

HISTORY OF THE 114TH ASSAULT HELICOPTER COMPANY AND ATTACHED UNITS 1966



HISTORY OF THE
114TH ASSAULT HELICOPTER COMPANY
(1 January 1966—31 December 1966)

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13TH COMBAT AVIATION (DELTA) BATTALION
1ST AVIATION BRIGADE
UNITED STATES ARMY, VIETNAM
UNITED STATES ARMY, PACIFIC



FROM THE COMMANDER

I wish to congratulate and thank each member of the 114th Assault Helicopter Company, 544th Transportation Detachment (CHFM), 83rd Medical Detachment, and 96th Signal Detachment (Avionics) for the outstanding effort and display of professionalism they rendered during the year 1966.

You constantly reached and maintained standards of performance consistently higher than normal for a tactical environment, possessing a high spirit of the "can do" attitude when faced with very difficult tasks and long strenuous hours. Throughout my association with you, I have heard words of praise and appreciation from all ARVN and US personnel you have worked with. The words of highest tribute from supported and reinforced unit members have been many. My own impressions from working daily with you are of the best.

You have my best wishes for a highly successful future and a speedy return to your homes and loved ones. You have done an outstanding job for the United States Army and our country.

ROBERT I. STOVERINK
LTC, Armor
Commanding

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FOREWORD

This history was made by past and present members of the 114th Assault Helicopter Company, most of whom are now reassigned to United States Army units throughout the world. For those who have served in the 114th we herald their patriotism, devotion to duty, and heroism. May all that they offered be a keystone in the success of our endeavors.

PREFACE

There were many aviation units employed in the Republic of Vietnam during the past year. The following history of one such unit tells of its distinctive role in the country's counterinsurgency efforts, the tactical utilization of its aircraft, and its accumulation of an outstanding array of other accomplishments. The record of both unit and individual awards reveals the heroism and dedication to duty, constantly a characteristic quality found in each member of the "Knights of the Air."

DEDICATED

IN MEMORY OF THOSE WHO GAVE THEIR LIVES

We of the 114th Assault Helicopter Company were deeply saddened by the loss of those who were our comrades in arms and honor their memory with these words. "They have fought the good fight, they have finished the race, they have kept the faith." They gave their lives for the defense of freedom, for God, and for country. While serving in Vietnam with the 114th, the following named officers and enlisted men gave their lives in defense of their country:

CPT CARL S. MILLER, 075253, on 29 Jan 66 at Ba Tri.

SP5 JERRY R. MURPHY, RA19769628, on 4 May 66 at Vinh Long.

CPT HUGH R. NELSON, 099098, on 5 Jun 66 at Moc Hoa.

MAJ NORMAN L. DUPRE, 04099689, on 26 Sep 66 at Ba Dong.

CPT HENRY L. MOSBURG, OF102571, on 26 Sep 66 at Ba Dong.

SP5 MARVIN F. PHILLIPS, RA14956631, on 26 Sep 66 at Ba Dong.

PAST HISTORY OF THE 114TH ASSAULT HELICOPTER COMPANY

The company was first activated at Fort Sill, Oklahoma, early in 1956 as the 64th Transportation Company (Lt Hel). Members of the 64th Trans. Co. completed H-34 helicopter transition training in July 1956.

In August and September 1956 the 1st Platoon was sent TDY to Fort Carson and Camp Hale, Colo, for mountain-flying training and to participate in operation Cold Spot with two battalions from the 1st Infantry Division.

On 6 December 1956 the 64th Trans. Co. and the 544th Transportation Detachment were transferred to Fort Hood, Texas.

After a little more than a year at Fort Hood, Texas, both the 64th Trans. Co. and 544th Trans. Det. were again transferred, this time on 1 February 1958, to Fort Knox, Ky. Soon after the transfer to Fort Knox, the 64th Trans. Co. was inactivated and reactivated as C Troop (Air), 17th Cavalry, at Fort Knox, Ky.

After five years as C Troop (Air), 17th Cav., effective 16 January 1963, UP GO 6, HQ US Army Armor Center, Fort Knox, Ky, C Troop (Air) 17th Cavalry, was inactivated and reactivated as the 114th Air Mobile Company. Also, on 8 February 1963, UP GO 15, HQ US Army Armor Center, Fort Knox, Ky, the 96th Signal Detachment (AVIONCS Maintenance) was activated. Effective 16 March 1963, UP GO 33, HQ USAA School Troops, Fort Knox, Ky, the 83rd Medical Detachment was attached to the 114th.

Effective 7 May 1963, the 114th, 544th, 96th, and 83rd were assigned to US Army Support Group, Vietnam and effective 4 June 1964, UP GO 17, HQ USARPAC, the 114th was redesignated as the 114th Aviation Company (Air Mobile Light).

