's" slicks. During the daylight hours, the company was still providing a ship for the 7th ARVN Division Senior Advisor as well as support ships for provinces throughout the Mekong Delta. The scope of these mission requirements demanded the full cooperation of every individual in the unit. From aircraft maintenance to the mess hall the men of the 335th worked together to provide the necessary support in maintaining aircraft and equipment availability to perform the required missions.

In the month of September, the Cowboys received official notification that the unit would standdown beginning 5 October with a completion date of 5 Nov. The Unit Colors, a Company Cadre, and aviation-associated equipment along with some aircraft would be redeployed to Ft. Riley, Kansas. The unit was to cease flying missions as of 2400 hrs on 4 Oct. In spite of the extra work required of the unit in preparation for the eminent standdown, the Cowboys continued to fly full mission schedule of daily I&S, swings, "Mini-Pacs," and "Night Hawk."

On the day of 4 Oct 1971, the Cowboys of the 335th Assault Helicopter flew their last tactical mission in the Republic of Vietnam. In answer to a call to provide fire support for an ARVN tactical element under attack, near Vi Than, the Falcons expended four times on a location concealing a possible battalion strength NVA unit. When the ARVN's swept the area after contact had been broken, they found 29 bodies that the enemy had been unable to carry away. At approximately 2345 hrs, the "Night Hawk" claimed one KBA, one sampan, and numerous supplies destroyed. In all, the Cowboys and the Falcons claimed a total of 30 confirmed enemy kills on their last day of flying.

The morning of 5 October found the men of the 335th in a new role. Everybody from pilot to cook found himself in a temporary MOS of "packer and mover." In only one month, everything and everyone from the Cowboys would be gone from Dong Tam. There would be a daily drain of personnel from the unit as these EM with more than 90 days and officers with more than 60 days left to serve in the Republic of Vietnam, were returned to USARV control for reassignment. The majority of the Cowboys were retained by their own 214th Combat Aviation Battalion and were assigned to either the 175th or 114th Assault Helicopter Company. Of the personnel eligible for the "drop," only one officer (CPT William T. Carter – Cadre CO) and approximately 20 enlisted men were to remain with the 335th as cadre when it was to reach Ft. Riley. The remainder of those without drops went to their new PCS stations with adjusted DEROSSES. The standdown proceeded like clockwork and on the morning of 5 NOV 1971, the Cowboy cadre departed the Republic of Vietnam with a history and tradition that it was determined to maintain at home in the nation that it had fought for.

COWBOYS

UNIT HISTORY

1 JANUARY 1972 -- 31 DECEMBER 1972

**DEPARTMENT OF THE ARMY
335TH AVIATION COMPANY (ASSAULT HELICOPTER)
Fort Riley, Kansas 66442**

WGPQAA A

30 MAR 73

SUBJECT: Annual Historical Supplement

Commander
1st Infantry Division (Mech) & Fort Riley
ATTN ALBFDO-PP
Fort Riley, Kansas 66442

The 335th Avn. Co. (Aslt. Hel.) "Cowboys" was originally Company A, 82nd Avn. Bn., assigned to Fort Bragg, North Carolina. In April 1965, the Cowboys deployed to Bien Hoa, South Vietnam to support the 173rd Airborne Bde. The Cowboys were in the Republic of Vietnam until 5 Nov. 1971. During this time the unit flew a total of 136,500 hours. The unit carried out every type of mission imaginable in a professional manner as is reflected in the list of decorations received. A brief description of these decorations follows. 2 Legions of Merit, 3 Silver Stars, 103 Distinguished Flying Crosses, 187 Bronze Stars, 358 Air Medals with Vs, plus other air medals. The past performance of the Cowboys is commendable, however, this supplement will primarily be concerned with the Cowboys during the calendar year of 1972.

In Nov. 1971, the 335th stood down to be assigned to Fort Riley, Kansas. When the unit stood down, Cpt. William Carter helped bring it back and became the Cowboys Operations Officer in its new stateside assignment. Major Jerry Black became the Commander of the Cowboys. On 27 Nov. 1971 the first morning report was turned in consisting of 3 Commissioned officers, 1 Warrant officer, and 17 Enlisted men. 1972 would see the Cowboys reaching new peaks in performance.

1972 saw the Cowboys receiving its full complement of aircraft thus enabling the unit to add a third dimension to the 1st. Inf. Div. training in the form of airmobility. The 335th provided a wide range of support for both the 1st Inf. Div. and 5th Army. The Cowboys provided support for numerous VIP flights, range safety, disaster relief, civil disturbance operations, and displays. Almost immediately after becoming operational at Fort Riley, the Unit of Choice recruiting office began requesting aircraft and crews for support in their activities. The 335th has flown hundreds of hours in support of the Unit of Choice recruiting for skydiving and aircraft display. Let us not forget the primary mission of the 335th to provide support for the Big Red One. From 1 Jan until 31 Dec. 1972, the Cowboys flew many hours of simulated combat assaults to help in the training of the Infantry units on the hill. The advent of Summer also meant the arrival of over 2,000 ROTC Cadets from all over the 5th Army area for summer camp. This meant a lot of flying, as the Cowboys flew several simulated combat assaults and numerous resupply missions. During 1972, two airmobile briefing teams were organized consisting of four men each. These teams travel to the National Guard units over the 5th Army area to help the units better understand and acquire a working knowledge of airmobile operations.

In June of 1972 the 335th began providing aircraft to Flight Standards on a daily basis to train non-instrument rated pilots to receive their standard instrument ticket. At one time, as many as eight aircraft per day were provided. Also in June, Major Black rode 22 miles on a bicycle for the Saint Judes Hospital for Crippled Children. This effort was backed by the men of the 335th by pledging donations per each mile ridden by Major Black. The end result was over \$740 donated to the foundation. The floods of South Dakota brought the Cowboys into action as they flew much needed food and supplies to the victims of Rapid City. November 10th was designated Unit Day and the festivities included free steaks for everyone

and helicopter rides for the non-aviators of the unit. The Cowboys celebrated Christmas by sending five fully loaded helicopters to Oklahoma to a needy Indian reservation. The toys and clothes were received with great appreciation. The 335th ended the year in support of OPLAN MISSOURI.

