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HISTORY OF THE
61ST ASSAULT HELICOPTER COMPANY
10TH COMBAT AVIATION BATTALION
1ST AVIATION BRIGADE

1 January 1967 - 31 December 1967

Prepared by
WO1 Louie R. Gott Jr.
Unit Historical Officer

APPROVED BY:



ALVIN E WALKER
MAJ . INF
Commanding

Lane Army Heliport
Republic of Vietnam
APO 96238

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FOREWORD

The 61st Aviation Company (Air Mobil) (light) was activated at Fort Campbell, Kentucky pursuant to General Order number 36, Headquarters, Third United States Army, Fort McPherson, Georgia, dated 8 February 1967.

The unit established a morning report effective 16 February 1967 with the assignment of two officers and 14 enlisted men. During the period 16 February through 19 June 1967 the unit conducted normal organizational duties involved with activation. During the month of April 1967 the officers and enlisted men acted as umpires for the ORT of the 212th Aviation Battalion and the 190th Aviation Company, during the exercise Goblin Hunt I held at Dover, Tennessee.

The 61st Aviation Company was activated under TO&E 1-77G dated 31 March 1966 using MTO&E 1-77G dated 7 April 1967, with an authorized strength of 15 officers, 52 warrant officers and 152 enlisted men with an aggregate of 219 personnel. Also authorized were two airlift platoons, one armed platoon, and a service platoon, utilizing 22 UH-1H aircraft for airlift, 8 UH-1C aircraft for gun ships and one UH-1H for a maintenance recovery ship. The 616th Transportation Detachment (CHFM) under TO&E 55-500R and the 922d Signal Detachment (Avionics) under TO&E 11-500D were assigned to support the 61st.

The unit conducted training from 19 June to 12 September 1967, then the unit began preparing for deployment to the Republic of Vietnam. Finally arriving in Vietnam 21 November 1967.

This unit history is dedicated to the officers and men, past and present, who contributed to the organization of this efficient and capable unit.

The logo is enclosed in a shield-like border. The word "Lucky" is written in a large, flowing script font. Below it, the word "STAR" is written in a bold, sans-serif, all-caps font. A large, solid white five-pointed star is positioned behind the text. To the right of the star, there is a graphic of a slot machine reel showing three symbols: a bell, a cherry, and a diamond.

The logo is a shield-shaped emblem. Inside the shield, there is a stylized star with a face, appearing to be in motion or exploding. A banner curves around the bottom of the star, with the word "STARBLAZERS" written in a bold, sans-serif font. The entire logo is rendered in a high-contrast, black and white, halftone style.

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LINEAGE AND HONORS

The unit was constituted 3 April 1962 in the Regular Army as the 61st Aviation Company. Activated 1 May 1962 at Fort Bragg, North Carolina as a light transport (Otter) company, becoming a Caribou company later in the year.

The 61st was inactivated 1 January 1967, in Vietnam, when the Caribou aircraft were turned over to the United States Air Force.

The 61st was activated 1 February 1967 at Fort Campbell, Kentucky as an Air Mobile Light (Helicopter) Company.

The 61st received the Meritorious Unit Commendation, with a streamer embroidered "Vietnam - Oct 1964 - Dec 1965", and was presented to the unit on the 12th of July 1967.

FORMATION

The formation of the 61st Aviation Company (air mobil) (light) at Fort Campbell as a helicopter company began on the 16th of February 1967, with the assignment of one Major, one Captain and 14 Privates (E2). From this date until the month of June, almost 150 Privates (E2) signed in with only one Sergeant, SSG Norman E. McKenzie.

The men remodeled the building they were using as headquarters, also they cleaned and repainted building 3917 in readiness for the new home of the 61st. In addition, supply channels were established and one of their daily jobs was the picking up of all sorts of supplies, publications and rations.

In the month of April, 1967, the newly assigned warrant officers flew for the C Troop, 2nd of the 17th Cav and the 101st Aviation Battalion during Goblin Hunt I. The other officers and enlisted men acted as umpires for the ORT of the 212th Aviation Battalion and then for the 190th Aviation Company on this same exercise.

The newly assigned 67N20, crew-chiefs, worked with the 188th and 190th Aviation Companies to acquire actual on-the-job training.

During the months of April and May the 61st pulled Post Support for Fort Campbell, which consisted of various post guard details, including the training of two Honor Guard teams by SGT Fred R. Johnson for burial details. The officers, including the CO, Major Brooker, and the NCO's acted as Military Escorts for deceased military personnel, escorting from California to various places around Fort Campbell.

During all this period of 16 February to 19 June the normal procedures of formation of a new unit were carried on.

TRAINING

The 61st Aviation Company (air mobil) (light) commenced its training cycle at Fort Campbell, Kentucky the 19th of June 1967 under the operational control of the 101st Aviation Battalion for a projected total of 13 weeks of intensive training.

Crew and pilot training began shortly after the arrival of the aircraft. Most of the flying training was realized in the support of the 101st Infantry Division (Airborne) on their field exercises. Since the majority of the senior officers were Vietnam returnees, their experience aided greatly in the new aviator's initial training.

For maintenance training, two pilots; CW2 Forrest E. Handshaw Jr. and CW2 Mark E. Smith attended the Maintenance Test Pilots course at Fort Knox, Kentucky. All mechanics attended the Organizational Maintenance school at either Fort Rucker, Alabama or Fort Eustis, Virginia, and 90% attended an AMTAF course at Fort Campbell, Kentucky. In addition, 8 personnel attended the Lycoming Organizational and Depot Maintenance school at Bridgeport, Connecticut. The avionics personnel acquired their training through actual work on the ships and by utilizing the Avionics branch of the Civilian Shop #5 at Fort Campbell.

The Operational Readiness Test was scheduled for the 18 - 21 August 1967, to be held in the Cherokee National Forest, Tennessee in conjunction with the ORT of the 3rd of the 506th, 101st Infantry Division (airborne). The convoy, consisting of 18 vehicles, with everything required to set up a field camp for four days, departed Fort Campbell the morning of the 17th. The convoy, commanded by 1LT David E. Reichert and Trail Boss - WO1 Louie R. Gott Jr., moved all day arriving at the city limits of Chatanooga, Tenn. when they were informed that the ORT was cancelled due to the grounding of

all UH-1D and UH-1C helicopters. The convoy turned around and moved back to Fort Campbell that same day. Even though the aircraft ORT was cancelled, the convoy passed its ORT with flying colors. The three day exercise conducted on the 1st, 2nd and 3rd of August 1967, in support of the 3rd of the 506th Infantry (airborne) was designated as the ORT for the 61st Aviation Company and Detachments.

