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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
WOL 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.

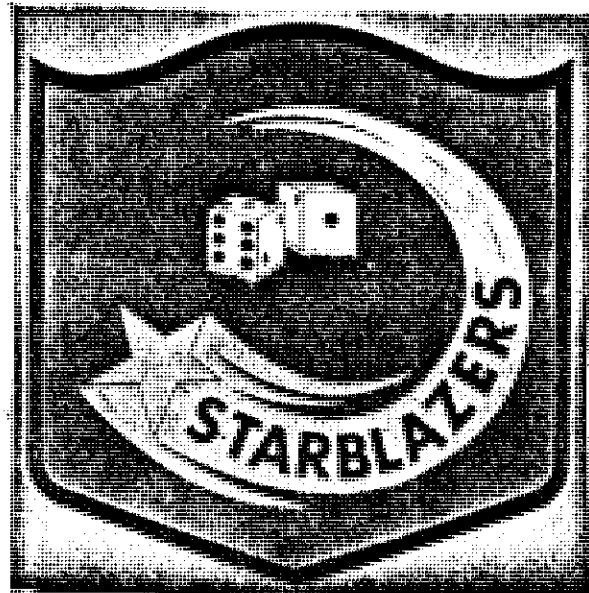
The unit conducted training from 19 June to 12 September 1967, then the unit began preparing for deployment to the Republic of Vietnam. Finally arriving in Vietnam 21 November 1967.

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

61ST UNIT CREST



The colors of the 61st Assault Helicopter Company unit crest, Blue and Gold, denotes aviation units; the Dice with 6 - 1 showing denotes the unit designation which adds up to seven meaning "goodluck", so the word "Lucky" is used; the Star comes from the Senior Aviators badge. The Armed Platoon uses the star for compatibility. "Blazers" is added to denote the swiftness and fire power of the gun ships.



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 Chattanooga, 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.

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 conexes 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 (cocooned) 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 Philipines 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. Schaeaf 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 R. Porter, GE.

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.