As before mentioned, personnel of the 335th received a large, well-deserved complement of medals. The unit itself also received its share of citations. In May 1968 the unit received its first Meritorious Unit Citation for action in the Republic of Vietnam for the period covering 1 Jan to 31 Dec. 1967. This was followed by the first Oak Leaf Cluster awarded on 5 June 1968 for the period covering 5 May 1965 to 4 May 1967. On 16 June 1969 the 335th was awarded the Presidential Unit Citation (ARMY) for the period covering 6 Nov. 1967 to 23 Nov. 1967. The company's first annual IG was held in May of 1972 only 6 months after the unit became operational. After the IG Team had completed their inspections, the company was given a "Very Satisfactory" rating. Later in the year, the 5th Army safety inspection team came and it was determined that the 335th had one of the best safety programs on Fort Riley. Although busy with missions the 335th has never neglected its training obligations. Early in April 1972, two aircraft and four crews flew to Colorado for cold weather mountain training. All through the summer different types of training were performed. Most recently, however, is the initiation of low level and nap-of-the-earth routes. Even though the 335th has flown over 6,000 accident-free flying hours since its first mission stateside, the personnel involved realize that it is important for the unit to train to maintain its professionalism in the years to come.

JERRY L. BLACK
MAJ, IN
Commanding

COWBOYS

UNIT HISTORY

1 JANUARY 1973 – 31 DECEMBER 1973

DEPARTMENT OF THE ARMY
335TH AVIATION COMPANY (ASSAULT HELICOPTER)
Fort Riley, Kansas 66442

24 Jan 74

SUBJECT: Annual Historical Supplement

Commander
1st Infantry Division (Mech) & Fort Riley
ATTN ALBFDO-PP
Fort Riley, Kansas 66442

The 335th Aviation Company (Assault Helicopter) "Cowboys" was originally Company A, 82nd Avn. Bn., assigned to Fort Bragg, North Carolina. In April 1965, the Cowboys were deployed to Bien Hoa, South Vietnam to support the 173rd Airborne Bde. The Cowboys were in the Republic of Vietnam until Nov. 1971. The past performance of the 335th is commendable, however, this supplement will primarily be concerned with the Cowboys during the 1973 calendar year.

The 335th departed the Republic of Vietnam on 5 Nov. 1971 for reassignment to Fort Riley, Kansas. On 10 Jan 1972 the unit joined the 1st Avn. Bn. (Prov.) at Marshall Army Airfield. It wasn't until 27 Feb. 73 that the unit attained full operating strength of 23 UH-1 (Huey) and 6 (AH-1 (Cobra) helicopters. The 335th consists of the company Headquarters with flight safety, flight operations, 1st Airlift Platoon, 2nd Airlift Platoon, 3rd Aerial Weapons Platoon, and the service platoon. When the unit returned from the Republic of Vietnam, MAJ. Jerry L. Black became the units new Commanding Officer. He held the reins of the Cowboys until 11 April 73. At that time, MAJ. Black went to Omaha, Nebraska to school and MAJ. David A Measels took command. Maj. Measels is Airborne qualified, a Senior Aviator with over 2400 hours of flight time, he wears the expert Infantry Badge and the Vietnamese pilots wings. His awards include the Good Conduct Medal, Air medal with 31 OLC, Air Force Commendation Medal, Purple Heart, and the Bronze Star. Maj. Measels was commissioned in Sept. of 1963. His various assignments include 1 tour in Korea and 2 tours in Vietnam. He has attended flight school, Infantry Officers Advance Course, Degree Completion Program at University of Tampa and the Military Assistance Training Advisor Course.

During the first part of the year, the unit started out by keeping a crew on 24 hour alert as a range medical evacuation aircraft. Early in the year the unit began very active support of the unit of Choice program. Aircraft were sent to all parts of the central states for static displays and for dropping skydiving teams as part of the central states recruiting effort for Fort Riley. Missions for this cause were sent as far away as North Dakota, Minnesota, Indiana and Mississippi. The unit flew a total of 835 hours in support of this mission. Many local missions were flown for the same effort. During the summer months many weekends were devoted to flying the skydiving team for their practices at Marshall Airfield. The unit also had a briefing team which traveled extensively to ROTC and National Guard units in Kansas and other States. The team briefed many soldiers and soldiers to be about helicopters and how they are used in combat. Following the discussion the men were taken on helicopter rides, usually information, to reinforce and to clarify the classroom training. For many of these men it was their first ride in a helicopter. The summer months were extremely busy as the company logged over 700 hours in support of ROTC summer camp and National Guard and Reserve unit training. Practice combat assaults were accomplished both day and night. This important phase of training is vital to the development of a well-rounded soldier. The 335th has two VIP aircraft, which have logged 400 hours, for use by visiting dignitaries during their tours of the post. These aircraft have modified seating to afford maximum comfort to the passengers. The mobility of the helicopter affords commanders a maximum amount of time for personal checks of field training exercises on various parts of the post. During early September the Aerial Weapons Platoon flew to Camp

McCoy, Wisconsin to requalify the pilots in aerial gunnery. During Combat Assaults the Gun Platoon fly's protective cover for the UH-1's as they fly in formation. The 335th has one UH-1 aircraft with a xenon search light installed for use on fire fly missions. These usually occur on payday week ends in conjunction with the military police to reduce the possibility of crimes on Fort Riley. Other missions for the Night Hawk ship included search and evacuation of injured civilians during the tornadoes and floods that hit October of 1973, and search and rescue for downed aircraft. The Cowboys have logged over 50 hours on these search missions.

