

HISTORY OF THE
155TH ASSAULT HELICOPTER COMPANY
1 JANUARY 1967 - 31 DECEMBER 1967

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HISTORY OF THE
155TH ASSAULT HELICOPTER COMPANY
APO SAN FRANCISCO 96297

1 JANUARY 1967 - 31 DECEMBER 1967

Written By
SP/4 ROBERT D. HUNTER
UNIT HISTORIAN

Approved by
BILLY R. GOODALL
Maj Inf
Commanding

20
5

File

IN MEMORIAM

1965

PFC MICHAEL E. DAVIS	21 OCT
WO JOSEPH S. HUYLER	21 OCT
SP/5 WILLIAM J. JOHNSON	21 OCT
1LT HAROLD A. PREISENDEFER	21 OCT

1966

WO EUGENE W. CASWELL	27 MAY
WO MICHAEL N. CORYELL	30 NOV
PFC RICHARD E. DABNEY	27 MAY
WO RAYMOND L. FORD	29 MAR
PFC GREGORY L. MILLER	20 DEC
WO PHILLIP C. SMITH	29 MAR
PFC JAMES WALKER	30 NOV
WO WILMER J. WILLINGHAM	30 NOV
SP/4 JOHN W. WOOD	30 NOV

1967

SGT KEITH D. GRIFFIN	16 MAR
WO TERRANCE W. NELSON	23 MAY
SP/5 JAMES G. PATTERSON	16 MAR

... that these men shall not have died in vain.

FORWARD

Serving as a combat support aviation unit in the Republic of Vietnam, the 155th Assault Helicopter Company, with its supporting detachments, is similar to the many other aviation units of the same size and structure. Formed originally as Company A, 1st Aviation Battalion, 1st Infantry Division at Fort Riley, Kansas, the unit arrived at Vung Tau, Vietnam on 1 May 1965. Bringing with them 24 UH-1D's, the company's advance party was welcomed to Ban Me Thuot by Lt. Col. Delbert Townsend, late commander of the 52 Combat Aviation Battalion. After much preparation and many training hours, during which the men of Company A became proficient in the new and demanding techniques of flying in a combat zone, the company was declared operational 1 June 1965. On 20 November 1965 Company A was redesignated as the 155th Aviation Company (AM). Unofficially the 155th was directed by the 1st Aviation Brigade to designate itself the 155th Assault Helicopter Company. This designation is in effect for all Air Mobile Light companies throughout Vietnam.

From the first, however, the airlift platoons were known as the "Stagecoaches," while the armed platoon was called the "Falcons." Under these names the men of this proud company have spread their reputation for accomplishing their mission while maintaining the highest of safety standards and maintenance availability throughout the Republic of Vietnam. From Dong Ha in the north to Soc Trang in the south, from the fertile coast to the Cambodian border, they have flown over 50,000 hours in support of the allied forces combating the threat of Communism in South East Asia.

The 155th Compound, Camp Coryell at Ban Me Thuot, known to the men

as "Vietnam's in-country R&R center in the Central Highlands," is looked upon by all members of the unit with pride and pleasure. Kept in a high state of police and boasting modern and well equipped clubs, a theatre, volley ball courts, and last but not least, a standard size swimming pool, the compound offers to the 450 men who live here a companionable and relaxing place to work. The men themselves have taken an active part in the upkeep of the compound. The pride resulting from this in addition to a command emphasis on granting the men ample time to enjoy their efforts has contributed to the good morale and enthusiasm with which the men have entered into their work. The 155th Assault Helicopter Company has been most fortunate in being able to establish good social and professional relations with the people of Ban Me Thuot. The men have been most cooperative in abiding with local laws and curfews. They have taken it upon themselves to control spending on the economy.

This history is dedicated to all those men who have served and are serving with the 155th Assault Helicopter Company and its detachments since its arrival in the Republic of Vietnam, with special tribute to those officers, warrant officers, and enlisted men who gave their lives in defense of their country.