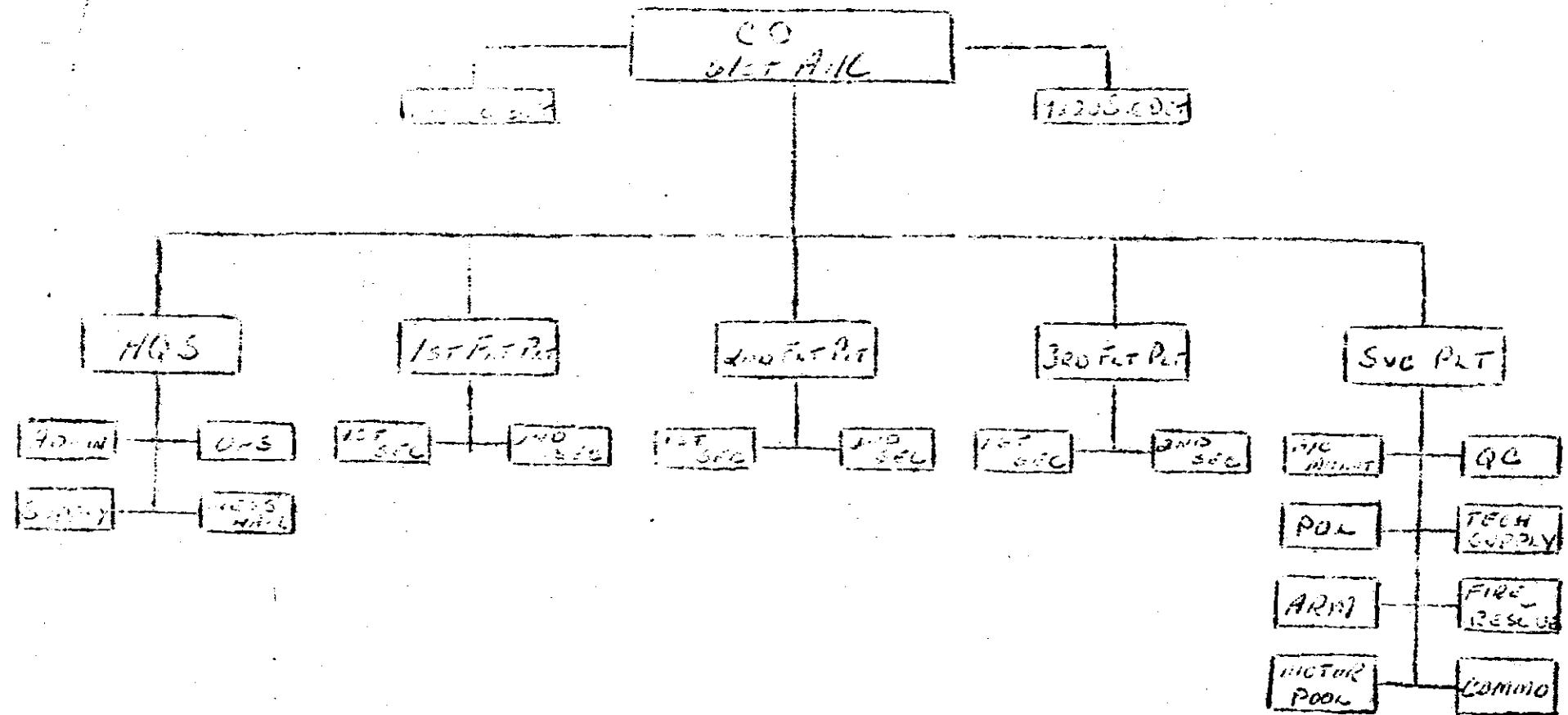
COMMANDERS AND PERIOD OF ASSIGNMENT

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.