In August of 1973 the 335th went to the field in support of the 1st Inf. Div. (Mech) Field Training Exercise. During the exercise, the Cowboys flew 160 hours of simulated combat assaults, and courier missions. The unit used all slack time available to improve overall proficiency of the flight crews. The company also played a small part in Reforger V this year. Two aircraft were kept on 24 hour standby during the time of loading for the exercise. These aircraft were used for control and command and for such duties as air liaison officers. The unit celebrated it's Unit Day on Nov. 23 as was designated in the enclosed letter. In Dec. of 1973 the 335th once again went to the field, this time, on their own. Emphasis was placed on Cold Weather Training and mainly on low level flying techniques to avoid enemy radar. The unit flew 150 hours in the form of single ship missions, day and night airmobile assaults, and search and rescue. Valuable experience was gained in these field exercises which helped to maintain the proficiency of the company.

While the unit was in Vietnam, it received its share of awards. In May 1968 the unit received its first Meritorious Unit Citation for action in the Republic of Vietnam for the period covering 1 Jan. to 31 Dec. 1967. This was followed by the first Oak Leaf Cluster awarded on 5 Jun. 1968 for the period covering 5 May 1965 to 4 May 1967. On 16 Jun. 1969 the 335th was awarded the Presidential Unit Citation (ARMY) for the period covering 6 Nov. to 23 Nov. 1967. On 6 Jul. 1973, the 335th achieved 10,000 hours of accident free flying hours since returning from Vietnam. On 24 Jul. 1973, Brig. Gen. Jack R. Sadler personally congratulated the 335th for this accomplishment. By the end of the year, the unit had passed the 12,000 hour mark for accident free flying. Although busy with missions the 335th never neglected its training obligations. Through the year the Cowboys flew as many training flights as possible to maintain their proficiency in the form of Field Training exercises or just individual tactical training.

DAMH-HSO (11 Jun. 73) 1st Ind.

SUBJECT: Request for Change of Unit Day

DA, CMH, TEMPO C BLDG, WASH DC 20315

TO: Commander, 335th Aviation Company, Fort Riley, KS 66442

In accordance with recent telephone conversations between Mr. Stark of this office and personnel of your company, a Unit Day Certificate attesting to the selection of 23 November as your Unit Day is enclosed.

FOR THE COMMANDER:

WALTER L. MCMAHON
Colonel, Infantry
Chief, Historical
Services Division

COWBOYS

UNIT HISTORY

1 JANUARY 1974 -- 31 DECEMBER 1974

**DEPARTMENT OF THE ARMY
335TH AVIATION COMPANY (ASSAULT HELICOPTER)
Fort Riley, Kansas 66442
"Cowboys"**

30 Jan 75

SUBJECT: Annual Historical Supplement

Commander
1st Infantry Division (Provisional)
ATTN AFZN-AV
Fort Riley, Kansas 66442

Commander
1st Infantry Division & Fort Riley
ATTN AFZND0-PH
Fort Riley, Kansas 66442

Headquarters
Department of the Army
ATTN: (DAMH-HSO) TEMPO ABC
Washington, D.C. 20315

1. The 335th Aviation Company (Assault Helicopter) was originally Company A, 82nd Avn. Bn., assigned to Fort Bragg, North Carolina. In April 1965, the Company was deployed to the Republic of Vietnam, where it was redesignated the 335th Aviation Company (Assault Helicopter) on 10 November 1966. The company was deployed to Fort Riley, Kansas from Vietnam in November 1971. The period covered in this supplement will be calendar year 1974

2. The organization, mission, key personnel, and brief biological sketch of the commander are as follows:

a. Organization: See Enclosure 1

b. Mission: The mission of the company is to provide tactical air movement of troops, supplies, and equipment within the combat zone.

c. Key Personnel

(1) Commander

(a) Major David A. Measels	01 Jan 74	22 Feb 74
(b) Major Myron D. Davis	22 Feb 74	31 Dec 74

(2) Executive Officer

(a) Captain Roger A. Groth	01 Jan 74	30 May 74
(b) Captain James Hilton	30 May 74	28 Jun 74
(c) Captain Barry H. Adams	28 Jun 74	31 Dec 74

(3) Operations Officer

(a) Captain Alan Duguette	01 Jan 74	07 May 74
(b) Captain Merrill B. Richardson	07 May 74	31 Dec 74

(4) 1st Airlift Platoon Commander

(a) 1Lt William Hathaway	01 Jan 74	07 Aug 74
(b) Captain Arthur R. Labelle	07 Aug 74	31 Dec 74

(5) 2nd Airlift Platoon Commander

(a) 1Lt John G. Senor	01 Jan 74	04 Apr 74
(b) 1Lt James R. Kolstad	04 Apr 74	31 Dec 74

(6) Armed Platoon Commander

(a) Captain William Lyons	01 Jan 74	02 Jun 74
(b) CW3 Robert P. Lynn	02 Jun 74	31 Dec 74

(7) Service Platoon Commander

1Lt Lawrence B. Morra	01 Jan 74	31 Dec 74
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(8) First Sergeant

(a) 1SG Franklin D. Wyant	01 Jan 74	19 Dec 74
(b) SFC Philip D. Souve	19 Dec 74	31 Dec 74

d. Biographical Sketch of Commander: Major Myron D. Davis assumed command of the company on 22 February 1974 from Major David A. Measels. Major Davis is a Senior Army Aviator with over 4,000 flight hours. His awards include Combat Infantry Badge, Expert Infantry Badge, Distinguished Flying Cross, Bronze Star, Meritorious Service Medal, Air Medal, and the Army Commendation Medal. He was commissioned in July of 1961 from North Georgia College, and he entered active duty in March of 1962. His various assignments include one tour in Korea and two tours in Vietnam. Prior to his present assignment, he served as S-3 and Executive Officer, 1st Battalion (Mechanized), 58th Infantry, 197th Infantry Brigade, Fort Benning, Georgia. He is a graduate of the Infantry Officer Advanced Course.