The POM Inspection of the 61st was conducted by the 3rd Army CMMI Team. Major Alvin E. Walker was maintenance officer at this time. The results of their inspection aided the 61st, but the inspectors were greatly surprised at the almost complete readiness of the unit. The percentages achieved by the different sections: Motor Pool - 98%, Commo Section - 96%, Supply - 94%, Mess Hall - 95%, Publications - 94%, Special Equipment - 99%, Weapons - 100%, with a unit total of 95% shows that the 61st was on top again.

Throughout the aircrew and maintenance training, individual POR training was conducted for all assigned personnel, all individuals were completely qualified prior to packing up to go.

The 61st completed all POM, POR, ORT and training required, on the 12th of September 1967.

OVERSEAS DEPLOYMENT

After completion of training, began the tedious labors of getting everything prepared for shipment to the Republic of Vietnam. The aircraft were readied for the long flight from Fort Campbell to Sharp Army Depot, California. All TO&E equipment were deposited in their respective containers, and in turn packed very neatly and tightly into Conex containers. Vehicles had the most careful maintenance pull on them, and stripped for shipment.

The first items to leave their home at Fort Campbell, were the aircraft and the personnel who were to stay with the aircraft from then till they arrive at their new home. The First Platoon aircraft departed for California on the 20th of September with the 3rd Platoon leaving the 21st and 2nd Platoon leaving on the 22nd. The three flights made their first overnight stop at Fort Worth, Texas, their second night was at El Paso International Airport, Texas, their 3rd night was spent at Yuma Marine Corp Air Station, Arizona, making their final stop at Sharpe Army Depot, California on the 23rd of September, 24th and 25th.

The conexs and vehicles were loaded on flat cars, on the 6, 7 and 8th of October, to be shipped to Mobile, Alabama for loading on an ocean going vessel.

All personnel took prior overseas leaves between the 1st of September and the 24th of October. Everybody agreed the leaves were far too short, of course everybody wanted at least 90 days leave also.

The seven (7) officers and twenty-five (25) enlisted men, who stayed with the aircraft, were commanded by Major Alvin E. Walker. They remained in California from the 23rd of September until the 9th of November. Their duties during this time consisted of normal maintenance and getting the aircraft processed (cacoomed) for ocean travel. They left California aboard

the Aircraft Carrier Escort, USNS Point Cruz. Their trip was uneventful arriving at Vung Tau, Vietnam on the 28th of November, completing 19 days at sea. The aircraft were deprocessed, flown ashore and finally being flown, in flights of three, to their new home Lane Army Heliport, An Son, Vietnam.

The 61st WABTOC equipment was picked up at Sharp Army Depot by the Operations Chief, SFC John P Thompson and delivered to the SS American Orile. SFC Thompson set sail on the Orile on the 28th of October, traveling up and down the Pacific coast line of the United States for several days, finally leaving the coast and headed for the Republic of Vietnam. Arriving in Qui Nhon harbor on the 1st of December and closing in on Lane Army Heliport the 2nd of December.

The 61st Advance Party turned out to be the Rear Party as well. Commanded by Captain Herman DeJong, consisting of two warrant officers and seven enlisted men. They closed out the affairs of the 61st at Fort Campbell and departed the area on the 13th of November. The advance party arrived at the new home of the 61st, Lane Army Heliport, An Son on the 16th of November, immediately setting up quarters, messing, establishing accounts and arranging for transportation in readiness of the arrival of the main body due to arrive the 21st of November.

The main body of the 61st, commanded by Major Clarence B. Brooker, departed Fort Campbell on the 2nd of November aboard two civilian airlines, with the local Army band playing farewell, even though it was 0200 in the morning. They arrived at San Francisco International Airport four hours later, and went directly to the docks, boarded the USNS General John Pope, their new home for the next three weeks.

The ship steamed out of the San Francisco harbor, under the Golden Gate Bridge the afternoon of the 2nd of November. Going under the Golden Gate Bridge, three companies of men spied a young girl up on the bridge waving to them, everyone highly appreciated this farewell gesture from the unknown girl. Then they were at sea.

The three sister aviation companies aboard the USNS Pope consisted of the 61st, 92nd and 134th, plus their respective detachments. It is interesting to note that all three of these aviation companies were CV2, Caribou, units, all were stationed in Vietnam at about the same time, all were deactivated at the same time and then reactivated about the same time as HU-1, Huey, units.

The first couple of weeks aboard ship consisted of getting acquainted with the other units, reading a lot, playing cards, checkers, chess, etc.; watching first run movies (first run in the early 40's) eating very fattening meals and walking or sunning on the decks; life was very relaxing and also very humdrum.

On the 17th of November the ship arrived at Okinawa. The men were given a one day and night liberty ashore. Everyone was extremely happy to be able to get off the rocking, rolling and very monotonous ship. The time spent ashore boosted the men's morale greatly, of course when they set sail the next morning, quite a few were moaning and groaning that they should have stayed aboard ship or at least not to have overly enjoyed themselves of the island's many pleasures.

For the next four days they steamed around the Philippines to stay away from Typhoon Gilda, arriving in Qui Nhon harbor on the 21st day of November 1967, at last putting their feet on solid land to stay for awhile. The 61st was met by Captain DeJong with transportation to be borne to their new home away from home, Lane Army Heliport, An Son. The 61st was given an in-country briefing by the post commander, LTC Alfred R. Smith, and then were introduced

to the 17th Group commander, Col William Smith and the 10th Combat Aviation Battalion commander, LTC Eugene F. Crooks.

The conex containers and vehicles were escorted by SGT Gary C. Deaton and SP4 Jimmie M. Tolleson. They departed Fort Campbell on the 26th of October for Mobil, Alabama. After making sure everything was loaded aboard ship, they departed Mobil the 1st of November aboard the ship SS Fredrick Likes. Their voyage took them through the Panama Canal, past Hawaii, finally arriving at Qui Nhon harbor on the 28th of November 1967.

Then the 61st, under the direction of Captain Clifford G. Schaaf began the big job of moving the 93 conex containers and 64 vehicles from Qui Nhon docks to Camp Lane, working day and night to preclude any losses of equipment. The complete moving project lasted almost a full week of continuous traffic.

At last the 61st Assault Helicopter Company was wholly in-country and ready to set up housekeeping and go to work.

ORGANIZING IN VIETNAM

On the 22nd of November the 61st began constructing their new mess hall, pouring concrete. The construction project was supervised by WO1 Dan M. Heckerman, and designed by the Operations Officer, Major Warren E. Porter, CE.

The mess hall building was completed and the kitchen was operating on Christmas Day for the traditional turkey dinner with all the trimmings.

During this time the concrete slabs were poured for the unit supply building, three two-story BEQ buildings and four one-story BOQ buildings.