PREFACE

Since 6 November 1967 it has been my privilege to command the 155th Assault Helicopter Company. Before that time I had the opportunity to observe this company for a number of months while serving as the Executive Officer. The demonstrated flexibility of the aviation support and the far ranging missions impressed me. I find it even more satisfying to command a unit with such an evident display of esprit de corps and team effort by both officers and enlisted men of the company and its detachments. During the period of my command, this company has supported ground and air elements of United States and Republic of Vietnam units in the Central Highlands. It has been my pleasure to be a part of this hard working combat assault helicopter team.

It is my goal for the future that the 155th repeat the outstanding record it set in 1967. Company pilots, crews, and aircraft flew a maximum number of combat hours with outstanding maintenance support behind them, and have produced one of the finest unit safety records in Vietnam. The men of each supporting unit contributed to the overall flight record of the company and made real history for the past year. Individually, they deserve special commendation for their participation in the full year's efforts of 1967.

It is my privilege to write this preface to the 155th's unit history for 1967. A unit history which began a good many flying hours and DERTS dates ago at Fort Riley, Kansas, and which is being made daily here in Vietnam is in keeping with the highest traditions of Army Aviation and the United States Army.

Billy R. Goodall
BILLY R. GOODALL
Major, Infantry
Commanding

PART I
MISSION AND RESOURCES

MISSION

The mission of the 155th Assault Helicopter Company is (1) to provide tactical air movement of combat troops in airmobile operations, (2) to provide tactical air movement of combat supplies and equipment within the combat zone, (3) to provide combat assault support to combat troops.

ORGANIZATION

The 155th Assault Helicopter Company is organized under TOE 1-77G and has the following units attached:

165th Transportation Detachment (CHFM)
8th Medical Detachment
208th Signal Detachment (RADREP) (AVIONICS)
981st Military Police Detachment (K-9)
255th Quartermaster Detachment (KD) POL
Air Force Detachment 10, 5th Weather Squadron

REGIONAL ANALYSIS

TERRAIN

The II Corps Tactical Zone, in which Ban Me Thuot is located and in which the 155th Assault Helicopter Company renders the majority of its support, covers an area of 32,725 square miles or 49% of the land area of South Vietnam. Its western border is 342 miles long and in common with Laos and Cambodia. The eastern border is approximately 400 miles of coastline bordering on the South China Sea. The area is 40 miles wide in the north and 342 miles wide in the south. This area is politically divided into the provinces of Kontum, Binh Dinh, Pleiku, Phu Bon, and Phu Yen in the 22nd ARVN Division Tactical Zone, and Darlac, Khanh Hoa, Quang Duc, Tuyen Duc, Nuhn Thuan, Lam Dong, and Binh Thuan in the 23rd ARVN Division Tactical Zone. Geographically, this area may be divided into three major areas.

1. The coastal plain is a narrow strip of long flat, often marshy terrain, not more than twenty miles wide from the sea inland. This area is formed by a series of numerous river deltas interrupted by rocky ridge lines running steeply to the sea. This area is almost entirely under cultivation, with four rice crops a year.

2. The mountain region extends from north to south almost the entire length of the II Corps Tactical Zone. Elevations range from 3,000 to 8,000 feet, with the eastern slopes quite steep and the western more gradual. Rain forests cover three quarters of this area with most of the remainder covered with open, deciduous growth. Cultivation is limited to small, cleared areas on relatively flat land. Flying in this

area is very hazardous with forced landing areas practically nonexistent, ceilings frequently very low and winds unpredictable.

3. The plateau region is located west of the mountains and is comprised of the Kontum Plateau in the north and the Darlac Plateau in the south. This region has altitudes ranging from 1,000 to 3,000 feet with gently rolling hills and much open area. Where the soil is not under cultivation, a thick growth of grass, to a height of eight to ten feet, covers the ground. Where adequate drainage is provided, this area will support four vegetable crops yearly.

The principal cities of this area are Phan Thiet, Phan Rang, Nha Trang, and Qui Nhon on the coastal plain; Dalat in the mountains; and Ban Me Thuot, Pleiku and Kontum on the plateaus. The major routes of this area are:

Route #1 Saigon - Danang (coastal route)

Route #11 Dalat - Phan Rang

Route #14 Saigon - Ban Me Thuot - Pleiku - Kontum

Route #19 Pleiku - Qui Nhon

Route #20 Saigon - Dalat

Route #21 Ban Me Thuot - Nha Trang

The Republic's major rail line parallels Route #1 along its entire length with one spur line from Phan Rang to Dalat. The logistical and communications complex at Cam Ranh Bay is located between Phan Rang and Nha Trang.