3. Personnel Management: As evidenced by the list of key personnel, there was turbulence in that area. Often, personnel were assigned to leadership positions who were junior to the authorized grade structure. Each of these personnel proved to be competent in their assignments; however, because of lack of experience and expertise, a considerable amount of time was spent in their training as well as their platoons. There was little turbulence in the non-commissioned officer corps. Most were extremely competent and contributed greatly to the training fundamentals required of the company.

4. Training and Operations: In February the Airlift Platoons qualified personnel in the M-23 weapons systems, and the Armed Platoon maintained proficiency through line fire exercises. In March, the company successfully completed its first Army Training Test. In April, personnel armed with M-16 rifles were qualified. Field training exercises were conducted in July and August. In September, the company successfully completed a "No-NOTICE" exercise that saw the entire company move to Salina for a simulated move to Puerto Rico. Throughout the year, the 335th supported the 1st Infantry Division in

airmobile operations, as well as the 3rd ROTC Region Advanced ROTC Summer Camp. The company supports the Provost Marshall with a "Nighthawk" aircraft during those periods when crimes are more probable to occur. In November, one airlift platoon flew to Fort Carson, Colorado in support of Operation Brave Shield. All training goals were reached during the year.

5. Logistics Management: The company underwent 2 MTOE changes during the year. All equipment changes were requisitioned in a timely manner, and because of that, the equipment on hand, together with dedicated maintenance management, remained at a high level of readiness.

6. Inspections:

(a) The company successfully completed a Department of the Army Inspector General Inspection in January.

(b) A FORSCOM Aviation Safety Inspection was successfully completed in April.

7. Awards

(a) Unit: In November the company received a FORSCOM Certificate of Achievement for excellence in Aviation Safety for Fiscal Year 1974. On 6 November, the company reached a level of 3 years and over 16,000 hours of accident free flight, and was submitted for a Department of the Army Award of Honor for this achievement.

(b) Individual:

(1) WO1 Tommy T. Penrose was awarded the Army Commendation Medal in August by BG Kingston for saving a man from drowning in an automobile accident in June.

(2) 1SG Franklin D. Wyant was awarded the Army Commendation Medal in December for his service as First Sergeant.

(3) CW3 George B. Davis and SFC Arnold Jurgens were awarded the Army Commendation Medal upon their retirement from the Army.

MYRON D. DAVIS
MAJ., Infantry
Commanding

COWBOYS

UNIT HISTORY

1 JANUARY 1975 – 31 DECEMBER 1975

**DEPARTMENT OF THE ARMY
335TH AVIATION COMPANY (ASSAULT HELICOPTER)
Fort Riley, Kansas 66442**

SUBJECT: Annual Historical Supplement

Commander
1st Aviation Battalion (P)
Fort Riley, Kansas 66442

G3/DPT
1st Infantry Division and Fort Riley
ATTN AFZN-DPT-PH
Fort Riley, Kansas 66442

1. UNIT ORIGIN AND ORGANIZATION:

a. The "Cowboys" of the 335th Aviation Company (Assault Helicopter), were attached to the 1st Avn. Bn. (P) on 10 Jan. 72 for administrative and operational control. Commanded by Major Myron D. Davis, the 335th Avn. Co. began supporting the "Green Mittens" mission in Grand Forks, North Dakota, on 7 Jan. 75. Five UH-1 aircraft, crews and maintenance personnel supported the combined SAFCOM-ARMCOM mission on a continuous basis through 1 September 1975. Grand Forks, North Dakota, provided an excellent opportunity for the "Cowboys" to experience and train in severe cold weather operations. While supporting "Green Mittens" the 335th Aviation Company (AH) continued its annual training and support of the First Infantry Division, ROTC and UOC at Fort Riley, Kansas.

b. On 27 May 1975 Major Stephen D. Ballard assumed command of the 335th Aviation Company. A physical fitness program was immediately implemented which has greatly increased the unit's esprit de corps and combat readiness. Brigadier General Johns, Assistant Division Commander, has participated with the 335th soldiers during physical training and has complimented the unit on its physical training program.

2. TRAINING AND OPERATIONS:

a. On 6 & 7 February 1975 flight personnel of the 335th Avn. Co. conducted .38 caliber pistol training and qualifications.

b. An unexpected April snowstorm provided a challenging environment for the unit's Annual ORTT that was satisfactorily completed on 3 April 1975.

c. The first week in May involved moving the Armed Helicopter Platoon to Fort Knox, Kentucky, where annual aerial gunnery qualification was conducted.

d. On 13 and 14 May the company conducted M-16 firing and qualifications. Those not required to qualify took part in range operations to insure safe and successful training.

e. From 1 July to 11 July the "Cowboys" supported cadets of the Reserve Officer Training Corps attending summer camp at Fort Riley, Kansas. Over two thousand cadets were transported on tactical airlifts employing contour level flight techniques.

f. The unit provided support for the First Infantry Division on pre-REFORGER '76 FTX's from 22-24 July and 25-28 August.

g. In keeping with the Nation's Bicentennial, the 335th Cowboys provided a "Vietnam Era" color guard. Clothed in camouflage jungle fatigues the unit has honored the Nation at a Kansas City Chiefs Football game on 18 August, the Sedgwick Fall Festival Parade at Sedgwick, Kansas on 13 September, the Arkalalaa-Festival at Arkansas City, Kansas on 25 October and the Will Rogers Parade in Claremore, Oklahoma on 1 November.

h. On 22 September the unit again qualified personnel with the .38 caliber pistol. From 23-28 September, M-16 qualification was conducted with emphasis on known distance and night firing.

i. On 3 October the unit participated in its annual advanced PCPT. Conditioned by a vigorous physical training program, the unit scored an average of 409 on the proficiency test.

j. From 4 October to 11 November the "Cowboys" supported REFORGER '75 providing 11 officers and 6 enlisted men for the First Infantry Division.

k. Those at home were involved with UH-1H door gunnery from 15-17 October, qualifying crew chiefs with the door mounted M-60 machine gun.

l. Escape and evasion took place on 24 November. Temperatures dipped in the low teens as 60 participating air crew members completed the 12 kilometer course.

m. Unit athletic highlights involved winning the tug-of-war event during the Battalion Organizational Day. The motorcycle race was also won by a member of the 335th Avn. Co. Post Flag Football competition found the "Cowboys" in second place, losing 6-0 in the Post Championship Finals. The "Cowboys" were honored with the Main Post Championship.