Also during this same period, the aircraft maintenance area was erected with four aircraft maintenance tents, four GP mediums for the 61st Service Platoon, 616th TC Detachment, tech supply and offices. The 616th and the 922d Signal Detachment set up their shop vans. Revetments were constructed for 31 aircraft, bunkers were constructed around the northern and eastern perimeters, with a trench going all the way around the bunkers.

By the time the aircraft arrived the units were operational in maintenance, administration and supply to support them. All vehicles were inspected and reassembled. The aircraft were run through an inspection, gun mounts installed, radios checked, and then the unit settled down to routine maintenance in preparation of the day the unit was to go mission ready.

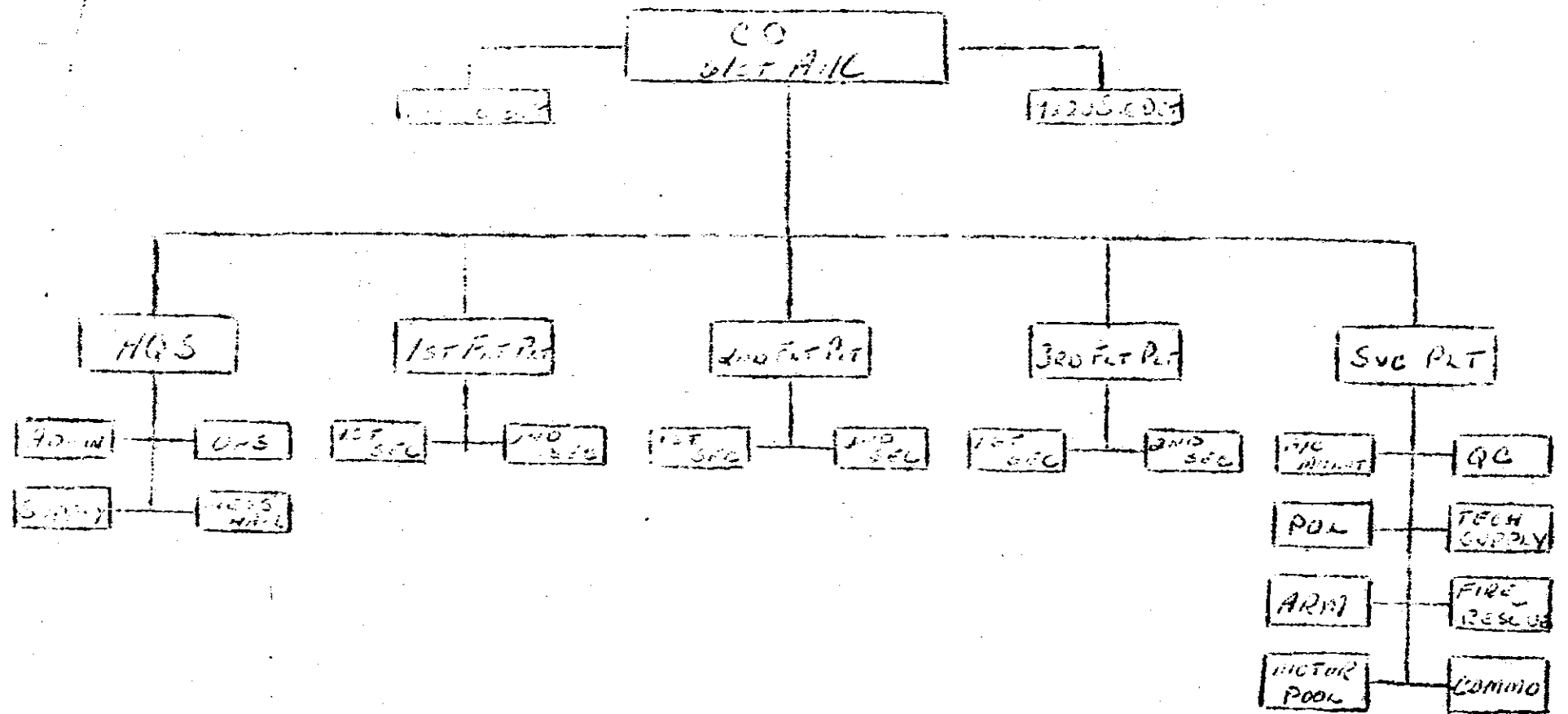
COMMANDERS AND PERIOD OF ASSIGNMENT

Major James A. Cox was the acting commander of the 61st from 16 February 1967 until 1 May 1967, when Major Clarence B. Brooker, ARTY, reported in and took command. Major Brooker commanded the unit through the rest of the year. Major Brooker returned from Vietnam in November 1966 and being a combat veteran and a qualified pilot for the following aircraft: O-1A,D,E; U-6A; OH-13E,G,H; OH-23B; U-1A; U-8D,E; and UH-1B,C,D,H, his knowledge greatly aided in the training, preparation and movement for and to Vietnam.

DETACHMENTS

The 616th Transportation Detachment (CHFM) was commanded by Major Kenneth L. Klipple, TC, from 19 July 1967 and throughout the rest of the year. As a rated aviator, in conjunction with a commanders responsibilities, Major Klipple also flew test flights of UH-1Cs and H's. He also had to make the decisions on whether or not an aircraft was able to make a one-time flight for maintenance problems from the field to home base, plus he usually flew the one-time flight himself.

The 922nd Signal Detachment (avionics) (RL) was commanded by WO1 Louie R. Gott Jr., SIGC, from 17 June 1967 throughout the rest of the year. Mr. Gott, who spent 11 years in the Air Force, in avionics repair, transferred into the Army as a Warrant Officer three weeks before being assigned to the detachment. His experience in the aircraft radio and navigation repair aided greatly in the formation and training period, plus in the day to day repair in avionics.