WEATHER

Weather throughout this area can be divided into the summer monsoon, June through September, and the winter monsoon, November through April,

with the months of May and October as periods of transition. During the summer monsoon the wind is southwesterly, causing cloud buildups on the western slopes of the mountains. This results in a rainy season for the plateaus and mountainous areas during the summer months while the coastal provinces have clear skies and good flying weather. The winter monsoon brings a northeasterly flow with the conditions reversed. The coastal provinces of Binh Thuan and Nhin Thuan are little affected by either monsoon and have generally clear weather the year around.

Average rainfall in the mountain and plateau areas is 90 inches, and on the coastal plain 87 inches. The temperature on the coastal plain ranges from the mid 70's to the high 80's during the rainy season and low 80's to high 90's during the dry season. The mountains and plateaus experience temperatures from the mid 60's to mid 80's during the wet season, and low 60's to low 80's during the dry season. Winds are normally gusty at 10-15 knots with velocity increasing with altitude. Surface winds up to 25 knots are frequently encountered.

INDIGENOUS POPULATION

The II Corps Tactical Zone has a population of approximately 2.5 million people, or just over 20% of the population of the Republic of Vietnam. The majority of this population is located along the coastal plain in the vicinity of the cities. The majority of these people are Annamese.

The mountain and plateau regions are inhabited chiefly by Montagnard tribesmen. There are thirty-nine major tribes and some 150 subordinate tribal groups of these people living in the highlands of Vietnam,

Cambodia and Laos. Ban Me Thuot is the traditional capitol of these people. The II Corps Area is inhabited by approximately 500,000 Montagnards. The largest tribe in this region is the Rade, whose influence extends from Kontum to Ban Me Thuot.

PART II
SIGNIFICANT EVENTS AND OPERATIONS

PERIOD 1 JANUARY - 31 MARCH

General:

The morale of the members of the 155th Assault Helicopter Company and its supporting detachments at Camp Coryell, Ban Me Thuot, were greatly affected during the early part of January by the holiday season just passed. The new swimming pool had recently been officially opened and the company had provided as much entertainment as was practicable, including participation by local Vietnamese religious and social groups. The mail service, crucial at this time of year, had been excellent, and the men were in high spirits.

January:

On 2 January the 155th conducted a combat assault, inserting 600 Civilian Irregular Defense Group personnel into a landing zone west of Bao Loc. A lifetime member of the 155th, helicopter number 64-13600, crashed into the landing zone on the first lift, and although there were no injuries sustained by the crew members, the aircraft was totally destroyed. This was the last of the original aircraft that came over with the unit in 1965. The 3rd of January brought a new scene to the 155th. The company moved its flight elements and representatives from maintenance, avionics, and administration to a field headquarters at Camp Holloway Airfield in Pleiku. Utilizing an average of ten lift helicopters and four armed helicopters a day, the company supported

the Fourth Infantry Division in Operation Sam Houston in conjunction with other flight elements of the 52d Combat Aviation Battalion. The 155th continued support of Operation Sam Houston throughout the month of March. During this support the company conducted numerous combat assaults as well as accomplishing daily resupply and command and control missions. Four days after arriving at Camp Holloway, on 7 January, the 155th was involved in one of the most hostile mortar attacks in the II Corps Tactical Zone. At 0135 hours, 7 January 1967, Camp Holloway was mortared. The 155th lost 5 UH-1D's and four others were damaged during the attack. Two lift helicopters and crews on flare standby that night and four armed helicopters on gun standby actively participated in the defense of Camp Holloway. They were credited with killing sixteen enemy and silencing three mortar tubes and were subsequently decorated at ceremonies held at battalion headquarters. In the latter part of January nine lift helicopters and four armed helicopters moved to the Kontum area to support a Special Forces unit in that area. The flight remained there for a short period of time and returned to Pleiku to continue supporting the 4th Division.

February:

During the month of February elements of the 155th returned twice more to Kontum to support the Special Forces unit in that area. The rest of the month was characterized by normal support of the 4th Infantry Division in Operation Sam Houston with the company staging most of its operations out of Camp Holloway, Pleiku.