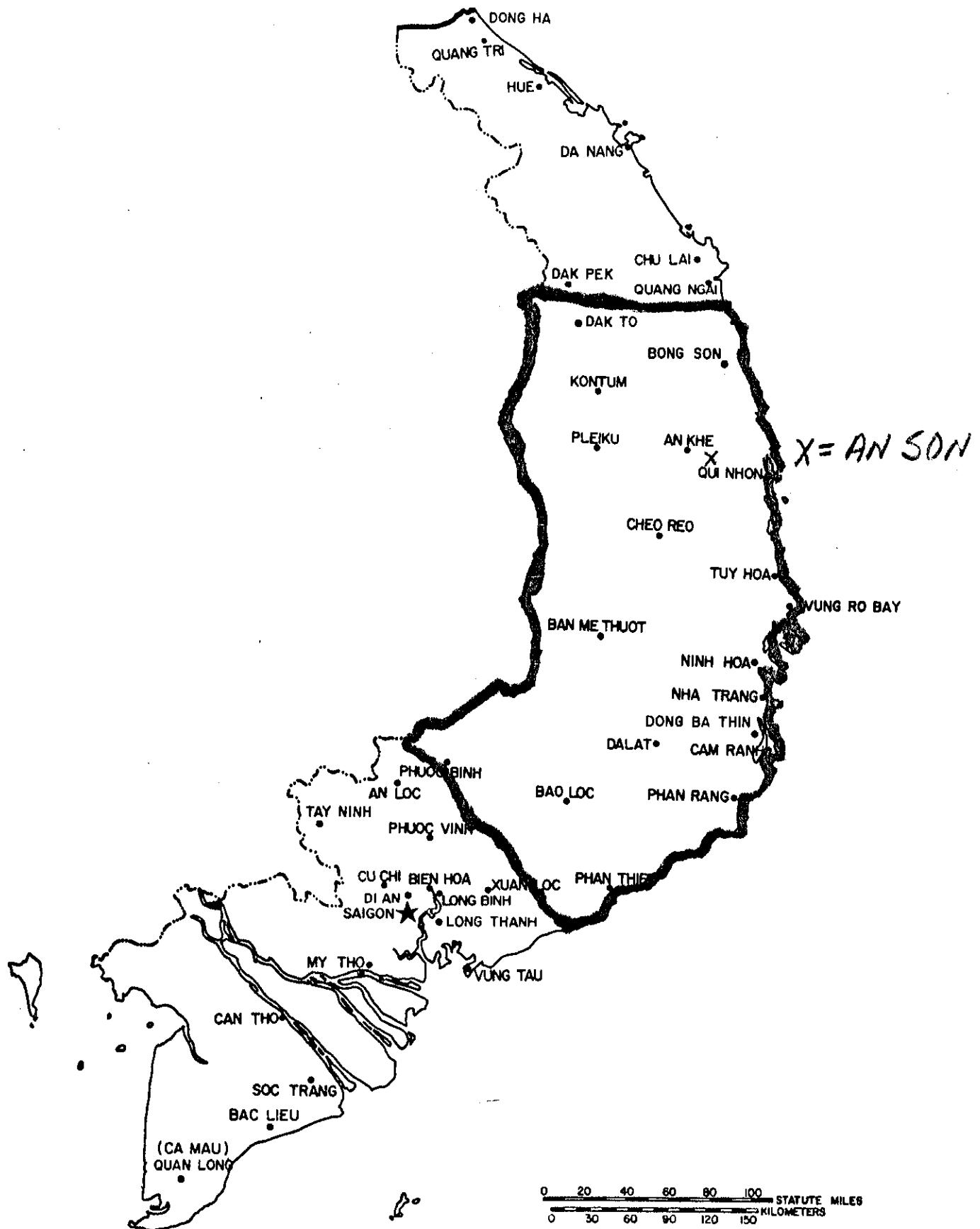
61st ANC ORGANIZATION

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 outlaying hospitals.

The company was prepared for night airmobil 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 aircrues were thoroughly briefed on the areas.

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

AERIAL FIRE POWER DEMONSTRATION

As part of the combat training of the aircrues, 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 works of one lift platoon pilot when he exclaimed "Damm, 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.

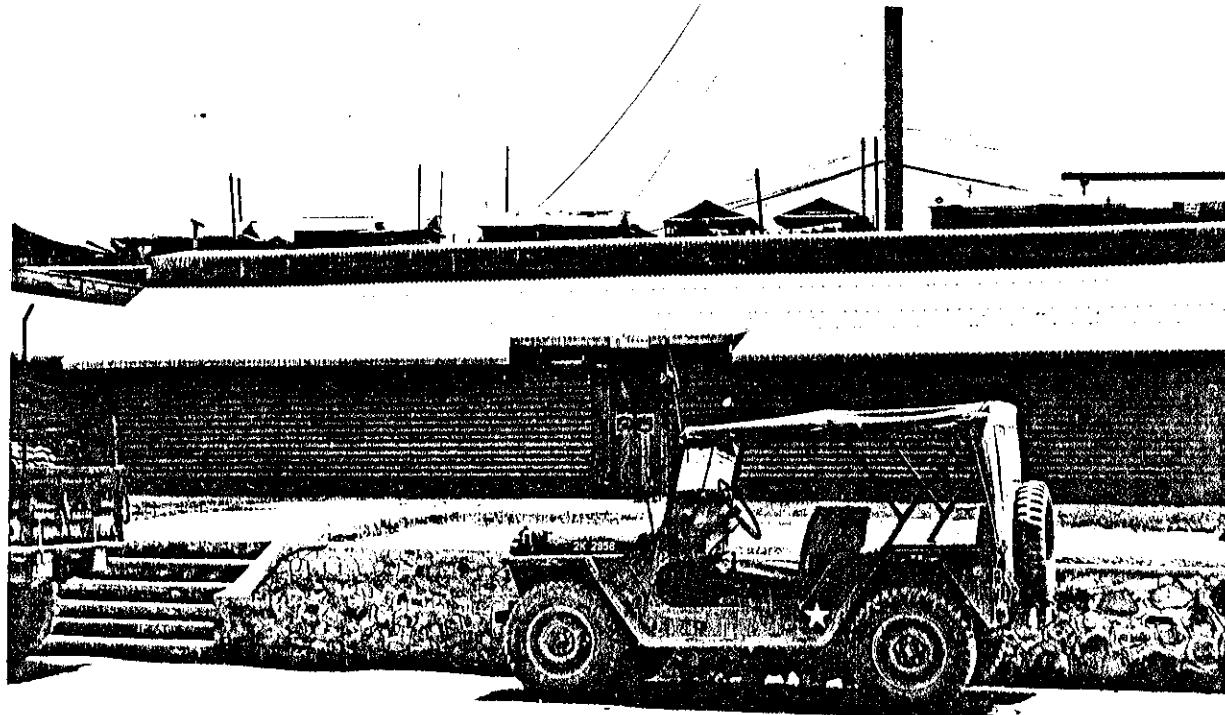
Major William T. Wade, commanding the gun platoon, brought a gun ship over to the spectator area for the wives to get a close look at it and Captain Francis D. Pierce Jr. explained how the rocket launchers and "mini" guns operated. He also explained the operation of the gun sights and the aircraft itself.