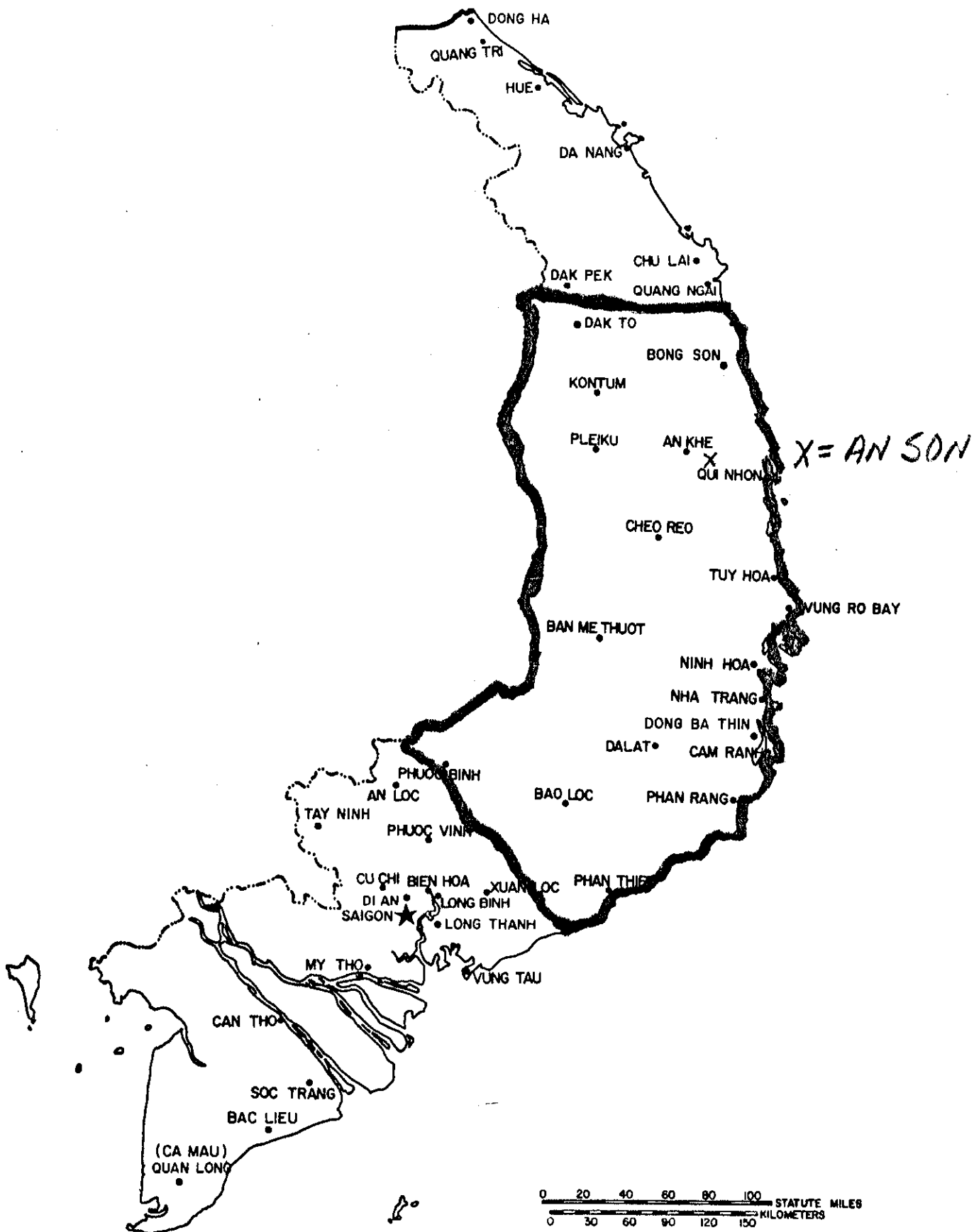
61st AHC ORGANIZATION

AREA OF OPERATIONS

The 61st Assault Helicopter Company's area of operations for the short period they were in Vietnam in 1967, covered the whole II Corp Area, (see map on page 14).

For the most part, the area is very mountainous and covered with jungle, also during this period of operation it was the rainy season.

The area outlined in red, on the map, is the area covered by the 61st. The red X above Qui Nhon is An Son, the home base of the 61st.



Operation "STEEP HILL" (Detroit)

During the training period, 16 aircraft were sent to Detroit, Michigan on operation "Steep Hill", to assist in the control of the Detroit riot, from 21 July 1967 to 27 July 1967.

Major Brooker was assigned as the Aviation Corps Officer of Operations.

The mission of the 61st was to airlift 82nd and 101st Airborne Division troops to trouble spots in the city and Med-Evac wounded military and civilians to outlying hospitals.

The company was prepared for night airmobile assault, using as LZ's, football fields, golf courses, freeways and school grounds. A recon of all LZ's was conducted during daylight hours, and all aircrews were thoroughly briefed on the areas.

The aircrews and operations personnel realized some very valuable experience from this operation.

AERIAL FIRE POWER DEMONSTRATION

As part of the combat training of the aircrews, an aerial fire power combat assault demonstration was performed on 1 September 1967. This was the first time in the United States a realistic combat assault was conducted using actual rockets and "mini" gun fire on both sides of the lift ships going into the LZ, just as if in Vietnam.

This demonstration was witnessed from the ground by the company commander, Major Brooker, operations officer, Major Porter, and the wives and children of the 61st pilots. The spectators were also able to hear all communications going on between the ships, even the words of one lift platoon pilot when he exclaimed "Damn, that Rocket came close".

The demonstration went smoothly as planned and proved that the 61st was ready to perform in Vietnam and able to conduct a real Combat Assault.

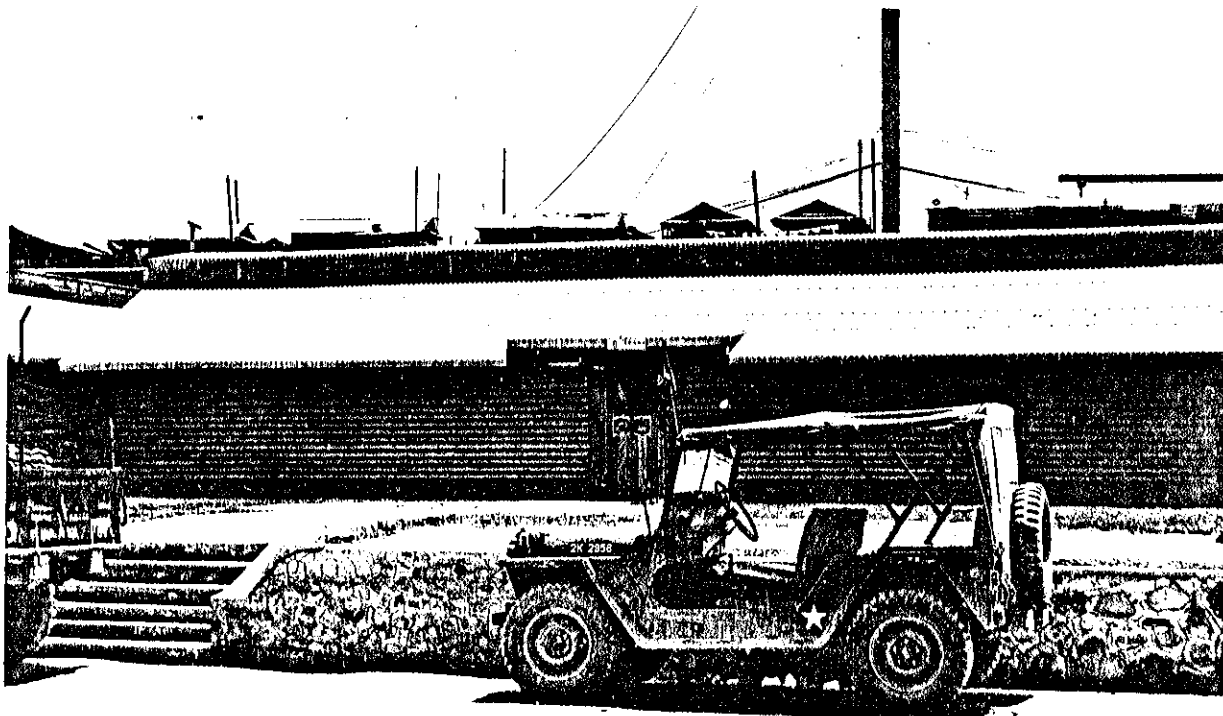
Major William T. Wade, commanding the gun platoon, brought a gun ship over to the spectator area for the wives to get a close look at it and Captain Francis D. Pierce Jr. explained how the rocket launchers and "mini" guns operated. He also explained the operation of the gun sights and the aircraft itself.