3. UNIT AWARDS:

a. The 335th Avn. Co. was awarded the FORSCOM Aviation Award for Accident Free Flying for the period July 1972 to July 1975.

b. The 335th Avn. Co. also received the Aviation Accident Prevention Award for 1 year and 3 year periods during 1975

STEPHEN D. BALLARD
MAJ., Infantry
Commanding

COWBOYS

UNIT HISTORY

1 JANUARY 1976 – 31 DECEMBER 1976

**DEPARTMENT OF THE ARMY
335TH AVIATION COMPANY (ASSAULT HELICOPTER)
Fort Riley, Kansas 66442**

31 January 1977

SUBJECT: Annual Historical Supplement

Commander
1st Avn. Bn. (Prov)
Fort Riley, Kansas 66442

1. 335th Avn. Co. was organized on 10 November 1966 in Vietnam. It was formed out of Company A, 82nd Avn. Bn. While in Vietnam, it was awarded one Presidential Unit Citation, 2 Meritorious Unit Commendations and 3 Vietnam Cross of Gallantry with Palms. On 10 December 1971 it was reassigned to Fort Riley, KS and attached to the 1st Avn. Bn. It is a FORSCOM unit.

2. In CY 1976 the 335th "Cowboys" flew 3656 hours. Some of the highlights include loss of the gun platoon (6 AH-1G Cobras) due to a TOE change; aircraft support for Operation Rocking Force at Grand Forks ND from Jan-Apr 76; successful completion of the ORTT in Apr 76; support for training of National Guard units at Ft. McCoy, WI Jul-Aug 76; furnished instructors and support personnel to ROTC Summer Camp Jul-Aug 76; conducted aerial gunnery training in Sep 76; began a tactical instrument training program in Oct 76; and moved from the old World War II wooden billets to permanent barracks in Nov 76. The unit was awarded a FORSCOM Safety Award for flying for the 75-76 period. The AGI was completed Jun 76. The unit football team took 3rd place in the Post Flag Football Tournament.

3. Organization Changes:

CO	MAJ Barry H. Adams took command from MAJ Stephen D. Ballard Jun 76
XO	CPT Judd Clemens Jan-Mar 76
	CPT William Garrison Mar-Oct 76
	CPT Arthur Labelle Oct-Dec 76
1SG	1SG Charles Hadley Jan-Jun 76
	SFC Benedict A. Pieri Jun-Sep 76
	1SG William Belcher Sep-Dec 76
1st Flight Platoon 11 UH-1H Helicopters	CPT Arthur LaBelle Jan-Oct 76
	CPT Joseph Kulik Oct-Dec 76
2nd Flight Platoon 11 UH-1H Helicopters	CPT Timothy Lenzmeier Jan -Dec 76
Service Platoon 1 UH-1H Helicopter	CPT William Garrison Jan-Mar 76
	1LT William Biggar Mar-Apr 76
	CPT James Armstrong Apr-Sep 76
	CPT Robert W. McElwain Sep-Dec 76
Operations Officer	CPT Daniel McClung Jan-Mar 76
	CPT John Hayne May-Dec 76

BARRY H. ADAMS
MAJ, FA
Commanding

Note: The following list only includes helicopters that were in the 335th AHC after September 1966. The primary source of this information is the U.S. Army Goldbook. Accuracy is estimated to be about 80% to 95%.

		Built	Begin	Begin	Finish		
	Tail	Date	In Unit	In Unit	In Unit	Total	Hours
Model	Number	MMYY	YYMM	Hours	YYMM	Hours	In Unit
AH-1G	67-15621	568	7303	2185	7512	2344	159
AH-1G	67-15764	968	7303	2005	7501	2069	64
AH-1G	67-15822	1168	7402	1838	7406	1901	63
UH-1B	63-08560	264	6905	2757	6907	2957	200
UH-1B	62-01967	363	6903	1965	6904	2077	112
UH-1B	64-13976	365	6805	1932	6810	2280	348
UH-1B	64-13978	365	6610	809	6708	1086	277
UH-1B	63-08606	464	6807	2177	7005	3578	1401
UH-1B	63-08610	464	6612	1413	6709	1585	172
UH-1B	63-08612	464	6710	1602	6805	2031	429
UH-1B	64-14004	465	6806	1682	6912	3024	1342
UH-1B	62-02019	563	6812	2662	6908	3382	720
UH-1B	64-14023	565	6811	2130	6909	3069	939
UH-1B	62-02025	663	7003	2929	7101	3439	510
UH-1B	62-02028	663	6906	1999	7001	2680	681
UH-1B	63-08648	664	6610	597	6801	1140	543
UH-1B	64-14049	665	7003	2754	7012	3468	714
UH-1B	62-02056	763	6709	1690	6803	1970	280
UH-1B	63-08664	764	6709	3	6902	1066	1063
UH-1B	63-08676	764	7007	3959	7011	4151	192
UH-1B	62-02094	863	6805	3160	7002	4269	1109
UH-1B	63-08685	864	6710	1546	7001	3007	1461