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.

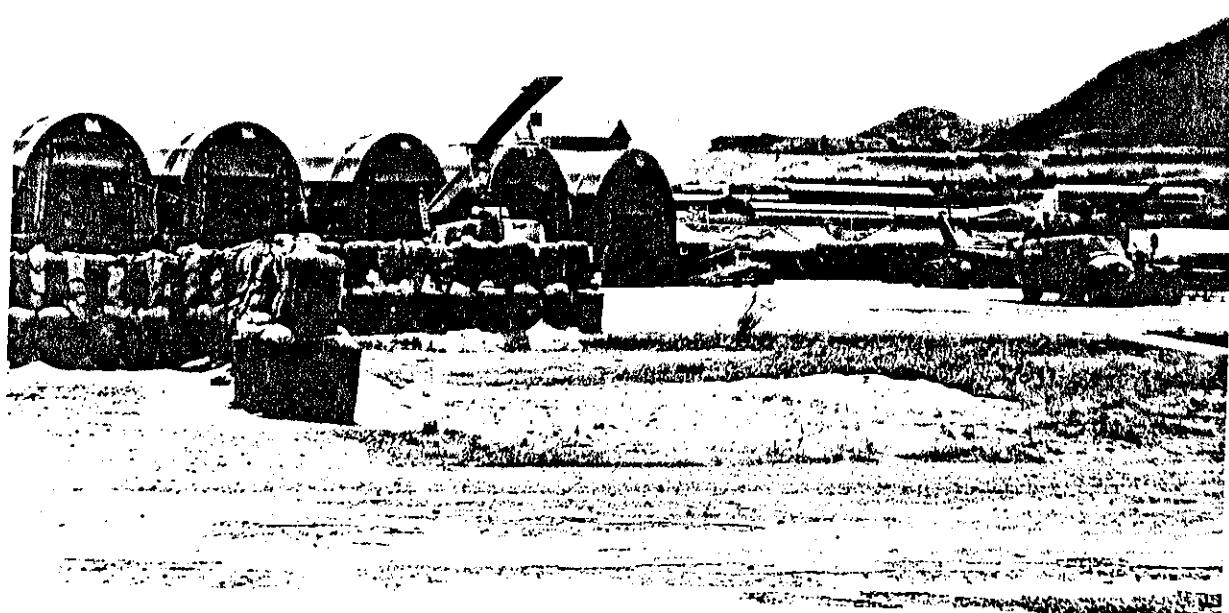
The actual statistics of the 61st for this period are as follows: Sorties flown - 2289, Hours flown - 662, Tasks flown - 610, Passengers carried - 2306 and Cargo carried - 56 tons. All in all, for a brief 9 day period the 61st carried their share of missions, and ended the year with an excellent record.