This was the last operation for the 61st in the United States. Immediately the unit prepared for movement to the Republic of Vietnam.

OPERATIONS IN COUNTRY

The initial operational period of the 61st, from 22 December 1967 to 31 December 1967, had no significant highlights, since the aircrews were familiarizing themselves with the area they would be supporting.

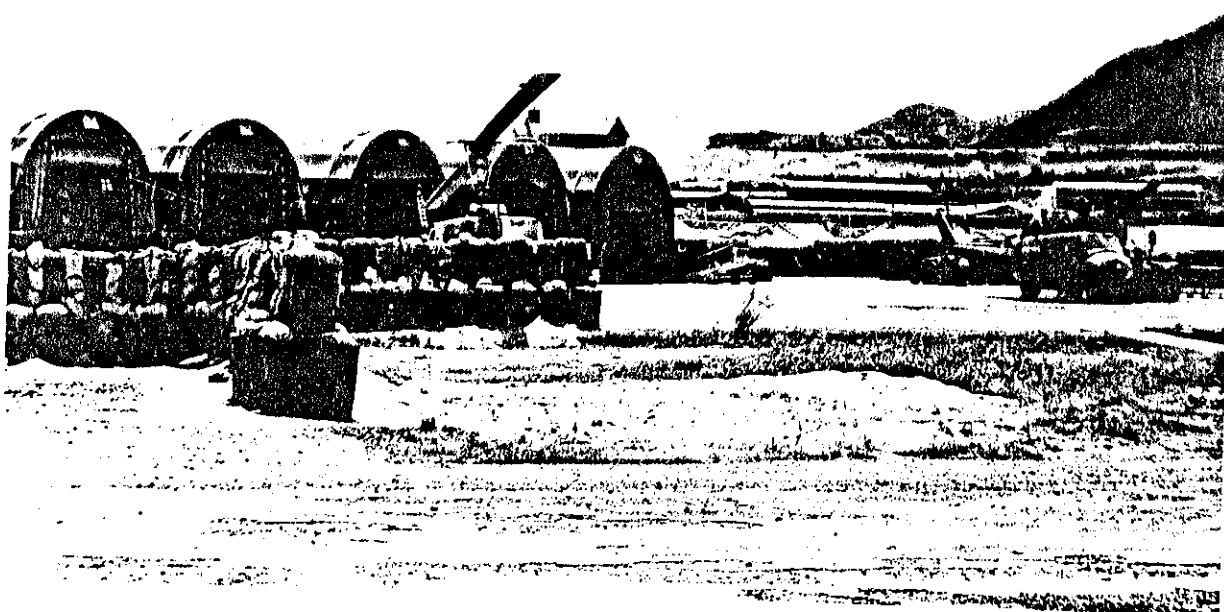
The actual statistics of the 61st for this period are as follows: Sorties flown - 2289, Hours flown - 662, Tasks flown - 610, Passengers carried - 2306 and Cargo carried - 56 tons. All in all, for a brief 9 day period the 61st carried their share of missions, and ended the year with an excellent record.



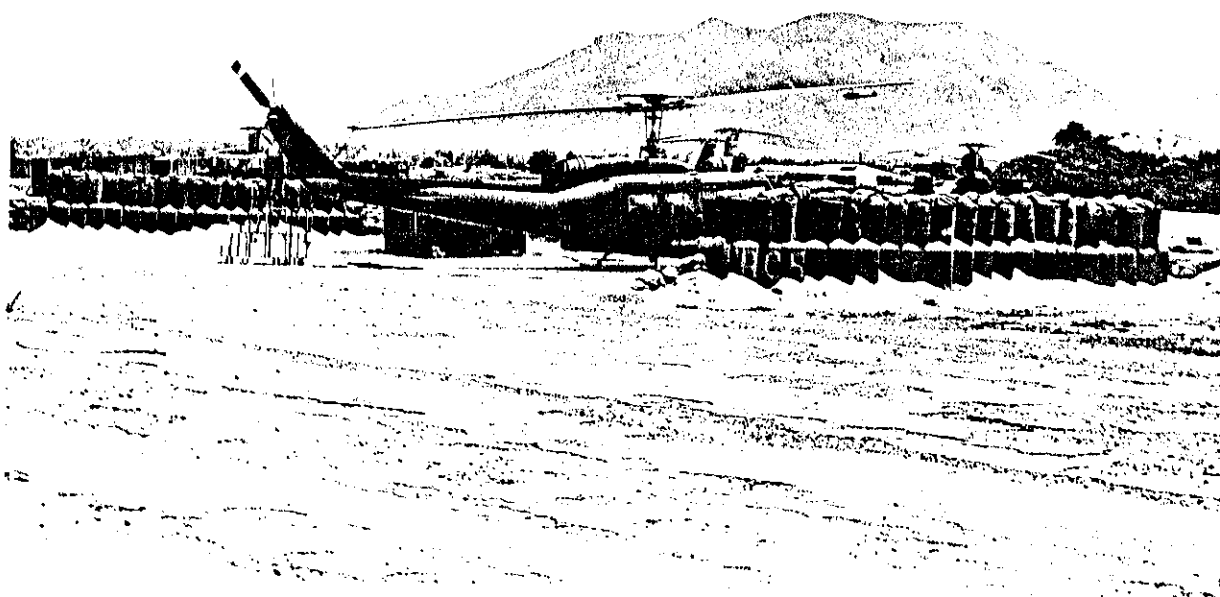
61ST ORDERLY ROOM
LANE ARMY HELIPORT
An Son, RVN