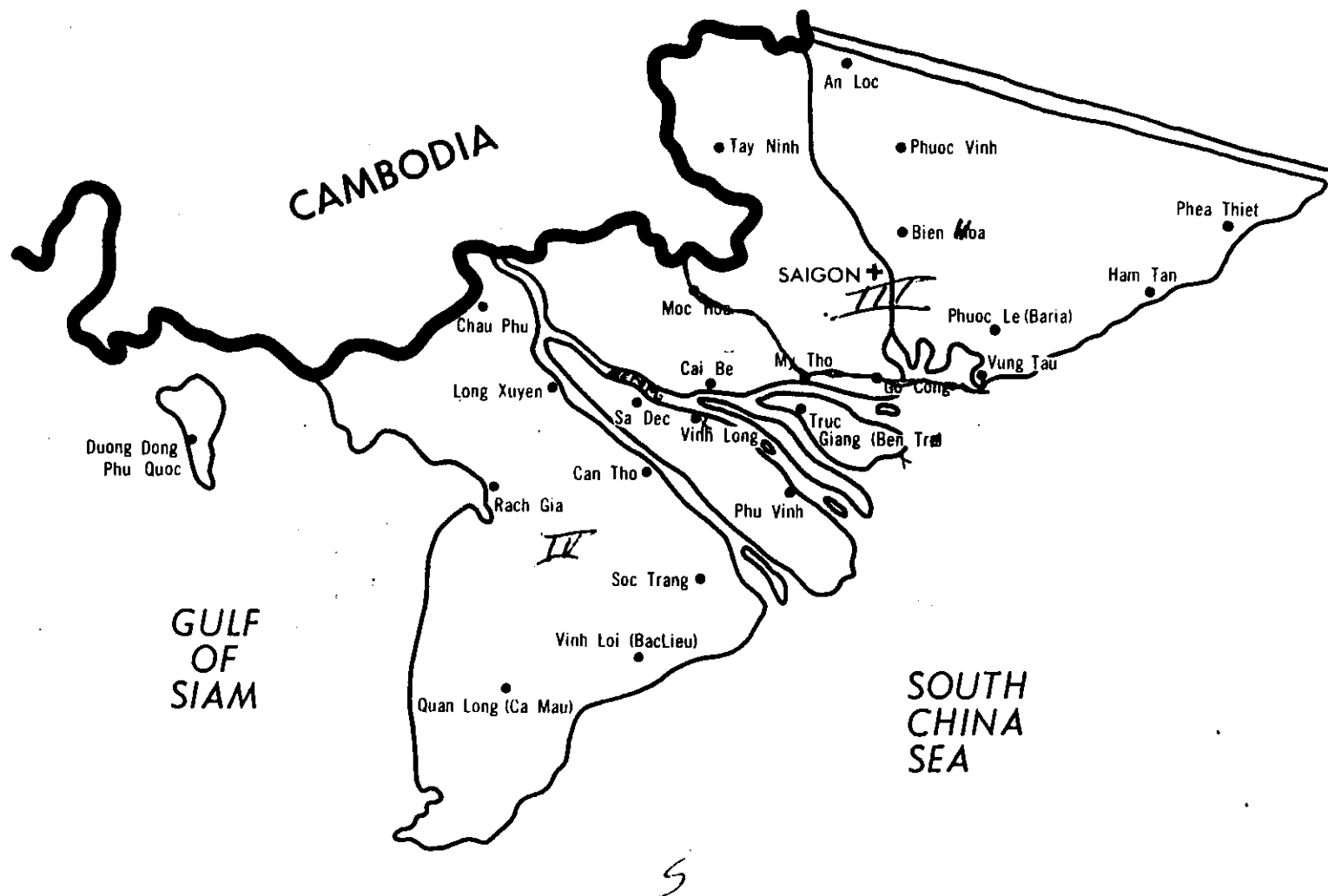
On 22 July 1966, UP GO 41, HQ USARV, the 114th came under the control of 1st Aviation Brigade, US Army, Vietnam and became the 114th Assault Helicopter Company.

KNIGHTS OF THE AIR

In June 1963 the 114th adopted the nickname "Knights of the Air", and from among several entries a unit insignia was selected. The men wore this insignia on the right breast pocket of their work uniform. The insignia is a tricolor shield, outlined in black, with a narrow band of red in a slightly concave arc across the top. Under the red band the shield is divided into a blue field on the left and a yellow field on the right. These three colors represent the basic combat arms, armor, artillery, and infantry, which the unit supports. In black letters across the red strip are the words "KNIGHTS OF THE AIR", the unit's nickname. Emblazoned in the center of the blue and yellow portion of the shield is a black "KNIGHT" chess-piece, bearing a horse's head with large white wings attached. This symbolizes the unit's capability of rapid vertical and horizontal movement over the battlefield. In white figures on the base of the chess-piece is the number 114.

MAP SKETCH, IV CORPS AREA

N



I. ASSIGNMENT AND MISSION

The 114th Assault Helicopter Company is a part of the 1st Aviation Brigade, assigned to the US Army Vietnam, US Army Pacific, and is assigned to the 13th Combat Aviation (Delta) Battalion for operational control. The general mission of the company is to augment, within the "rules of engagement," the aviation capability of the Republic of Vietnam forces. Specifically, the company provides Army Aviation support for the ARVN Forces of the IV Corps. The aviators of the company are called upon to fly troops and supplies over the Mekong River Delta jungles and swamps to remote or otherwise inaccessible areas. This avoids ground ambush and provides a third dimension of warfare, that of vertical envelopment.

The many types of missions flown by the 114th ranged from routine administrative support to the more dangerous "Eagle Flights" whereby the enemy is located and destroyed. Day and night operations included troop transport into hostile landing zones, resupply and evacuation, rescue and medical evacuation and transport of VIP's to actual battle areas. Unexpected fire sometimes turned the most routine mission into a hazardous one. The crews found that they were up against a very determined, elusive, and cunning adversary — the Viet Cong guerrilla.

II. AREA OF OPERATIONS

The 114th supported the ARVN IV Corps tactical zone which covers nearly all of the delta, south and west of Saigon. The three major ARVN units under IV Corps are the 9th Infantry Division with its headquarters at Sa Dec, the 7th Infantry Division with its headquarters at My Tho, and the 21st Infantry Division with its headquarters at Bac Lieu.

The majority of the 114th support was given to the 7th and 9th Infantry Divisions. The 114th was also called upon to help out in other areas of Vietnam and during 1966 the 114th has operated in all four of the corps areas. No matter where the 114th was located or whom they were supporting, they always maintained their famed reputation, if there is a mission to be done, the 114th "CAN DO".