61ST ORDERLY ROOM
LARGE A U.S. HELIPORT
An Son, RVN



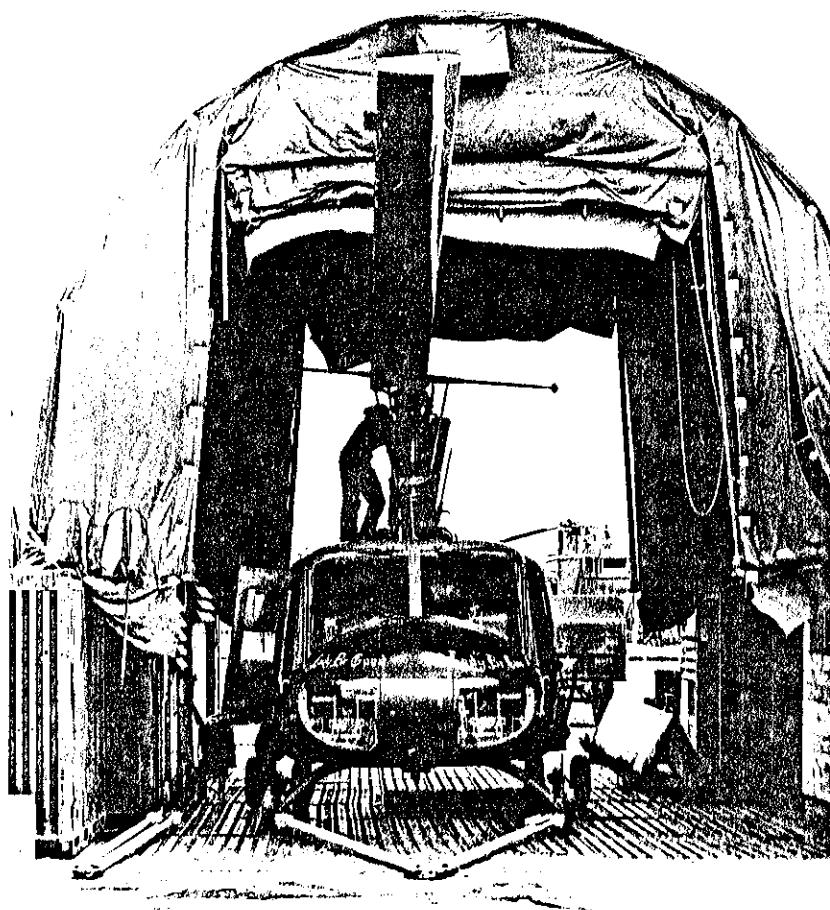
ENTRANCE TO 61ST MAINTENANCE AREA;
"The Crap Table" is the Name of 61st Landing Pads
LANE ARMY HELIPORT
An Son, RVN



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	_____

2PT

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

P

Easterwood Richard L	05418198	_____
Gibkins Kenneth A Jr	05233321	_____
Hutchison Robert C	05329523	_____
Kenry Edward T	05223573	_____
McMillope Robert B	05240202	_____
Radclift David E	05240052	_____
Stewart Marvin I	05537138	_____

2SR

Smith Mark E	W2217307	_____
Wofford Keith C	W3350250	_____

MO

Gonzales Ralph	W3155029	_____
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Smith Mark E

W2217307

Wofford Keith C

W3350250

WCC

Gonzales Ralph

W3155029

Harris Robert R

W3156211

Hartrich William E

W3156212

Hays Gary F III

W3156214

Heckerman Dan M

W3156215

Kirby Mark R	W3155919	_____
Kretzschmar Peter	W3155922	_____
Longwell Warren G	W3430728	_____
Lowman Raymond P III	W31573665	_____
Martin Ronald L	W3155945	_____
McGarrah Edwin	W3156856	_____
Miller Mark A	W3155977	_____
Roth Richard	W3156014	_____
Spearman Frank	W3156032	_____
Erner 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	_____
Wheeler Kenneth W	W3156686	_____
Wheeler Robert C	W3156694	_____
White William D	W3156687	_____
Wieburg William W	W3156378	_____
Widmer Victor A	W3156688	_____
Williams Hobby R	W3156380	_____
Williams James L	W3156385	_____
Williams Leslie L	W3156396	_____
Witt Barry F	W3156382	_____
Whitman James L	W3156383	_____
Woodside Robert A	W3156387	_____
Woolsey George L	W3156690	_____
Wood Kenneth W	W3156388	_____
Wynnecht Thomas R	W3156389	_____

Williams James L	W3156385	_____
Williams Leslie L	W3156396	_____
Witt Barry F	W3156382	_____
Wittman James L	W3156383	_____
Woolridge Robert A	W3156387	_____
Woolsey George L	W3156690	_____
Wort Kenneth W	W3156388	_____
Wynneki Thomas R	W3156389	_____
Young Louis W	W3156391	_____