On 4 February the 155th held a ceremony for the ~~memorialisation~~ of Warrant Officer Michael N. Coryell. The 155th installation

located on the northwest side of Ban Me Thuot City Airfield was designated as Camp Coryell. Warrant Officer Coryell, his pilot and his crew lost their lives on 30 October 1965 when shot down by enemy small arms fire on a mission near Plei Djereng, 25 miles west of Pleiku. Military representatives and civilian guests accompanied troops in paying tribute to the aviator and his crew who died in the service of their country.

During the period 21 through 23 February the 155th returned to Ban Me Thuot to stage combat assaults for elements of the 23rd ARVN Infantry Division northeast of the city. On 23 and 24 February the company moved back to Pleiku to support the 4th Infantry Division there. On the evening of 24 February the entire company was called to Bao Loc to support the 101st Infantry Division in operations there. Enemy activity in that area was intense and several aircraft received hits. Many heroic actions were committed by members of the company, and although the aircraft were constantly under fire, no serious injuries were incurred by 155th personnel. On 26 February the company returned to Pleiku to continue support of the 4th Division.

March:

Throughout the month of March the 155th continued supporting the 4th Division with numerous combat assaults and daily resupply and command and control missions. The month of March also brought with it the heaviest fatality toll for the year 1967, along with its share of aircraft accidents and heroic actions by 155th personnel.

On 2 March Major Robert V. Atkinson turned over the reigns of the famed Stacoachers to Major Charlie P. Fleming in an impressive change

of command ceremony. The ceremony was attended by various military representatives and civilian guests. On 8 March a lift helicopter, number 65-59927 lost power on an approach to a landing zone. Five of the passengers and crew members on board received minor injuries. The aircraft was totally destroyed in the resulting fire. On 16 March, while participating in a combat assault west of Pleiku, a flight element of the 155th came under intense enemy fire. Two aircraft were seriously damaged by hostile rounds and one other was shot down and burned upon contact. The company suffered two KIA and two WIA during the fierce engagement with the enemy. "I saw the ship going down with flames billowing from the engine compartment. Then it hit the trees and fell through the canopy. We noticed a small clearing about 200 meters from the crash and set our ship down in it. The crewchief and I jumped from our ship, he with his M-60 machine gun and I with my M-16." This was the way 1LT Richard Sperling described the action after the 155th Huey crashed after being hit by enemy ground fire during Operation Sam Houston on that eventful day in March. The survivors of the ill-fated mission may well owe their lives to the fast action taken by Lt. Sperling and his crewchief, SP/5 Michael Baucom, who unhesitatingly went to their rescue with complete disregard for the enemy mortars that were trying desperately to destroy the downed crew. These actions are indicative of the characteristics displayed by all personnel of the 155th Assault Helicopter Company.

On 18 March a helicopter on a return flight from Nha Trang was forced to autorotate into the jungle east of Ban Me Thuot. No injuries resulted in the accident but the aircraft was destroyed by a grass fire. On 20 March an armed helicopter crashed on take-off from Ban Me Thuot.

Three serious injuries resulted in the crash and the aircraft was destroyed. Again on 24 March another armed helicopter was crippled by enemy fire and crashed into a secure landing zone. There were no injuries in this accident.

On 29 March the company terminated its support of Operation Sam Houston and returned home to Ban Me Thuot, carrying with them many memories that shall never be forgotten during that eventful month of March 1967.

PERIOD 1 APRIL - 31 JUNE

General:

During these three months the company operated in all areas of the II Corps Tactical Zone supporting American, Korean, and Vietnamese combat units. The period is characterized by the company's mobility and by its noteworthy accomplishment of several major troop movements as the various units it supported conducted company, battalion, and even regimental size operations.

April:

The first part of April was uneventful except for one incident that took place of 3 April while the 155th was supporting the 101st Airborne Division in the Khanh Duong area. One aircraft was hit by enemy fire and wounded the crewchief. He was immediately evacuated to the 8th Field Hospital in Nha Trang and was later released for duty.