III. TERRAIN AND WEATHER

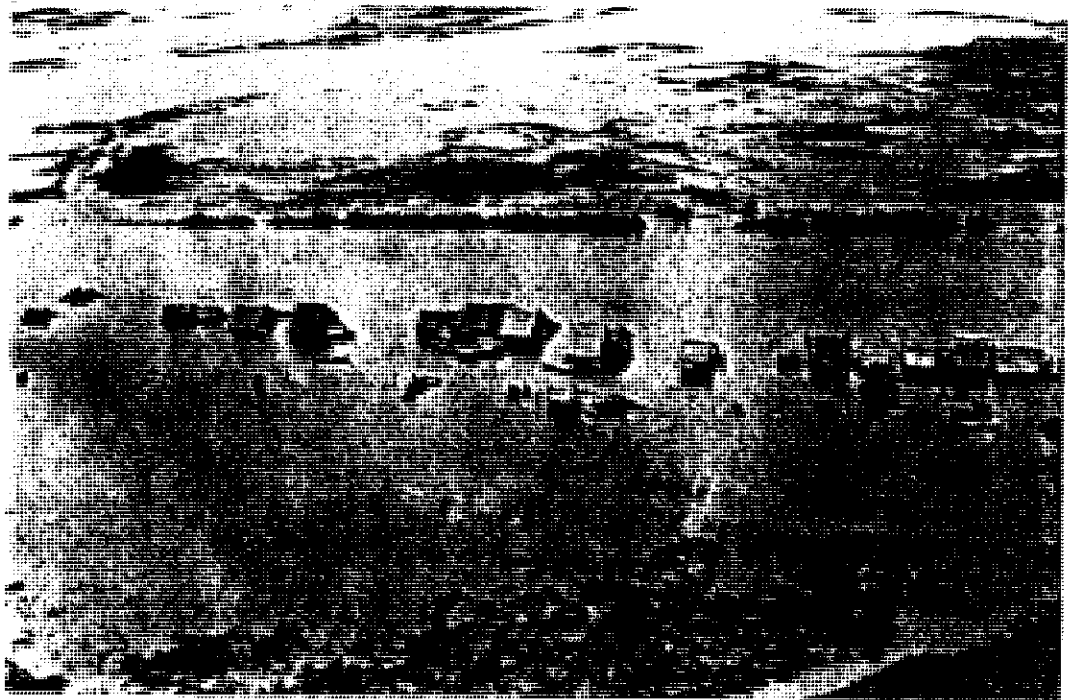
The terrain in the delta is for the most part flat and poorly drained. These coastal plains are surrounded by water on the east, west, and south, with the Cambodian border to the north. A vast complex of canals, streams, and rivers interlace rice paddies in the inland terrain. The rice paddies are outlined with earthen dikes and levees. During the rainy season the delta is subject to widespread flooding due to its average elevation of 15 feet. This flooding covers approximately 70% of the terrain with 1 to 3 feet of water. The treelined canals and low-lying marsh grass or reeds present the only forms of concealment or obstructions except for the small mountains along the Cambodian border. The majority of the villages and towns are located on the main rivers and canals, with smaller settlements spotted throughout the Delta with no pattern.

The coastal borders are covered with mangrove swamps and jungles; 5 to 10 miles of this thick growth of vegetation predominate the coast. The dense jungle growth ranges anywhere from 5 to 15 feet in height and is excellent for cover and concealment.

There are only two seasons in Vietnam. The dry season is from November to May and the rainy season is from June to November. The skies are generally clear except for isolated thundershowers during the dry season. The rice paddies are dry and the clay-type soil is marked with large cracks. The remnants of the rice crops are burned off at this time, and the smoke lingers as a haze in the early morning. This develops a dust problem which is of primary consideration in air mobile operations. The prevailing winds are from the east and seldom exceed 30 knots. The rainy season brings constant rain and widespread flooding. Numerous heavy thunderstorms and rainshowers present a constant problem to the aviators. Low overcast conditions are common during the period. Temperature and humidity remain high throughout the year.



ARVN Outpost



Flooded Delta

IV. REVIEW OF THE "KNIGHTS OF THE AIR"

A. OPERATIONAL ACTIVITIES COMMAND AND CONTROL

Through the dynamic achievements of past members of the unit, the 114th Assault Helicopter Company of 1966 inherited a glorious past history, largely through the efforts of former commanders and their first sergeants. While in Vietnam, the following personnel led the unit through 31 December 1966.

MAJ Edwin S. McClure	10Jan63-29Feb64	1SG Wade Hooper
MAJ George J. Young	29Feb64-30Nov64	SFC William Tulloch
MAJ George E. Derrick	30Nov64-23Sep65	SFC Cecil Brittain
MAJ Frank L. McChesney	23Sep65-11Aug66	1SG Hubert L. Tompkins
LTC Robert I. Stoverink	11Aug66-31Dec66	1SG Freddie L. Clark

Major McChesney and Lieutenant Colonel Stoverink commanded the company during 1966, both continuing to lead the unit with the "CAN DO" attitude that in 1966 set a new record high in unit and individual awards, set a new peak in number of hours and sorties flown in one year, and organized a new armed platoon, the 4th platoon "Lancers."

Executive officers during 1966 were Majors Thomas O. Hardy, Thomas J. McAndrew, Asa C. McCranie, and Robert W. Reid. Captain Stanley S. Kraus and Majors Richard D. Duerr and Forrest H. Helfenberger were operations officers. Intelligence officers were Captains Larry E. Johnson, Jack T. Willard Jr., George D. McFeely, and Llayll A. Fry

Supporting unit leaders during 1966 were, for the 544th, Captain Leo E. Schmitz, Major Bernard R. Lefebvre, MSG Donald L. Howell, and MSG Robert I. Eltzroth. From the 83rd, there were Captains Phillip J. Keating and Thomas J. Rose, and SSG's Francis A. Taylor, Ruben L. Greer, Orville L. Herron, and James B. Butler. From the 96th, there were 1LT's Donald Chickering, Duane F. Hall, and SSG's, Richard S. Blackman, Arthur J. Davis, Herbert A. Pryor, and James E. Camp.

AIRFIELD SUPPORT ACTIVITIES

Vinh Long serves as one of the major airfields in Vietnam. It is an all-weather field equipped for both day and night operations averaging 150,000 take offs and landings during the year on a 24 hour a day basis. For transient aircraft, there were complete field maintenance facilities, refueling service, fire fighting and crash and rescue service. Much of the credit for the outstanding performance of the 114th Assault Helicopter Company must go to the many aircraft maintenance personnel involved in the arduous, continual task of keeping the "Knights of the Air" in the air. Complete aircraft maintenance, 1st through 3rd echelon, was provided by combining the operations of the 544th Trans. Det. and the Service Platoon of the 114th, scheduling two complete shifts for performance of maintenance 18 to 20 hours daily. Avionics support by the 96th Sig. Det. was available 0600-1800 daily and "on-call" at night.