61ST ASSAULT HELICOPTER COMPANY ROSTER

E8

Erickson, Vernen A RA36264256

E7 Hartman, Gary R RA17224357

Takakawa, George S RA50001887

Thompson, John P RA14324421

E6 Barrett, Alfred C RA18036187

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 RA44030596

Wolfe, Keith E RA13303850

E5 Allenwood, Robert J RA11464067

Alvarez, Cotto Reinaldo RA50185942

Awkerman, Terry W RA17760272

Bowley, Roy B RA18740730

Davis, Roger W RA16891733

Deaton, Gary C RA19873276

Gray, Donald J US56410746

Jeffers, Patrick F RA186927949

Kohli, 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

Sith, Gary D US52655370

E4 Morello, Hendrix L RA53435354

Albertson, Daniel J US56582953

Porciello, Alfred	RA51621455	_____
Reynolds, Lowell D	RA55418904	_____
Schafer, Scott H	RA16871648	_____
Short, Harold L	RA23766495	_____
Smith, Gary D	US52655378	_____
<u>By</u> Abercrombie, Hendrix L	RA53435354	_____
Albermarst, Daniel J	US56582953	_____
Altwine, Thomas L	RA17757267	_____
Atkins, James O	RA53429272	_____

Blackwell, Oliver K	RA11932532
Brown, Eddie H	US53524792
Castaldi, James M	RA16875066
Church, Johnny K	RA53524756
Craft, Prentiss, N	RA53669812
Dagata, Joseph A	US51726264
Downs, Harry W	RA51876998
Favors, Aubry L	RA15805472
Gore, Randy E	RA54507748
Gorman, Leander E	US51662756
Hamilton, Kenneth R	US56698949
Hays, Warren J	US51828730
Hordoba, Dan L	RA16944429
Hernandez-Cruz, Rafael	RA50185965
Holbert, Ronald J	US56698474
Juhasz, Frank R	RA11000412
Knight, James E Jr	RA11570629
Krotz, Richard P	RA18842063
Lashup, Robert D	US51590152
Laundre, Peter R	RA56454973
Lee, Ralph	RA51798568
Lois, Martin M Jr	US55881008
Lindborg, Gary W	RA18958900
Schnippold, Robert E	RA11960779
Luther, Gary L	RA14962319
MacJarg, William T	US54809018
Maddux, James G	US54951295
Mahoney, Dennis J	US52721479
Malody, Paul H Jr	RA56583004
Marcell, Alfred W	US67070700
May, Roscoe J	US52642415

Snippold, Robert E	RALL960779	_____
Luther, Gary L	RALL4962319	_____
MacHarg, William T	US54809018	_____
Maddux, James G	US54951295	_____
Mahoney, Dennis J	US52721479	_____
Malody, Paul H Jr	RA56583004	_____
Martell, Alfred W	US67070700	_____
May, Roscoe J	US52642415	_____
McFarland, William J	RALL932568	_____
Pori, Anthony P	US565845461	_____
Phillips, Roger C	RALL53429250	_____
Pierce, Riley E	WA54760878	_____
Provost, Roger N	RALL465819	_____

Rudner, Allan Z	US56698639	_____
Sacchetti, Richard P	RA11920458	_____
Simpson, Frank P	RA14938198	_____
Spankuch, Donald A	US52689900	_____
Sullivan, Dwayne A	US54808879	_____
Swiggart, Jessie J	RA16824454	_____
Tasker, Gary J	RA16032490	_____
Teague, John M	US55985233	_____
Tolleson, Jimmie N	RA153435360	_____
Vaginiak, Michael A	RA13630395	_____
Wanke, Donald L	RA54718117	_____
Weir, Karl D	RA56647666	_____
Elvarado, Zayas Angel E	US50186482	_____
Alvey, Richard D Jr	US51798515	_____
Amos, George L	RA52939113	_____
Behr, Eric	RA18842214	_____
Boxley, Anthony L	RA15783260	_____
Brodono, Carl J	RA16895491	_____
Byers, James L	RA53524779	_____
Clipp, Gerald D	RA54809820	_____
Cool, Kenneth R	RA18959087	_____
Crothers, Ronald A	RA52912881	_____
Cyr, David E	RA11461633	_____
Dick, William E	RA52757026	_____
Dygor, Richard T	RA11639441	_____
Early, Stephen B	RA15805660	_____
Ellsworth, Donnie R	RA15805567	_____
Fry, Johnson	RA54664711	_____
Kryc, Marcellous F	RA52912890	_____
Shaw, Clarence H	US527108520	_____
Green, Michael F	RA18813594	_____