On 11 April the 155th terminated its brief but eventful support of the 101st Infantry Division (Abn) and 23rd ARVN Division operations in the southern Darlac Plateau. The company immediately began to prepare for a unit size move to Ninh Hoa to begin support of the 9th Republic of Korea Division. The move, consisting of all flight elements, platoons and representatives from all supporting detachments, began on 11 April when an advanced party flew to Ninh Hoa and was briefed by the command of the 176th Assault Helicopter Company which had been working with the ROK's since their arrival in country. With instructions to be operational by 1200 hours on 12 April, the rest of the company left Ban Me Thuot the morning of the 12th. The main body of the company was followed by six "Chinook" sorties of supplies and maintenance equipment.

May:

On 1 May the company assumed the mission of direct support of II Corps Headquarters with the mission to provide combat support to Vietnamese and other allied units throughout the II Corps Tactical Zone. A light team of armed helicopters and at least one transport helicopter were assigned for an indefinite period to the MACV Advisory Team in Lam Dong Province. This gun team was credited with 34 enemy kills during the months while conducting their unique area clearing operations in that area.

On 4 May the company inserted a reinforced battalion of the 23rd ARVN Training Division with artillery into two landing zones northwest of Bao Loc, Lam Dong Province. A heavy team of company guns (Falcons) were credited with 25 confirmed enemy kills and the destruction of 40 enemy bunkers. Later during the lift, one company aircraft crashed on touchdown to a sloping area. The aircraft was totally destroyed and 5 passengers died as a result of wounds sustained in the accident. None of the crew members were injured.

On 6-7 and 13-14 May, the company inserted two battalions of the 23rd ARVN Infantry Division with artillery into the area southeast of Bao Loc. The major lift was accomplished over a two day period. Later the company extracted the two battalions in another two day operation. The company also conducted combat assaults with the 23rd ARVN Infantry Division near the Cheo Reo valley during the month of May. On 13 May, material failure of a transmission drive shaft caused one of the company's aircraft to crash as it was returning to home base from a combat assault. The aircraft commander subsequently died of injuries sustained in the

accident. The pilot was evacuated to a hospital in the United States. The two other crew members received only minor injuries.

June:

The company continued to provide support to ARVN units in the II Corps Tactical Zone, accomplishing several major lifts in the Dak To, Cheo Reo, Ban Me Thuot areas.

On 12 June, four of the company's UH-1D's and two gun ships flew to Qui Nhon to fly Premier Ky, the American Ambassador to Vietnam, and their party to ceremonies celebrating the birthday of Emperor Quang-Trung in Binh Dinh province. On 28 June the 155th flew a VIP mission for General Westmoreland to various locations surrounding the Ban Me Thuot area.

PERIOD 1 JULY - 31 SEPTEMBER

General:

This period saw many flying hours in support of allied units in the II Corps Area under the operational control of II Corps Headquarters. The company operated from such varied staging areas as Bao Loc, Ban Me Thuot, Cheo Reo, Qui Nhon, Phan Rang, ~~Hue~~ ~~an~~, Phu Bai. This period also began a series of attacks of the Camp Coryell Compound.

July:

On 5 July 13 transport helicopters and 4 armed ships of the 155th were joined by CH-47's to lift a total of 1,450 troops of the 23rd ARVN Infantry Division into 4 landing zones along highway #14 between Duc Lap and Gia Nhia in the south central highlands. The lift, which was an attempt to clear the route for a convoy, required 300 slick sorties of troops for a total of 142 hours flown that day. Although ground fog in the operational area prevented the lift from proceeding according to schedule at first, it was accomplished without incident.

On 9 July, 13 of the company's transport helicopters and 4 of the gun ships were attached to the 10th Aviation Battalion for a major operation conducted by the Capitol Division of the Army of the Republic of Korea south of Qui Nhon. The company lifted a total of 610 Koreans into a landing area along the coast from which they were to conduct sweeping search and destroy maneuvers. On 13 July, 11 transport helicopters and 3 gun ships of the company had their first experience with Naval gun support when they lifted 350 troops of the 23rd ARVN Infantry Division into 2 landing zones south of Phan Rang. The lift

was in conjunction with an amphibious assault conducted by ARVN troops in that same area.