		Built	Begin	Begin	Finish		
	Tail	Date	In Unit	In Unit	In Unit	Total	Hours
Model	Number	MMYY	YYMM	Hours	YYMM	Hours	In Unit
UH-1B	63-08703	864	6709	2070	6802	2340	270
UH-1B	62-04579	963	6711	2138	6810	2714	576
UH-1B	62-04592	963	6808	2496	7006	3781	1285
UH-1B	62-04594	963	7002	1909	7101	2716	807
UH-1B	63-12916	1064	7005	2988	7007	3240	252
UH-1B	63-12928	1064	6610	1333	6702	1445	112
UH-1B	63-12930	1064	6610	1398	6710	1659	261
UH-1B	63-12932	1064	6610	1053	6611	1073	20
UH-1B	63-12934	1064	6610	1454	6705	1783	329
UH-1B	63-12935	1064	6610	1493	6702	1683	190
UH-1B	63-12945	1164	6610	839	6807	1736	897
UH-1B	62-01901	1262	6610	1952	6702	2133	181
UH-1B	64-13919	1264	6610	1682	6709	2010	328
UH-1B	64-13924	1264	6807	2214	6903	2422	208
UH-1B	64-13925	1264	6803	1964	6807	2122	158
UH-1B	64-13926	1264	6908	2291	7003	2956	665
UH-1C	66-15071	367	7010	1439	7102	1775	336
UH-1C	66-15141	567	7102	1862	7104	1980	118
UH-1C	64-14112	865	7101	1057	7102	1129	72
UH-1C	66-00591	966	7012	1250	7012	1279	29
UH-1C	66-00629	1066	7010	1675	7012	1868	193
UH-1C	64-14167	1165	7010	1865	7101	2033	168
UH-1D	64-13557	265	6610	1238	6706	1627	389
UH-1D	64-13561	265	6610	981	6707	1438	457

		Built	Begin	Begin	Finish		
	Tail	Date	In Unit	In Unit	In Unit	Total	Hours
Model	Number	MMYY	YYMM	Hours	YYMM	Hours	In Unit
UH-1D	64-13567	265	6610	1157	6703	1603	446
UH-1D	65-09671	266	6805	1532	6805	1589	57
UH-1D	65-09674	266	6610	376	6612	618	242
UH-1D	65-09679	266	6610	367	6707	863	496
UH-1D	64-13570	365	6610	1165	6612	1410	245
UH-1D	64-13609	465	6610	1268	6702	1699	431
UH-1D	64-13610	465	6610	1206	6704	1640	434
UH-1D	64-13611	465	6701	1024	6707	1235	211
UH-1D	64-13614	465	6610	1027	6611	1143	116
UH-1D	65-09902	566	6610	43	6702	195	152
UH-1D	65-09910	566	6610	75	6707	527	452
UH-1D	64-13701	765	6610	726	6703	1201	475
UH-1D	64-13735	765	6610	735	6610	735	0
UH-1D	64-13736	765	6610	906	6707	1311	405
UH-1D	64-13738	765	6610	789	6704	1054	265
UH-1D	64-13747	865	6805	1739	6808	1870	131
UH-1D	65-12849	866	6611	0	6707	255	255
UH-1D	64-13773	965	6805	1634	6806	1690	56
UH-1D	65-12858	966	6611	0	6707	374	374
UH-1D	65-12868	966	6611	0	6707	385	385
UH-1D	66-00799	1066	6611	0	6703	144	144
UH-1D	66-00879	1066	6701	0	6707	268	268
UH-1D	64-13884	1165	6610	635	6706	1034	399
UH-1D	66-00900	1166	6701	0	6706	57	57
UH-1D	65-09569	1265	6610	472	6707	863	391

		Built	Begin	Begin	Finish		
	Tail	Date	In Unit	In Unit	In Unit	Total	Hours
Model	Number	MMYY	YYMM	Hours	YYMM	Hours	In Unit
UH-1H	66-01091	167	7208	1935	7509	2670	735
UH-1H	67-17173	168	7008	1956	7112	3335	1379
UH-1H	67-17192	168	6912	2185	7112	4067	1882
UH-1H	67-17197	168	7010	2408	7112	3637	1229
UH-1H	67-17224	168	7510	3271	7512	3302	31
UH-1H	67-17225	168	7012	1861	7102	2064	203
UH-1H	69-15036	170	7007	260	7011	621	361
UH-1H	69-15046	170	7008	732	7010	1041	309
UH-1H	66-01208	267	7105	2226	7112	2872	646
UH-1H	66-16090	267	7012	2301	7112	3306	1005
UH-1H	66-16094	267	7105	1960	7109	2145	185
UH-1H	67-17292	268	7007	1678	7012	2067	389
UH-1H	69-15118	270	7011	373	7101	575	202
UH-1H	69-15127	270	7010	715	7112	1548	833
UH-1H	70-15725	271	7105	86	7112	785	699
UH-1H	66-16118	367	7010	1992	7010	2041	49
UH-1H	66-16184	367	7012	2875	7112	3728	853
UH-1H	67-17354	368	6806	235	6902	1179	944
UH-1H	67-17361	368	6806	223	7102	3485	3262
UH-1H	67-17380	368	6805	0	6905	1377	1377
UH-1H	70-15711	371	7208	401	7512	1321	920
UH-1H	66-16258	467	6903	1029	7004	2336	1307
UH-1H	66-16308	467	6911	1069	7007	2055	986
UH-1H	66-16319	467	7208	2489	7405	2651	162
UH-1H	66-16321	467	6807	759	6907	2067	1308
UH-1H	67-17426	468	6805	0	6808	555	555