The 114th aircraft availability rate for 1966 was:

Jan. — 88.0%	Apr. — 91.6%	July — 83.6%	Oct. — 78.1%
Feb. — 81.3%	May — 87.5%	Aug. — 82.0%	Nov. — 73.0%
Mar. — 86.7%	Jun. — 85.1%	Sep. — 77.8%	Dec. — 84.0%

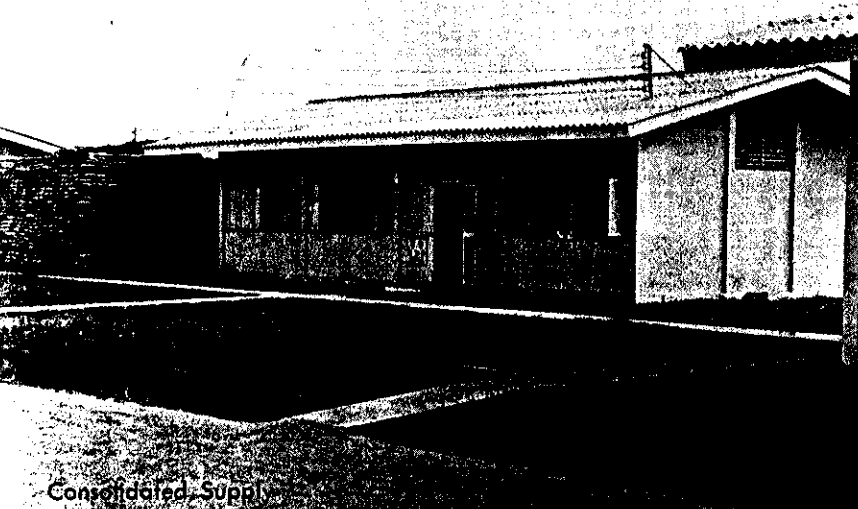
The yearly average availability for 1966 was 83.2%

Logistical support for Vinh Long was no small task. Air support was primary, with utilization of USAF C-123 aircraft, US Army Caribou and Otter, and organic installation aircraft. POL products and some of the Post Exchange supplies came in by commercial trucks and tankers. A few large items of equipment from Vung Tau were brought by boat up the Mekong River.

The 83rd Med. Det. provided fine medical support. First aid and emergency treatment, physical examinations, and aeromedical evacuation filled the day for 83rd personnel.