Ellsworth, Donnie R	RA15805567	
Fry, Johnson	RA54664711	
Rye, Marcellous P	RA52912890	
McKee, Clarence H	US52718520	
Groch, Michael F	RA18813594	
Gregory, Robert J	US67131921	
Halstead, Warren H-	RA18910499	
Hoil, Francis T	RA11814356	
Hinton, Robert D	RA16975329	

Holmes, Carl R	MA18842343
Hughes, Johnny M	MA53524818
Hurn, Peter C	MA11618191
Jobe, Kenneth A	MA16934338
Jones, John R Jr	MA11618774
Kuykendall, Rickey G	MA53524824
Lamb, Robert H Jr	MA11799622
Langford, Lewis N	MA52912906
Lee, John D	MA67113028
Lovall, James P	MA52912666
Lourest, Robert P	MA52912902
Loudin, Larry K	MA11721256
Lundberg, Thomas D	US54811860
Martellucci, Steven	US56700967
Martin, Galen E	MA56582959
McKnight, Alfonzo Jr	MA67125493
Hoddock, William E	MA19840770
McGroarty, Theodore A	US52986141
Melizzati, Rool	MA67137174
Moody, William	US56826229
Meyers, David S	MA18977511
Miers, Jay C Jr	US51592058
Montgomery, Jerry L	MA12902168
Pector, Richard P	US52722064
Mihalis, Michael W	MA15843324
Nastee, David W	MA14939490
Noyes, Robert C Jr	US51726231
Kutball, George A Jr	US51726244
Skodrana, Alan T	US56699887
Taylor, Augustine E Jr	MA67066237
Pranchini, Arthur R	MA18842285

Watson, David W	WA14939490
Payne, Robert C Jr	US51726231
Kettball, George A Jr	US51726244
Skidmore, Alan T	US56699887
Hern, Augustine E Jr	RA67066237
Pinchot, Arthur R	WA18042285
Pino, Thomas H	WA11755284
Pouras, Stephen A	RA18911374
Prihod, Tommy M	WA16933013
Room, Edward J	US54961393

Reddock, James A	32208400
Pike, John	32208403
Rhee, Donald W	1351665563
Robb, Loyd D Jr	1454613563
Roberts, Harry D	PA16230771
Rodgers, James A	PA14969422
Schaefer, George J	PA11614636
Suttos, Ernest W Jr	US52051810
Shay, Philip A Jr	PA11615789
Shay, James W Jr	PA116044384
Shaw, Leonaldo Jr	PA16898405
Shelby, Arnold H	PA152912908
Shoemaker, Walter W	PA15957787

616TH TRANSPORTATION DETACHMENT (CINCPAC)
 10TH COMBAT AVIATION BATTALION
 APC San Francisco 96238

30 December 1967

<u>NAME</u>	<u>SN</u>	<u>RANK</u>	<u>PMOS</u>
Kliopel, Kenneth L	077071	MAJ O4	64823
Hanshaw, Forrest E Jr	W2152109	CWO W2	671C
Browley, Edward D	RA14218911	SFC E7	6724H
Gonzales, Cristino E	RA18440293	SSG E6	76K40
Jfesch, Thomas O	RA16634948	SSG E6	67240
Yantis, Donald J	RA18000580	SP6 E6	67F20
Holdland, Francis Jr	RA19642705	SP6 E6	44E30
Inojas, 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
Hoard, Robert C	RA19862406	SP5 E5	67N20
Morgan, Donald L	RA52646112	SP5 E5	67N20
Runyon, Donald W	RA54662058	SP5 E5	68B20
Scott, James F	RA17748098	SP5 E5	67M20
Shaw, Jerry L	RA19859172	SP5 E5	68B20