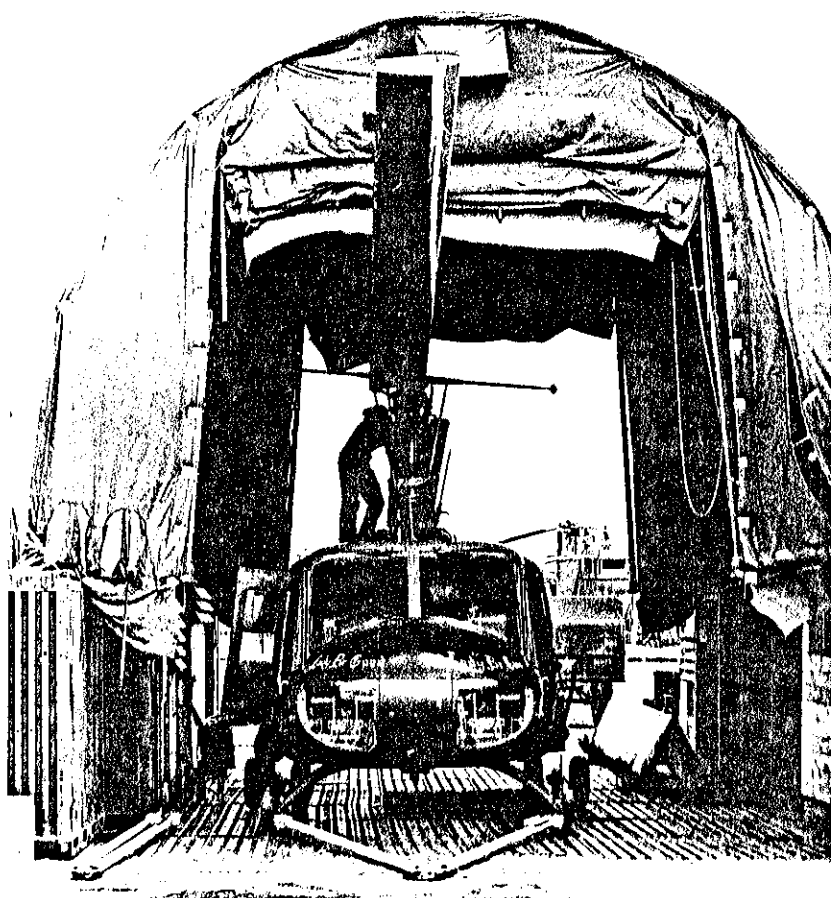
ENTRANCE TO 61ST MAINTENANCE AREA;
"The Crap Table" is the Name of 61st Landing Pads
LANE ARMY HELIPORT
An Son, RVN



61ST, 616TH & 922D MAINTENANCE AREA
LANE ARMY HELIPORT
An Son, RVN



61ST AIRCRAFT REVETMENTS ON "THE CRAP TABLE".
LANE ARMY HELIPORT
An Son, RVN



MAINTENANCE HANGER WITH AIRCRAFT "LADY BE GOOD" IN FOR CHECKOVER
LANE ARMY HELIPORT
An Son, RVN

AWARDS

During the year 1967 only one individual received any awards, but the awards he received were extremely high.

The Silver Star for performance with marked distinction of exceptional heroism was awarded to Captain Herman DeJong, the most highly decorated individual in the 61st Assault Helicopter Company. Captain DeJong was presented the Silver Star and clusters for the Distinguished Flying Cross while assigned to the 61st stationed at Fort Campbell. Captain DeJong was awarded these honors for his extraordinary actions while serving in the Republic of Vietnam in the year 1966.

61ST AVIATION COMPANY OFFICERS ROSTER

2 Oct 67

MAJ

Brooker Clarence B	068221	_____
Gorman William J	04005796	_____
Masterson Paul D	05506808	_____
Porter Warren R	04021305	_____
Wade William T	05301661	_____
Walker Alvin E	095640	_____

1PT

Blizzard Ben H	05324745	_____
Bradley Glynn R	05221275	_____
DeJong Herman	05320446	_____
Goto Arthur K	089996	_____
Pierce Francis D Jr	02312819	_____
Schwartz Seymour	05016253	_____

T

Easterwood Richard L	05418198	_____
Globins Kenneth A Jr	05233321	_____
Hatchison Robert C	05329523	_____
Kenny Edward T	05223573	_____
McMillore Robert B	05240202	_____
Reichart David E	05240052	_____
Strawn Marvin I	05537138	_____

MAJ

Smith Mark E	W2217307	_____
Wofford Keith C	W3350250	_____

MAJ

Wenzel Ralph	W3155029	_____
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Smith Mark E

W2217307

Wofford Keith C

W3350250

WOL

Gonzalez Ralph

W3155029

Harris Robert R

W3156211

Hartrich William E

W3156212

Hays Cary F III

W3156214

Heckerman Dan M

W3156215

Kirby Mark R	W3155919
Kretzchmar Peter	W3155922
Longwell Warren G	W3130728
Lowman Raymond P III	W31573665
Martin Ronald L	W3155945
McGarrah Edwin	W3156856
Miller Mark A	W3155977
Roth Richard	W3156014
Speelman Frank	W3156032
()rner Keith W	W3156676
Vieau William L	W3156677
Viscardo William L	W3156679
Wachter John J	W3156680
Ware Ezell Jr	W3156698
Warren Lloyd M	W3156682
Waugh Delbert L	W3156683
Weidner William C Jr	W3156684
()eeler Kenneth W	W3156686
Wheeler Robert C	W3156694
White William D	W3156687
Wieburg William W	W3156378
Wierse Victor A	W3156688
Williams Bobby R	W3156380
Williams James L	W3156385
Williams Leslie L	W3156396
Witt Barry F	W3156382
Wittman James L	W3156383
Woodside Robert A	W3156387
Woolsey George L	W3156690
Wright Kenneth W	W3156388
Wynacht Thomas R	W3156389