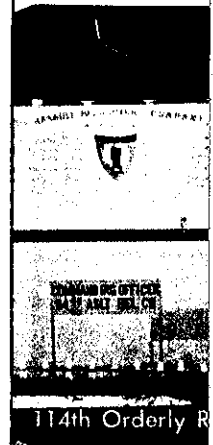
New Compound



Consolidated Supply



Dispensary

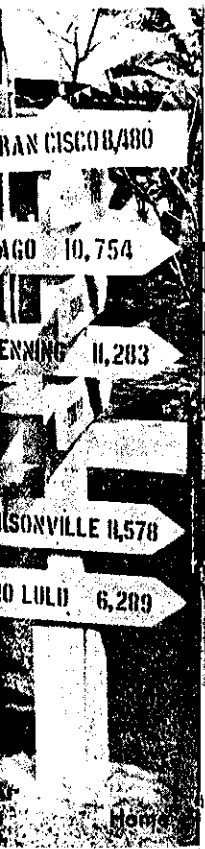




114th Orderly Room



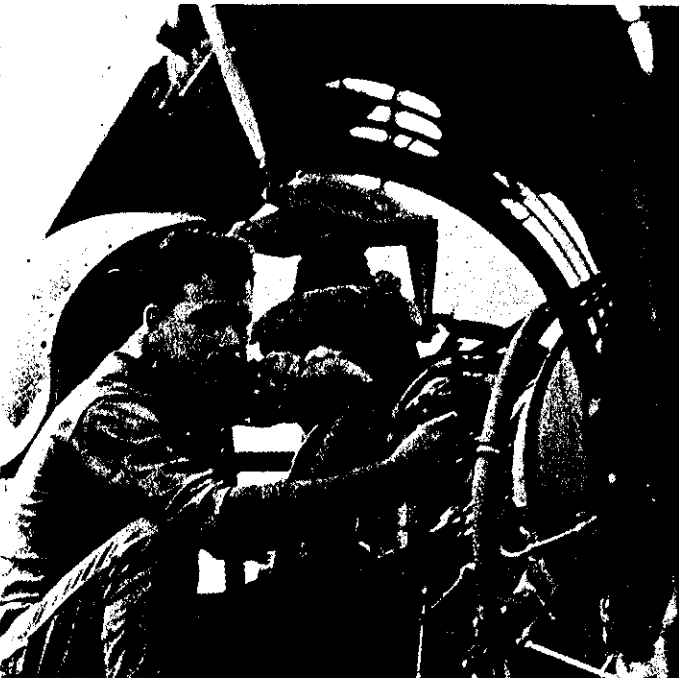
114th Operations Personnel



114th Administrative Personnel



114th Dining Hall Personnel



Daily Maintenance



Gunship Boresighting Weapons



Refueling UH-1 Aircraft



Rearming Gunship



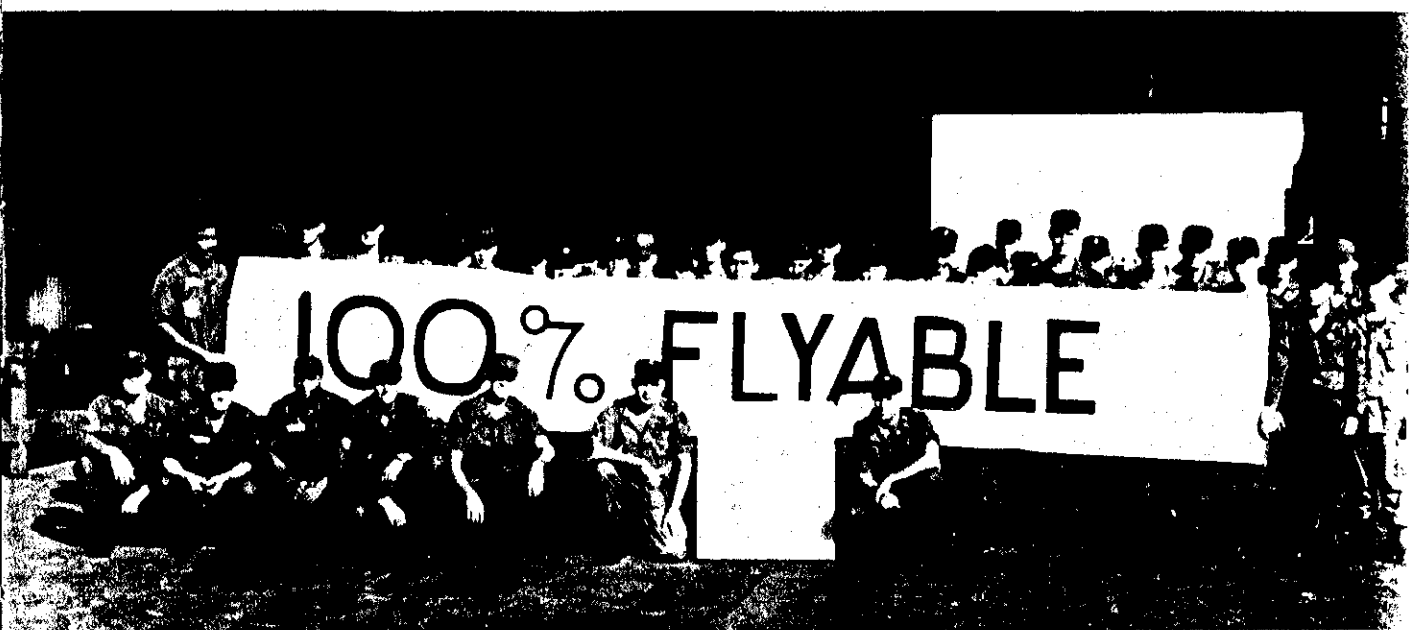


Upper left: 114th Service Platoon Personnel at Work

Center left: 96th Signal Detachment (AVI-ONICS) Workshop

Below: 544th Maintenance Detachment (CHFM) 100% Flyable

Upper right: 83rd Medical Detachment Personnel



B. COMBAT SUPPORT OPERATIONS

Many types of missions were flown. They ranged from routine administrative support to "Eagle Flights", used to seek out and destroy the enemy. Also included were troop transport into hostile landing zones and medical evacuation, both by day and night, and resupply. Night flare missions by "Red Knight" or "White Knight" aircraft provided the light for the armed "Cobra" or "Lancer" aircraft. The lightning bug mission was another source of eyes for the armed platoons, consisting of an aircraft utilizing high powered lights followed by armed ships. The company also transported many VIP military and US & ARVN civilian officials to scenes of battle or remote otherwise inaccessible units.

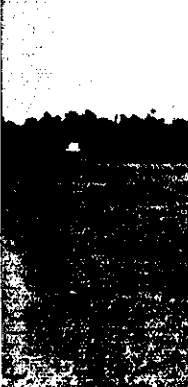
The majority of 114th support was with the IV Corps, but many times the 114th was called upon to support the I, II, and III Corps units, involving personnel of U.S. and other nations. Regardless of where or with whom the 114th was in support, the mission was always accomplished in an outstanding manner with a strong "CAN DO" attitude.