Shay, Jerry L	RA19859172	SP5 E5	68B20
Sutton, Stephen L	US55890729	SP5 E5	68G20
Swanson, Michael	US56534846	SP4 E4	76H20
Campbell, James C Jr	RA53447703	SP4 E4	67N20
Clegg, Edgar L	RA11945145	SP4 E4	67N20
Craddock, Thomas J	US54806532	SP4 E4	67N20
Donaldson, Thomas R	RA16926786	SP4 E4	67N20
Gafford, James D	RA16944376	SP4 E4	67N20
Gurkin, Raymond J	US51942679	SP4 E4	68F20
Howard, James D	US53755584	SP4 E4	63B20
Hummel, David P	RA55797437	SP4 E4	67N20
Gaudet, Dominic H Jr	RA15895840	SP4 E4	68B20
Hojak, Harry J	RA14969332	SP4 E4	67N20
Haug, Pearson J Jr	US52807914	SP4 E4	05C20
Heidenry, Robert H	US56695628	SP4 E4	68D29
Hill, Leo W	US56695706	SP4 E4	68D20

NAME	SN	RANK	PMOS
Hutton, William D	RA11666994	SP4 E4	67N20
Jones, Johnny R	RA15977985	SP4 E4	68F20
Kerr, Rufus W	RA12843026	SP4 E4	68B20
Kirby, Allen J	RA11920429	SP4 E4	71B20
Lipa, Dennis M	US54950589	SP4 E4	68B20
Littell, William III	RA11549538	SP4 E4	67N20
Loeschen, Larry G	RA17555887	SP4 E4	67N20
Lowry, Michael P	RA12922504	SP4 E4	67N20
Maciorello, Ralph J	RA12740959	SP4 E4	67N20
Martin, Joseph Jr	US51617188	SP4 E4	68G20
McAndrew, Michael D	RA11859117	SP4 E4	71B20
Maweted, Cecil C Jr	US56698001	SP4 E4	67N20
Montos-Vazquez, Candido R	US50186294	SP4 E4	67N20
Mond, James M	RA15843143	SP4 E4	67N20
Mitter, David F	US56584539	SP4 E4	76H20
Santos, Rone A	RA15956378	SP4 E4	67N20
Schuetz, Ronald	US54717106	SP4 E4	67N20
Shankle, Earl W	RA53524740	SP4 E4	67N20
Starkey, James J L Jr	US52807126	SP4 E4	67N20
Stickle, Owen D II	US55845577	SP4 E4	63H20
Taylor, Max E Jr	US55850623	SP4 E4	68B20
Thompson, James H	RA16957965	SP4 E4	67N20
Trott, Lauren P	RA18841803	SP4 E4	67N20
Walter, Robert M	US51664721	SP4 E4	68F20
Wood, James C	RA12884436	SP4 E4	67N20
Widerson, Timothy A	US56909932	PFC E3	70A10
Wollman, Robert D	US51826999	PFC E3	68G20
Wright, Paul E	US56584892	PFC E3	76H20
Wright, Phillip C Jr	RA15843053	PFC E3	67N20
Rehlin, Calvin M	RA10125690	PFC E3	76H20

Wellman, Robert D	US51826999	PFC E3	65G20
Worrell, Paul E	US56584892	PFC E3	76H20
Wolens, Phillip C Jr	RA158143053	PFC E3	67N20
Ishii, Calvin M	RA10125690	PFC E3	76H20
Jackson, Larry R	US53908100	PFC E3	68A10
Kenton, Karl P	US56957932	PFC E3	68A10
King, Thomas N	RA10989512	PFC E3	45J20
Lipani, Gary S	US51827066	PFC E3	68G20

<u>NAME</u>	<u>SN</u>	<u>RANK</u>	<u>PMOS</u>
Matthews, Kenneth R	RA15978124	PFC E3	67N20
Maus, Cecil C	RA16976643	PFC E3	68G20
Robinson, Harrison W Jr	RA16866660	PFC E3	67N20
Wallace, Fred E	US54440963	PFC E3	68A10
Williams, Gary J	RA16980670	FC 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>
Gott, Dodge R Jr	W2218371	W01	281A
Hurine, Marion B	RA53327447	SSG E6	35P40
Kim, Franklin A	RA17617132	SP5 E5	35N24
Ward, Allen	RA10121968	SP5 E5	26H20
Minera, Richard R	US51977297	SP4 E4	35N20
McCove, Edward J	US51608068	SP4 E4	35N20
Robinson, Richard L	RA54403884	SP4 E4	35N20
Stump, Roger D	RA16926908	SP4 E4	35I20
Truice, Clyde G	RA12807584	SP4 E4	76G20