		Built	Begin	Begin	Finish		
	Tail	Date	In Unit	In Unit	In Unit	Total	Hours
Model	Number	MMYY	YYMM	Hours	YYMM	Hours	In Unit
UH-1H	67-17427	468	7002	1387	7112	3704	2317
UH-1H	67-17452	468	7208	1570	7509	2105	535
UH-1H	69-15271	470	7208	1248	7405	1780	532
UH-1H	66-16363	567	6812	630	6901	820	190
UH-1H	66-16385	567	6807	616	6909	2016	1400
UH-1H	66-16408	567	7004	1563	7011	2500	937
UH-1H	66-16437	567	7208	2874	7512	3367	493
UH-1H	66-16458	567	6903	436	6905	678	242
UH-1H	69-15378	570	7007	0	7110	1688	1688
UH-1H	65-09986	666	7409	3797	7512	4007	210
UH-1H	66-16498	667	6709	0	6806	1000	1000
UH-1H	66-16522	667	7208	2116	7412	2636	520
UH-1H	66-16545	667	6904	513	6912	1434	921
UH-1H	66-16557	667	6910	552	6911	735	183
UH-1H	66-16572	667	6907	568	7009	1990	1422
UH-1H	66-16581	667	7010	1905	7112	3121	1216
UH-1H	69-15441	670	7105	449	7112	951	502
UH-1H	69-15474	670	7208	680	7512	1527	847
UH-1H	69-15481	670	7511	1143	7512	1162	19
UH-1H	66-16620	767	6709	0	6902	1625	1625
UH-1H	66-16621	767	6709	0	6906	2054	2054
UH-1H	66-16623	767	6709	0	6812	1551	1551
UH-1H	66-16633	767	6709	0	7004	2738	2738
UH-1H	66-16635	767	6801	187	6801	291	104
UH-1H	66-16637	767	6709	0	6805	833	833
UH-1H	66-16638	767	6709	0	6805	728	728

		Built	Begin	Begin	Finish		
	Tail	Date	In Unit	In Unit	In Unit	Total	Hours
Model	Number	MMYY	YYMM	Hours	YYMM	Hours	In Unit
UH-1H	66-16639	767	6709	0	6907	2082	2082
UH-1H	66-16643	767	6709	0	6805	825	825
UH-1H	66-16647	767	6709	0	6711	147	147
UH-1H	66-16648	767	6709	0	6710	162	162
UH-1H	66-16649	767	6709	0	7001	2514	2514
UH-1H	66-16651	767	6709	0	6805	910	910
UH-1H	66-16653	767	6709	0	6905	1802	1802
UH-1H	66-16654	767	6709	0	6907	2025	2025
UH-1H	66-16656	767	6709	0	6808	1340	1340
UH-1H	68-16053	769	6908	0	6909	295	295
UH-1H	68-16070	769	7011	1652	7112	2714	1062
UH-1H	68-16073	769	7208	1838	7512	2629	791
UH-1H	68-16076	769	6908	0	7003	1025	1025
UH-1H	68-16090	769	6908	0	7010	1737	1737
UH-1H	64-13740	865	7512	4577	7512	4577	0
UH-1H	66-16701	867	6709	8	6806	1032	1024
UH-1H	66-16702	867	6709	17	6803	705	688
UH-1H	66-16704	867	6709	0	6906	2060	2060
UH-1H	66-16706	867	6709	10	6907	2137	2127
UH-1H	66-16707	867	6709	0	6906	2072	2072
UH-1H	66-16708	867	6709	0	6907	2079	2079
UH-1H	66-16717	867	6709	0	6907	2019	2019
UH-1H	67-17744	868	7005	2357	7006	2537	180
UH-1H	68-15775	869	6908	0	7102	1880	1880
UH-1H	68-16118	869	6908	0	7102	2004	2004
UH-1H	68-16160	869	6909	0	6910	259	259

		Built	Begin	Begin	Finish		
	Tail	Date	In Unit	In Unit	In Unit	Total	Hours
Model	Number	MMYY	YYMM	Hours	YYMM	Hours	In Unit
UH-1H	68-16194	869	7009	926	7010	999	73
UH-1H	69-15627	870	7208	374	7512	981	607
UH-1H	66-16797	967	7511	2709	7512	2749	40
UH-1H	67-17806	968	7105	2417	7111	2783	366
UH-1H	68-16224	969	7105	1395	7112	1965	570
UH-1H	68-16254	969	7012	1588	7112	2552	964
UH-1H	68-16272	969	7012	595	7112	1617	1022
UH-1H	68-16278	969	6910	0	7008	757	757
UH-1H	66-16925	1067	6908	1218	7009	2518	1300
UH-1H	66-16928	1067	6902	435	6902	486	51
UH-1H	66-16948	1067	7005	2238	7010	3024	786
UH-1H	67-17828	1068	6910	1049	7011	2588	1539
UH-1H	67-17832	1068	7010	1663	7112	2958	1295
UH-1H	68-16373	1069	7005	353	7109	1977	1624
UH-1H	68-16384	1069	6912	36	7005	807	771
UH-1H	69-15757	1070	7012	0	7112	1320	1320
UH-1H	64-13861	1165	6911	2112	7110	3469	1357
UH-1H	66-17051	1167	6903	1060	6909	1737	677
UH-1H	66-17058	1167	6903	1006	7009	2899	1893
UH-1H	67-19522	1168	6909	828	7008	2101	1273
UH-1H	67-19527	1168	6901	0	7004	1544	1544
UH-1H	68-16481	1169	6912	0	7009	1258	1258
UH-1H	69-15817	1170	7012	0	7012	100	100
UH-1H	69-15836	1170	7208	932	7512	1714	782
UH-1H	66-17090	1267	7409	2456	7512	2691	235
UH-1H	68-15242	1268	6901	0	7004	2087	2087

		Built	Begin	Begin	Finish		
	Tail	Date	In Unit	In Unit	In Unit	Total	Hours
Model	Number	MMYY	YYMM	Hours	YYMM	Hours	In Unit
UH-1H	68-16592	1269	7002	0	7006	821	821
UH-1H	69-15884	1270	7102	0	7112	982	982
UH-1M	66-15005	167	7011	1553	7110	1976	423
UH-1M	66-15016	267	7012	1831	7110	2415	584
UH-1M	66-15017	267	7107	2387	7112	2569	182
UH-1M	65-09493	366	7105	2188	7108	2333	145
UH-1M	65-09528	466	7012	1834	7107	2125	291
UH-1M	66-00492	666	7105	2580	7110	2738	158
UH-1M	66-00635	1066	7012	1666	7110	2125	459