Troops Un



Troop Ca

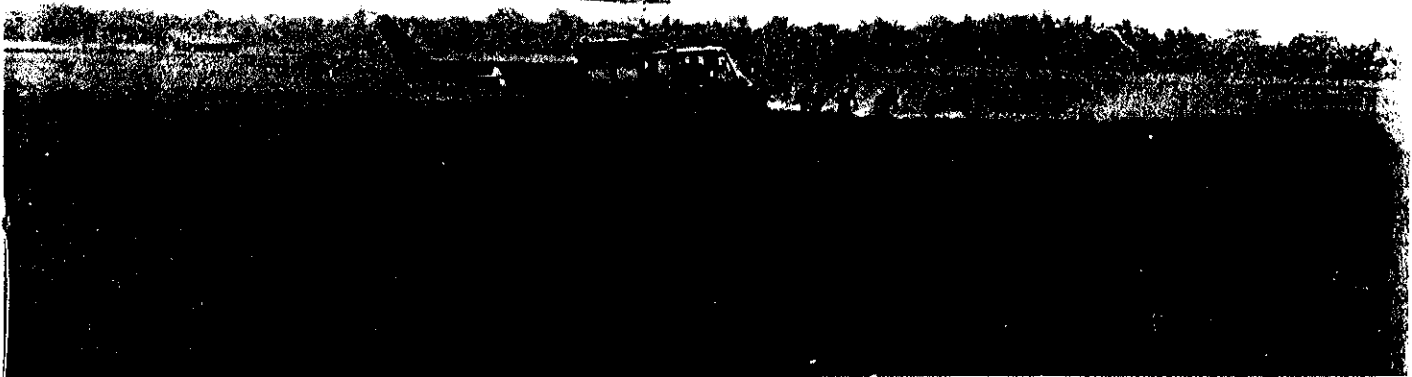


Troop Ca





Troops Unloading in Landing Zone



Troop Carriers on Short Final



Troop Carriers Coming Out of Landing Zone





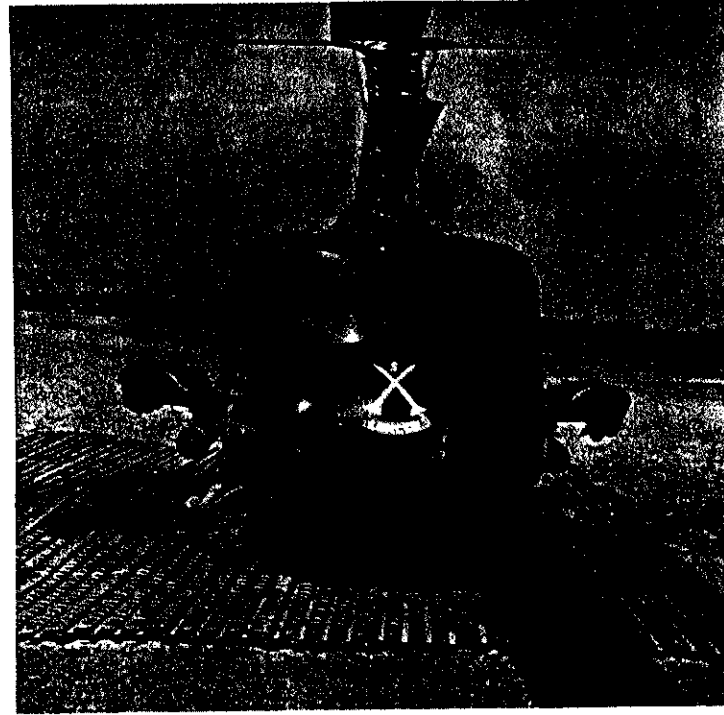
Red Knight Aircraft



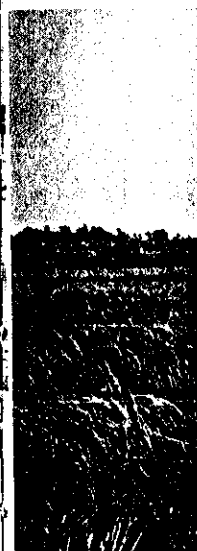
Cobra Aircraft



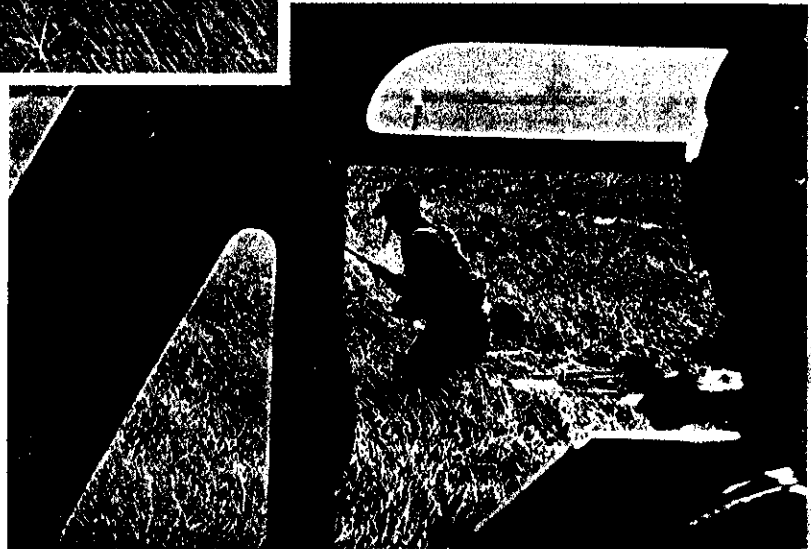
White Knight Aircraft



Lancer Aircraft



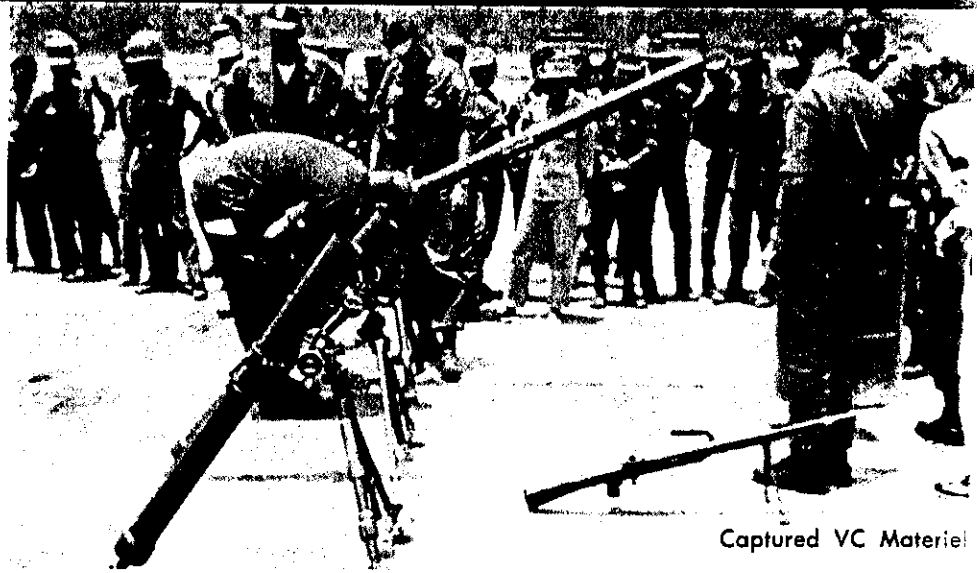
Faces at War



TROOP LIFTS

Transporting combat troops into hostile landing zones was the major task of the company. Each ship was loaded with troops and their equipment, flown to predetermined landing zones in tactical formation, where the troops and equipment were discharged. The aircraft then returned to the staging site and additional lifts were made as needed. On many of the lifts, the aircraft drew hostile fire. The armed Helicopters (Cobra and Lancer) were used to protect the troop carriers (Red Knight and White Knight) and suppress enemy fire. Armed ships secured the landing zones prior to the arrival of the troop carriers, protected them while they were on the ground, and escorted them to altitude and relative safety. Without armed escort and reconnaissance, a large loss of personnel and equipment would have been inevitable. As the ground battle progressed daily, casualties and captured enemy materiel and prisoners had to be evacuated by helicopter troop carrier aircraft with armed escort. In August, 1966 the old "B" Model UH-1's, after over 3000 combat hours had been flown on each, were replaced by new UH-1D Models and the two unarmed platoons soon became qualified and operational. In October, the gunship platoons received new UH-1C (540) models and turned in their battle-worn "B" models. A Fourth Platoon (Lancers), armed was formed in June and was fully operational in July, giving the company additional fire support for troop lifts and ground support.





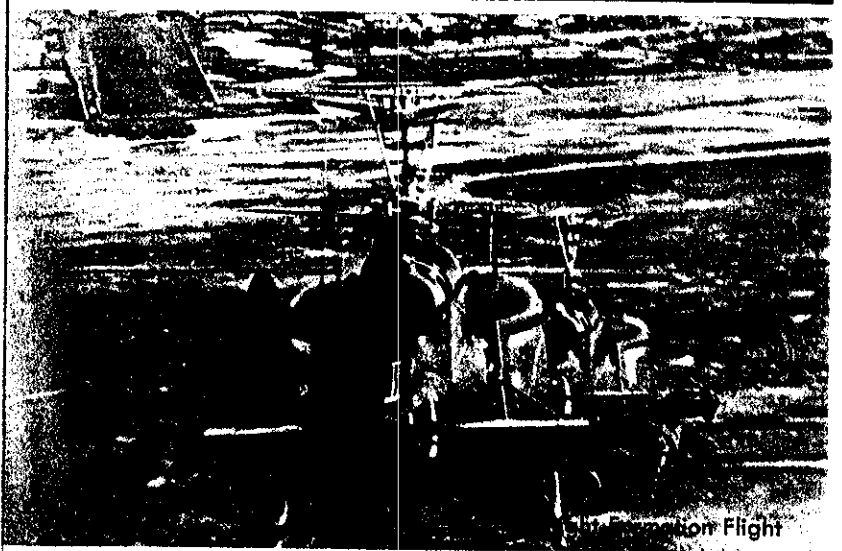
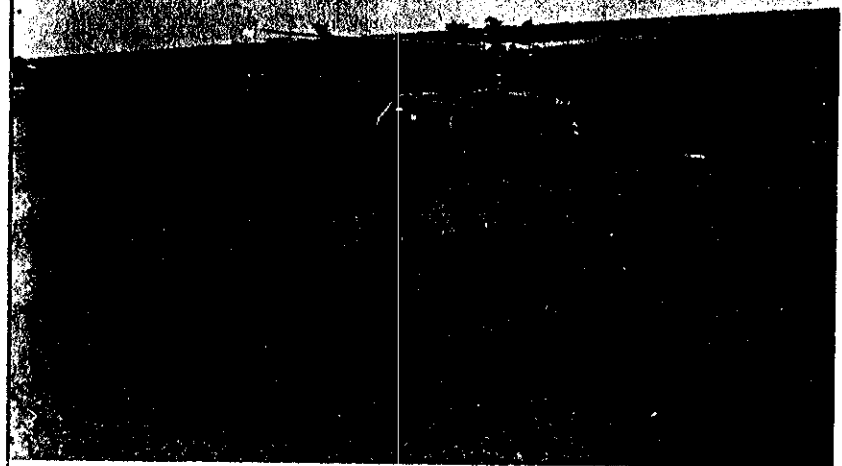
Captured VC Materiel