Williams James L

W3156385

Williams Leslie L

W3156396

Witt Barry F

W3156382

Wittman James L

W3156383

Woodside Robert A

W3156387

Woolsey George L

W3156690

Wright Kenneth W

W3156308

Wynacht Thomas R

W3156389

Young Lewis W

W3156391

61ST ASSAULT HELICOPTER COMPANY ROSTER

<u>E8</u>	Erickson, Vernen A	RA36264256	
<u>E7</u>	Hartman, Gary R	RA1224357	
	Takakawa, George S	RA50001887	
	Thompson, John P	RA14324421	
<u>E6</u>	Barrett, Alfred C	RA18436187	
	Berhorst, Richard H	RA55720136	
	Edwards, Thomas A	RA12320692	
	Grundin, John P	RA14711673	
	McKenzie, Norman E	RA12694038	
	Rose, Spencer L	RA52094506	
	Runnels, William P	RA14834106	
	Stricklin, Joe	RA14030596	
	Wolfe, Keith E	RA13303850	
<u>E5</u>	Allenwood, Robert J	RA11464067	
	Alvarez, Cotto Reinaldo	RA50185942	
	Awkerman, Terry W	RA14760272	
	Bowley, Roy B	RA18740730	
	Davis, Roger W	RA16891733	
	Deaton, Gary C	RA19873276	
	Gray, Donald J	US56410746	
	Jeffers, Patrick F	RA186927949	
	Ketch, Henry M	US54383416	
	Minton, Johnny G	US52645796	
	Overmann, Larry R	RA17727117	
	Porciello, Alfred	RA51621455	
	Reynolds, Lowell D	RA55418904	
	Schafer, Scott H	RA16871648	
	Short, Harold L	RA23766495	
	Smith, Gary D	US52655370	
<u>E4</u>	Abrahamson, Hendrix L	RA53435354	
	Albertyson, Daniel J	US56582953	

Porciello, Alfred	RA51621455
Reynolds, Lowell D	RA55418904
Schafer, Scott H	RA16871648
Short, Harold L	RA23766495
Smith, Cary D	US52655378
<u>U</u> Abernethy, Hendrix L	RA53435354
Albersternst, Daniel J	US56582953
Altwine, Thomas L	RA17757267
Atkins, James O	RA53429272

Blackwell, Oliver K	RA11932532
Brown, Eddie H	US52524792
Castaldi, James M	RA16875066
Church, Johnny K	RA53524756
Craft, Prentiss, M	RA53669812
Dagata, Joseph A	US51726264
Downs, Harry W	RA51876998
Favors, Aubry L	RA15805472
Gore, Randy E	RA54507748
Gorman, Leander E	US51662756
Hamilton, Kenneth A	US56698949
Hays, Warren J	US51828730
Herdebu, Dan L	RA16944429
Hernandez-Cruz, Rafael	RA50185965
Holbert, Ronald J	US56698474
Juhasz, Frank R	RA11800412
Knight, James E Jr	RA11570629
Krotz, Richard P	RA18842063
Lashner, Robert D	US51591152
Laundre, Peter R	RA56454973
Lee, Ralph	RA51798568
Lois, Martin M Jr	US55881008
Lindborg, Gary W	RA18958900
Quippold, Robert E	RA11960779
Parther, Gary L	RA14962319
MacHarg, William T	US54809018
Paddux, James G	US54951295
Mahoney, Dennis J	US52721479
Malody, Paul H Jr	RA56583004
Marshall, Alfred W	US67070700
May, Roscoe J	US52642415

Snippold, Robert E	RA11960779
Luther, Gary L	RA14962319
MacHarg, William T	US54809018
Raddux, James G	US54951295
Mahoney, Dennis J	US52721479
Malady, Paul H Jr	RA56583004
Martell, Alfred W	US67070700
May, Roscoe J	US52642415
McFarland, William J	RA11932568
Peri, Anthony P	US565845461
Phillips, Roger C	RA53429250
Pierce, Riley E	RA54760878
Provost, Roger N	RA11465619

Rudner, Allen Z	US56698639
Sacchetti, Richard P	RA11920458
Simpson, Frank P	RA14938198
Spankuch, Donald A	US52689900
Sullivan, Dwayne A	US54808879
Swiggart, Jesse J	RA18824454
Taskor, Gary J	RA16032490
Teague, John M	US55985233
Tolleson, Jimmie M	RA53435360
Vuginiak, Michael A	RA13630395
Wanke, Donald L	RA54718117
Woir, Karl D	RA56647666
E3 Alvarado, Zayas Angel E	US50186482
Alvey, Richard D Jr	US51798515
Anna, George L	RA52939113
Behr, Eric	RA18842214
Borley, Anthony L	RA15783260
Brodono, Carl J	RA16895491
Byers, James L	RA53524779
Clipp, Gerrald D	RA54809828
Cool, Kenneth R	RA18959087
Crothers, Ronald A	RA52912881
Cyr, David E	RA11461633
Dick, William E	RA52757026
Dwyer, Richard T	RA11639441
Eberly, Stephen B	RA15805660
Ellsworth, Donnie R	RA15805567
Fry, Johnson	RA54664711
Haye, Marcellous P	RA52912890
Herman, Clarence H	US52748520
Green, Michael F	RA18813594

Ellsworth, Donnie R	RA15805567
Fry, Johnson	RA54664711
Roye, Marcellous P	RA52912890
Seaman, Clarence H	US52748520
Green, Michael F	RA18813594
Gregory, Robert J	US67131921
Halstead, Warren H-	RA18910499
Heil, Francis T	RA11814356
Hinton, Robert D	RA16975329

Holmes, Carl R	RA18842043
Hughes, Johnny M	RA53124817
Hurn, Peter C	RA11618191
Jobe, Kenneth A	RA16934338
Jones, John W Jr	RA11618774
Kuykendall, Mickey G	RA53524824
Lamb, Robert H Jr	RA11799622
Langford, Lewis N	RA52912906
Lee, John D	RA67113028
Lewelle, James P	RA52912866
Longest, Robert P	RA52912902
Loudin, Larry K	RA11721258
Lundberg, Thomas D	US54811860
Martellucci, Steven	US56700967
Martin, Galen E	RA56582959
McKnight, Alfonso Jr	RA67125493
Heddock, William E	RA19840770
Mayne, Theodore A	US52986141
Melzer, Noel	RA67137174
Moody, William	US56826229
Myers, David S	RA18977511
Myers, Jay C Jr	US51592058
Neasey, Jerry L	RA12902168
Newton, Richard P	US52722064
Nichols, Michael W	RA15843324
Norton, David W	RA114939490
Noyes, Robert C Jr	US51726231
Rutland, George A Jr	US51726244
Stadman, Alan T	US56699887
Taney, Augustine E Jr	RA67066237
Tranter, Arthur R	RA18842285