GLOSSARY OF ABBREVIATIONS

A/C	Aircraft
Abn. Bde.	Airborne Brigade
ACM	Army Commendation Medal
AFB	Air Force Base
AHC	Assault Helicopter Company
ALA	Airlanded Assaults
ALR	Airlanded Resupply
ALSC	AUSTRALIAN LOGISTICAL SUPPORT COMPANY
AM	Air Medal
AML	Airmobile Light
APC	ARMOR PERSONNEL CARRIER
ARA	Aerial Rocket Artillery
ARVN	Army of the Republic of Vietnam
AVN	Aviation
B.S.	Bronze Star
BAM	Basic Air Medal
BN	Battalion
BOQ	Bachelors Officers Quarters
C&C	Command And Control
CA	Combat Assault
CAL	Caliber
CAPT.	Captain
CAV	Cavalry
CL	Command and Liaison
COL.	Colonel
CONUS	Continental United States
CP	Command Post
CTZ	Corps Tactical Zone
CWO	Chief Warrant Officer
DEROS	Date Estimated Return Overseas Service
DFC	Distinguished Flying Cross
DIV	Division
EH	Escort Helicopter
EM	Enlisted Men
FSB	Fire Support Base
GO#	General Orders Number
INF.	Infantry
KBA	Killed By Action
KIA	Killed In Action
LFT	Light Fire Team
LOLEX	LOW LEVEL EXTRACTION

LRP	Long Range Patrol
LRRP	Long Range Reconnaissance Patrol
LT	Light
Lt.	Lieutenant
LTC	Lieutenant Colonel
LZ	Landing Zone
MACV	Military Assistance Command Vietnam
MAD	Mortar Aerial Delivery
MAJ.	Major
MED.	Medical
MEDIVAC	Medical Evacuation
NCO	Non Commissioned Officer
NVA	North Vietnamese Army
P.H.	Purple Heart
PAX	Passengers
PFC	Private First Class
POL	Petroleum Oils and Lubricants
PSP	Perforated Steel Plate
PZ	Pickup Zone
R&R	Rest and Recuperation
RAA	ROYAL AUSTRALIAN ARTILLERY
RAR	Royal Australian Regiment
RPM	Revolutions Per Minute
RNZA	ROYAL NEW ZEALAND ARMY
RVN	Republic Of Vietnam
SGT.	Sergeant
SSGT	Staff Sergeant
T.A.O.R.	Tactical Area of Operational Responsibility
T.D.Y.	Temporary Duty
TF	TASK FORCE
V	Valor
VC	Viet Cong
VR	Visual Recon
WIA	Wounded In Action
WO	Warrant Officer

Cowboy Monument Memorial Dedicated 10/26/2017 Fort Rucker Alabama Veterans Park





Pathway to the Air Museum at Fort Rucker Alabama



Order of Events

October 22, 2016

One year and two days ago, Jack Hunnicutt laid out a plan to have a Monument Memorial dedicated to the 335th Assault Helicopter Company. He solicited feedback from the troops and found that there was a great deal of interest in pursuing his idea.

Jack posted a draft of what the structure might look like, and many Cowboys contributed ideas as to what should and should not be included. Jack put together a committee to review all the suggestions and a consensus was reached.

The Cowboy mission was now set. Jack was flying lead with Jim Stein flying wing on this project. We also had boots on the ground in the names of Tom Gould and Jerry Hendley.

Fund raising began

We were a bit concerned as to the timing of this solicitation for funds because the holidays were coming and there were many folks that had suffered with hurricanes in the East, tornadoes in the Central part of the country and wild fires out West.

November 2016

Jack and Tom Gould visited some local stone companies and obtained estimates. At the same time, Jack and Jim Stein met with the folks at Fort Rucker to obtain approval for locating the structure at Veterans Park.

Fund Raising efforts continued and we reached our Goal 5 days before Christmas. December 20, 2016. That's 57 days to raise the **\$15069**

A notice was sent out telling everyone the goal had been reached and that there was no need to send more donations. Well, the Cowboys never a group to always follow orders, continued to send money creating a surplus to be used for the Dedication. We raised **\$17920**. **\$2851** over the cost of the monument memorial.

March 2017

Stone slab was ordered

April 2017

Final approve to place the monument was granted on April 21, 2016 by Commanding General, Installation Management Command.

July 2017

The stone slab of Black Granite was received in Georgia and fabrication began. That is the etching, sandblasting and polishing necessary to complete the project.

Planning efforts for the unveiling ceremony also began.

August 2017

Stone fabrication completed.

Stone delivered and placed at Fort Rucker August 22.

September 2017

Dedication Ceremony occurred October 26, 2017.

The terms Monument and Memorial.

- Monument is a structure, statue, or a building that is built to honor someone notable or a special event.
- Memorial is a structure or a statue that is built to remember a dead person or a group of people who died in an important past event.

The Cowboy structure is like a coin. It does not have a front and back. It simply has two sides.

On one side is the Memorial dedicated to the 56 men who gave all in the service to their country.

On the other side is a Monument dedicated to all who served with or were attached to the 335th.

The monument memorial represents the blood sweat and the lives of all those that served in or were attached to the 335th Assault Helicopter Company and they shall never be forgotten.



Diamond was on the Tail Boom of all Cowboy Aircraft.



Later Cowboy Patch Design.



Original Cowboy Patch Design





A-Company, 82nd Aviation attached to the 173rd Airborne Brigade, Bien Hoa. Made in Bien Hoa. 1965 or 1966.



Cowboy Business Card



The only patch used by the 1st Platoon.



The only patch used by the 2nd Platoon.





1st Aviation Brigade Patch



234 Signal Detachment



Used these as pocket and hat patches. 1965
82nd Aviation Btn. Had these in Vung Tau
before moving to the 173rd ABN in Bien Hoa.