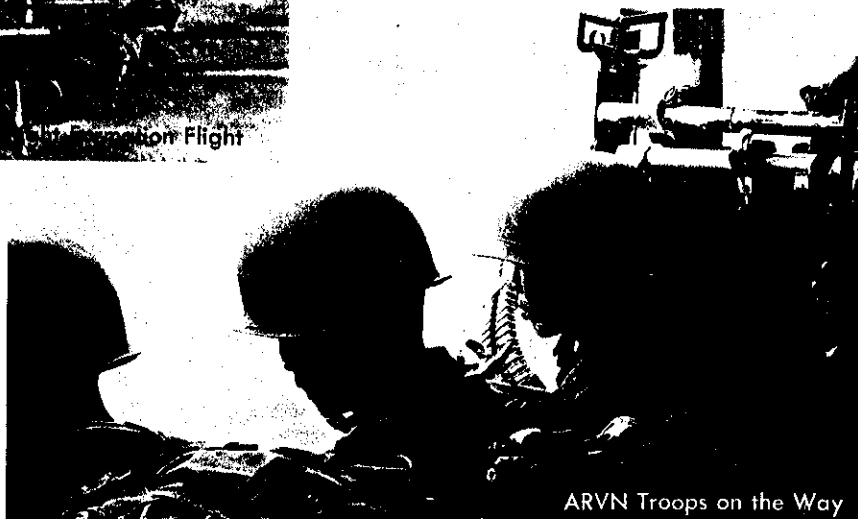


Captured VC Materiel

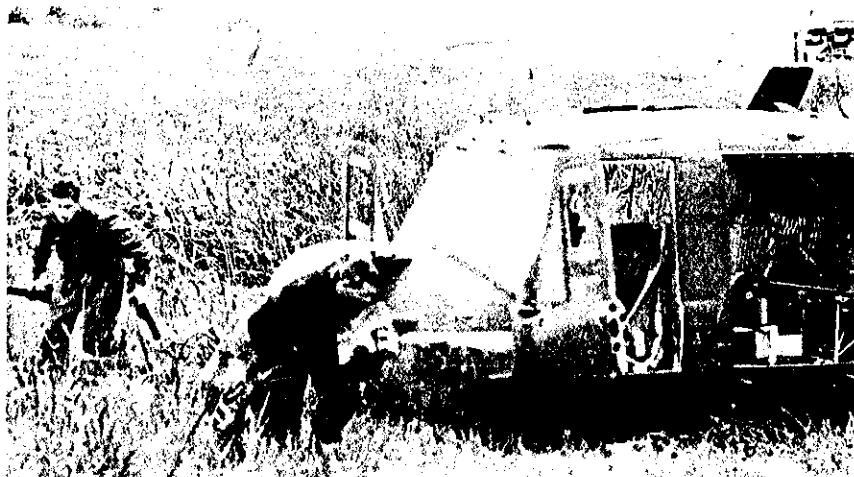




The Formation Flight



ARVN Troops on the Way



Personnel Evacuating Downed Aircraft

ARMED HELICOPTER SUPPORT TO GROUND UNITS

On all operations the gunship platoons were the armed escort protection for the relatively defenseless troop carrier aircraft. After the troop carriers were escorted out of their landing zones, the ground elements utilized the armed helicopters consistently, to perform reconnaissance ahead of them on their proposed route of advance and for fire support when they became stopped by enemy fire. The following statement from a ground advisor of the Republic of Vietnam forces is typical:

STATEMENT

3 November 1966

On 27 October 1966, the 42nd Ranger Battalion, Army of the Republic of Vietnam, participated in a 21st Infantry Division search and destroy operation, Dan Chi 263, phase V. On or about 1145 hours, 42nd Ranger forces were helilifted into a landing zone in the vicinity of WR912713 and linked up with two ARVN units who were already engaged with a well-prepared, dug-in Viet Cong force. During the next six hours, close-in fighting took place with both sides accepting substantial losses. Enemy machineguns, trained snipers, and suicide teams armed with grenades made a determined bid to defeat ARVN ground forces. Three enemy machineguns located along a small canal dike pinned down three attacking ARVN battalion, to include the 42nd Rangers, whom I advise. Intense fire from these guns was cutting through the tall grass and casualties were mounting with each passing moment. I called for the armed platoon on station and was answered by Lancer Lead, at which time I requested that he strike the canal dike and silence the machineguns. The Lancer Platoon attacked the canal dike with devastating, low-level assaults, pouring a constant stream of rockets and machinegun fire into the Viet Cong positions. This strike was so resolute that friendly forces began to push forward again, receiving little or no fire from the dike-line. Upon seizing the canal line, friendly forces found the three machineguns as well as their dead crews.