Marino, David W

RA114939490

Mayas, Robert U Jr

US51726231

McIntall, George A Jr

US51726244

McKenna, Alan T

US56699887

McNair, Augustine E Jr

RA67066237

Minchell, Arthur R

RA18842285

Mino, Thomas H

RA11755284

Morris, Stephen A

RA18911374

Murphy, Tommy M

RA16933013

Neam, Edward J

US54961393

Reddock, James A RA12284100

Reich, John RA11111111

Rhee, Dennis W US51665583

Robb, David D Jr RA51613583

Roberts, David D RA16930771

Rodgers, James A RA14969122

Schneider, George J RA11611136

Sutton, James H Jr US52851810

Thompson, Philip A Jr RA11613789

Thompson, James W Jr RA118011384

Trujillo, Leopoldo Jr RA16898405

Waller, Arnold H RA52912908

Waller, Elmer M RA16957767

616TH TRANSPORTATION DETACHMENT (CINM)
10TH COMBAT AVIATION BATTALION
APO San Francisco 96238

30 December 1967

<u>NAME</u>	<u>SN</u>	<u>RANK</u>	<u>PMOS</u>
Klippe, Kenneth L	077071	MAJ O4	64823
Handshaw, Forrest E Jr	W2152109	CWO W2	671C
Bradley, Edward D	RA14218911	SFC E7	67Z4H
Gonzales, Cristino E	RA18440293	SSG E6	76K40
Fesch, Thomas O	RA16634948	SSG E6	67Z4O
Ford, Donald J	RA18000580	SP6 E6	67F20
Holland, Frank Jr	RA19642705	SP6 E6	44E30
Jimenez, Alfredo L	RA29051021	SP6 E6	67W20
Barnes, William J Jr	RA55687155	SP5 E5	68B20
Burge, Gordon A Jr	RA13874760	SP5 E5	67N20
Diagostino, Stephen R	RA12744935	SP5 E5	68F20
Board, Robert C	RA19862406	SP5 E5	67N20
Morgan, Donald L	RA52646112	SP5 E5	67N20
Ruynon, Donald W	RA54662058	SP5 E5	68E20
Scott, James F	RA17748098	SP5 E5	67M20
Shaw, Jerry L	RA19859172	SP5 E5	68B20

Shaw, Jerry L	RA19859172	SP5 E5	68B20
Sutton, Stephen L	US55890729	SP5 E5	68G20
Tolson, Michael	US56534846	SP4 E4	76H20
Campbell, James C Jr	RA53447793	SP4 E4	67N20
Clegg, Edgar L	RA11945445	SP4 E4	67N20
Craghead, Thomas J	US54806532	SP4 E4	67N20
Donaldson, Thomas R	RA16926786	SP4 E4	67N20
Enfroy, James D	RA16944376	SP4 E4	67N20
Furbin, Raymond J	US51942679	SP4 E4	68F20
Howards, James D	US53755584	SP4 E4	63B20
Kennedy, David P	RA55797437	SP4 E4	67N20
Landrum, Johnnie H Jr	RA15895840	SP4 E4	68B20
Mohr, Henry J	RA14969332	SP4 E4	67N20
Raug, Emerson J Jr	US52807914	SP4 E4	05C20
Holdenmy, Robert M	US56695628	SP4 E4	68D29
Hill, Leo W	US56695706	SP4 E4	68D20

<u>NAME</u>	<u>SN</u>	<u>RANK</u>	<u>PMOS</u>
Hutton, William B	RA11666994	SP4 E4	67N20
Jones, Johnny R	RA15977985	SP4 E4	68E20
Kerr, Rufus W	RA12843026	SP4 E4	68B20
Kirby, Allen J	RA11920429	SP4 E4	71B20
Lima, Dennis M	US54950589	SP4 E4	68B20
Little, William III	RA11519538	SP4 E4	67N20
Loschen, Larry G	RA17555887	SP4 E4	67N20
Lowry, Michael B	RA12922504	SP4 E4	67N20
Matorasillo, Ralph J	RA12740959	SP4 E4-	67N20
Martin, Joseph Jr	US51617188	SP4 E4	68G20
McAndrew, Michael E	RA11859117	SP4 E4	71B20
Mewsted, Cecil C Jr	US56698001	SP4 E4	67N20
Ramos-Vazquez, Candido R	US50186294	SP4 E4	67N20
Richmond, James M	RA15843143	SP4 E4	67N20
Ritter, David F	US56584539	SP4 E4	76H20
Santos, Rene A	RA15956378	SP4 E4	67N20
Schuetz, Ronald	US54717106	SP4 E4	67N20
Shankle, Earl W	RA53524740	SP4 E4	67N20
Stanley, James J L Jr	US52807126	SP4 E4	67N20
Stidakos, Owen D II	US55815577	SP4 E4	63B20
Syrlor, Max E Jr	US55850623	SP4 E4	68B20
Thompson, James H	RA16957965	SP4 E4	67N20
Troot, Lauren D	RA18841803	SP4 E4	67N20
Walter, Robert M	US51664721	SP4 E4	68F20
Wood, James C	RA12884436	SP4 E4	67N20
Anderson, Timothy A	US56909932	PFC E3	70A10
Wellman, Robert D	US51826999	PFC E3	68G20
Wright, Paul E	US56584892	PFC E3	76H20
Wright, Phillip C Jr	RA15843053	PFC E3	67N20
Yshii, Calvin M	RA10125690	PFC E3	76H20

Wellman, Robert D	US51826999	PFC E3	65G20
Worris, Paul E	US56584892	PFC E3	76H20
Wolmes, Phillip C Jr	RA15843053	PFC E3	67N20
Ishii, Calvin M	RA10125690	PFC E3	76H20
Jackson, Larry R	US53908100	PFC E3	68A10
Katon, Karl P	US56957932	PFC E3	68A10
King, Thomas N	RA10989512	PFC E3	45J20
Kipani, Gary S	US51827066	PFC E3	68G20

<u>NAME</u>	<u>SN</u>	<u>RANK</u>	<u>PMOS</u>
Matthews, Kenneth R	RA15978124	PTC E3	67N20
Maus, Cecil O	RA16976843	PTC E3	68G20
Robinson, Harrison W Jr	RA16866660	PTC E3	67N20
Wallace, Fred E	US54440963	PTC E3	68A10
Williams, Gary J	RA16980670	TC E3	67N20

922ND SIGNAL DETACHMENT (AVIONICS)
 10TH COMBAT AVIATION BATTALION
 APO San Francisco 96238

<u>NAME</u>	<u>SN</u>	<u>RANK</u>	<u>PMOS</u>
Loose, Louis R Jr	W2218371	WO1	281A
Marino, Clabon B	RA53327447	SSG E6	35P40
Nen, Franklin A	RA17617132	SP5 E5	35N24
Wick, Allen	RA10121968	SP5 E5	26H20
Manera, Richard R	US51977297	SP4 E4	35N20
McCarve, Edward J	US51608068	SP4 E4	35N20
Robinson, Richard L	RA54403884	SP4 E4	35N20
Stump, Roger D	RA16928908	SP4 E4	35I20
Thomson, Clyde G	RA12807584	SP4 E4	76G20