On 24 July two company gun ships were engaged by enemy fire while on a search and destroy mission near Bao Loc in Lam Dong Province. One of the ships was forced down into the jungle where an enemy force estimated to be two companies in strength was located. Another company aircraft braved the intense enemy fire to rescue the downed crew. The other gun ship limped back to the secure airfield where it landed safely. The two gun ships were responsible for at least 85 enemy deaths before they were forced out of action.

August:

On 12 August, 7 company lift ships were working with the 10th Aviation Battalion staging a combat assault near Tuy Hoa. The company was credited with relocating elements of the Capitol ROK Division in the mountains southwest of Tuy Hoa.

On 26 August, 2355 hours, Camp Coryell was the target of an enemy mortar attack during the final minutes of 26 August 1967. 23 Mortar rounds exploded inside the perimeter of the compound, damaging some maintenance facilities and several aircraft. None of the rounds struck the cantonment area which houses the men of the compound. There were no injuries to military personnel, however 10 adults and 4 children living in a housing project south of the compound were injured. The attack left a total of 10 wounded, and 4 dead among the civilian population. The surprise attack lasted only three minutes. Two gun ships and a flare ship were immediately dispatched but failed to detect any activity in the area. The enemy force, suspected to be a small strike force, hit and

then escaped into the jungle.

On 27 August, 6 lift helicopters, and 4 gun ships extracted 180 CIDG Special Forces Troops from Duc Lap in Darlac Province. As the transport flight lifted out of the Duc Lap landing zone on the first lift, hostile fire was received. Two of the company aircraft were hit and one returned immediately to the airfield. The other aircraft, commanded by Warrant Officer Steve Owens, was forced down into a clearing in the jungle when it lost oil pressure. The aircraft was receiving fire when it touched down in the clearing from an enemy force in the tree line. One of the passengers was wounded by the fire. The remainder of the flight followed Warrant Officer Owens into the clearing and their passengers secured the area within ten minutes. Two hours later the damaged aircraft was removed, but the CIDG commander decided to take the opportunity to stalk the enemy and remained on the target which had been inadvertently offered him. Warrant Officer Owens said of the action, "It was close, but how many times can you get shot down and have your own line company follow you in? We were receiving heavy fire on the ground. Had it not been for the quick reaction of those CIDG, my crew would not be alive today."

September:

On 5 September a veteran pilot, CWO4 Robert H. Holt celebrated his 5,000th air hour. His 5,000th hour was logged while flying a combat support mission with the 155th in the Central Highlands of Vietnam. The 15th of September brought unlimited activity for the armed platoon (Falcons). While working with the CIDG, two gun ships conducted a recon

of the area around the landing zone to be used for an insertion. About 500 meters from the LZ one ship received enemy fire. When the light gun team circled back, they observed two armed men scurrying through the bushes. They engaged in a rapid exchange of fire, and gave the friendly patrol ample time to get to them before they could take the information they had observed to their superiors.

On 17 September two lift ships were conducting a visible recon for preparation of a combat assault later in the day. While observing, the two ships began receiving intense enemy fire. Immediately upon receiving word of the incident the 155th operations immediately dispatched 7 lift ships and 2 gun ships to the area. During the heavy exchange of fire 7 company ships received hits. There were no injuries to the crew.

On 22 September the 155th prepared for a move to the Hue, Phu Bai area in support of Special Forces. During this operation on 25 September, during an exchange of fire, a crew chief was critically wounded and his gunner, SP/4 Vincent McDonough displayed an extraordinary amount of heroism while under fire. Without regard for his own safety SP/4 McDonough saved the life of his crew chief by exposing himself to hostile automatic weapons fire while applying his knowledge of emergency first aid. On 27 September the company again returned home to Ban Me Thuot.

PERIOD 1 OCTOBER - 31 DECEMBER

General:

This period was characterized by a continuing commitment of aircraft to the II Corps Tactical Zone. Several major troop movements were accomplished, including the battle of Dak To and Hill 875.

October:

The month of October brought few significant events other than the routine support of the allied troops of the 23rd ARVN Infantry Division in the areas of Bao Loc and Ban Me Thuot.

On 19 October a command and control ship from Bao Loc enroute to Ban Me Thuot by way of Dalat, ran into a considerable amount of bad weather. The ship lost RPM and crashed into a tree. Four Vietnamese were killed and two of the crew received minor injuries.

November:

On 3 November the 155th conducted a combat assault in the vicinity of Kontum, utilizing 8 lift helicopters and 4 gun ships. 60 troops of the 22nd ARVN Infantry Division were inserted and 250 troops were extracted in 120 aircraft sorties. The operation was conducted without incident.

The 6th of November brought the second change of command for 1967. Under clear skies and before the massed troops, the guidon was passed from Major Charlie P. Fleming to Major Billy R. Goodall. Also Major Richard B. Stephens passed the guidon of the 165th Transportation Detachment to Major Eugene P. Malkoff. The ceremony concluded with remarks by the departing commanders and martial music provided by the 23rd ARVN Infantry Division band.

At 2310 hours on the 7th of November, the Camp Coryell compound was again pounded by 50 rounds of enemy mortar fire. No personnel received injuries. The company lost several helicopters and other equipment as a result of the attack.

Ten slicks and four gun ships conducted a combat assault in the Bao Loc area for the 11th Ranger Battalion on 13 November. 729 troops were lifted without incident in 226 sorties. The Falcons were credited with 20 enemy killed during the mission. On 14 November the 155th returned to complete their mission in the same area. Two gun ships sustained hits from automatic weapons fire and were forced down. Two crew members were wounded in action aboard one of the gun ships. The damaged aircraft were recovered the following day.

The 24th of November brought the first platoon of the 155th to the Dak To area to take part in Operation MacArthur. The company's ships were constantly under fire but managed to continue and accomplish their mission throughout the period 24 November - 3 December.

December

On 9 December the company left before dawn to go to the aid of a besieged outpost in the Tuyen Duc Sector. Several United States advisors had been trapped and it was feared they were either killed or captured. The 155th immediately inserted elements of the 101st Airborne Division. This mission was accomplished without incident.

On 24 December three lift ships and four gun ships deployed to Pleiku and spent Christmas in the Pleiku area. On Christmas day these ships took part in the air mission supporting the visit of Army Chief of Staff

General Harold K. Johnson. Again on 26 December the 155th provided air support and gun ship escort for the Chief of Staff during his overnight visit in the Ban Me Thuot area.

The 31st of December marked the end of the 3rd year for the 155th Assault Helicopter Company and its detachments. From then until 2 January 1968, the 155th relaxed and readied for the new year.

PART III

STATISTICS

155TH ASSAULT HELICOPTER COMPANY
1 JANUARY 1967 - 31 DECEMBER 1967

Combat Hours Flown	26,817
Combat Sorties	67,176
Total Passengers	100,744
Total Cargo	3,064 Tons

LINEAGE

155TH AVIATION COMPANY (AML)

Company A, 1st Aviation Battalion was activated on 15 July 1963 at Fort Riley, Kansas, and was originally part of the 1st Infantry Division.

In the spring of 1965, Company A was relieved of its assignment to the 1st Infantry Division and was reassigned to USARPAC for deployment to the Republic of Vietnam.

On 1 May 1965, Company A, 1st Aviation Battalion arrived at Vung Tau, Republic of Vietnam, where it was further assigned to the 52d Aviation Battalion and directed to move to its new location at Ban Me Thuot in the Central Highlands.

On 20 November 1965, the company was redesignated as the 155th Aviation Company (AML) and Company A, 1st Aviation Battalion designation was returned to the 1st Infantry Division.

MAJOR COMMANDERS
And Their Period Of Assignment

DeLoach, William W.	MAJ	067668	ARM	20 Mar 65 - 28 Aug 65
Yamagata, Fred T.	MAJ	02097050	INF	28 Aug 65 - 15 Nov 65
Napier, James W.	MAJ	072172	INF	15 Nov 65 - 18 Dec 65
Parlas, Joseph L. Jr.	MAJ	01935283	INF	18 Dec 65 - 10 Aug 66
Atkinson, Robert V.	MAJ	066671	INF	10 Aug 66 - 2 Mar 67
Fleming, Charlie P.	Maj	04005545	INF	2 Mar 67 - 6 Nov 67
Goodall, Billy R.	MAJ	090118	INF	6 Nov 67 -