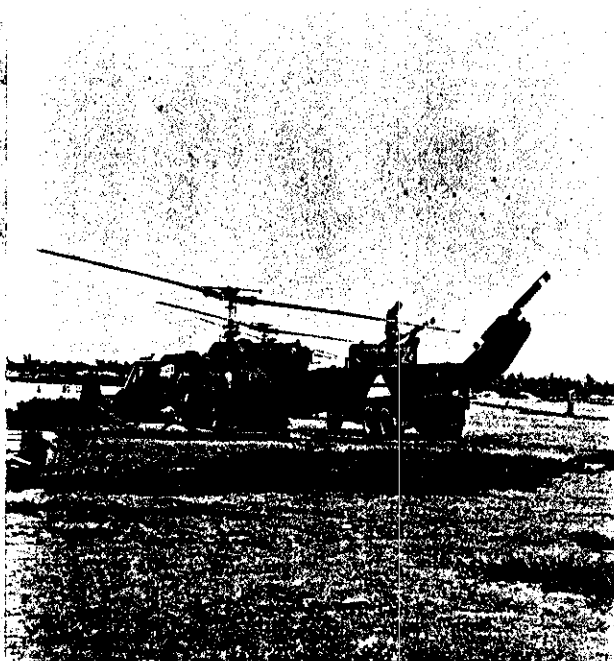
This success of this battle can be attributed to the pilots and crews of the Lancer Platoon. By virtue of their professional competence and personal bravery many ARVN lives were saved this date. I recommend that Lancer Lead and those of his platoon who participated in this battle be cited for heroism against hostile forces, and an appropriate American award for valor be presented to each of them.

A TRUE COPY

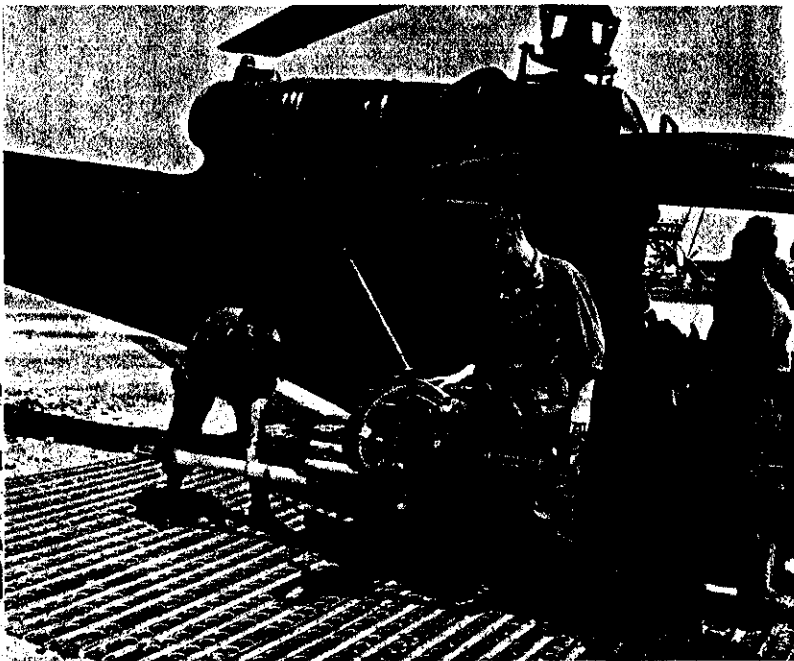
FRANK H. BOSWORTH
CPT, TC

/s/Burton D. Patrick
/t/BURTON D. PATRICK
Major, Inf
42nd Ranger
Senior Advisor

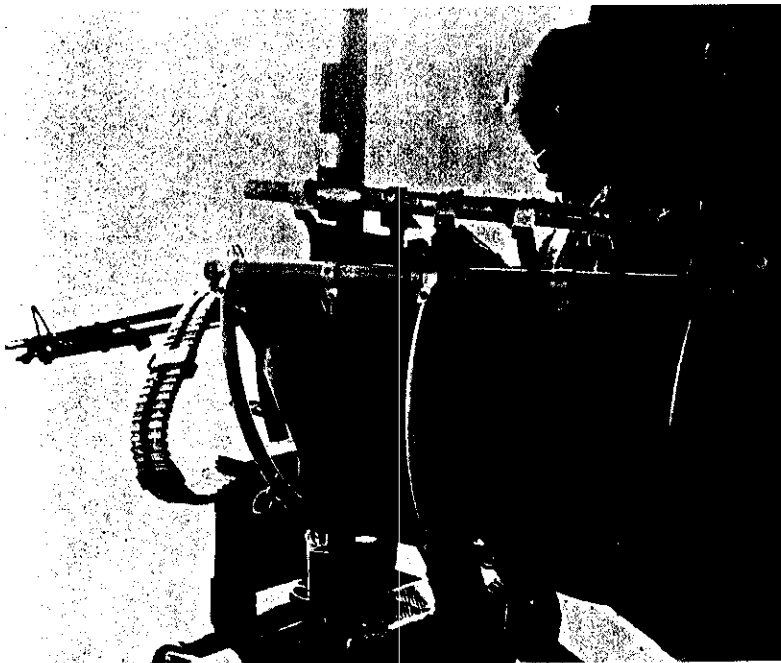




Lancers Rearming and Refueling



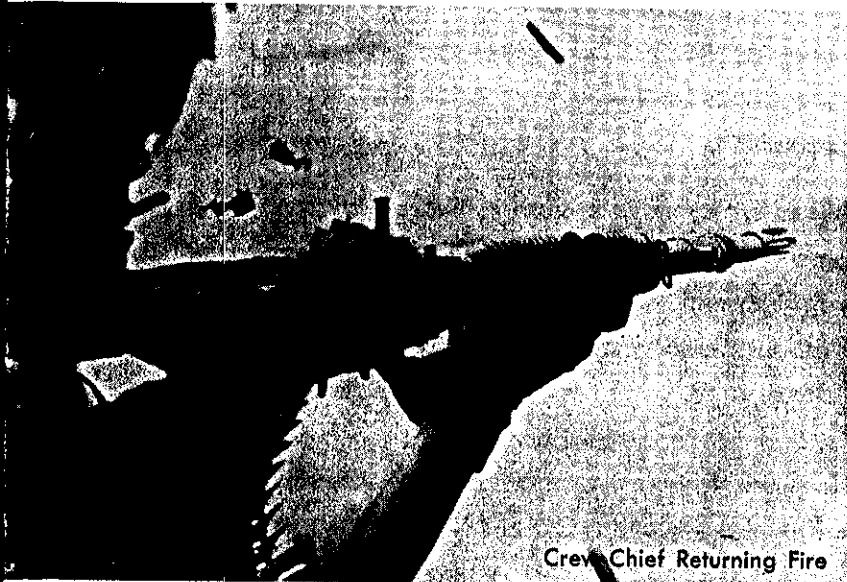
Cobras Rearming



Door Gunner Returning Fire



Rocket Exploding in Treeline



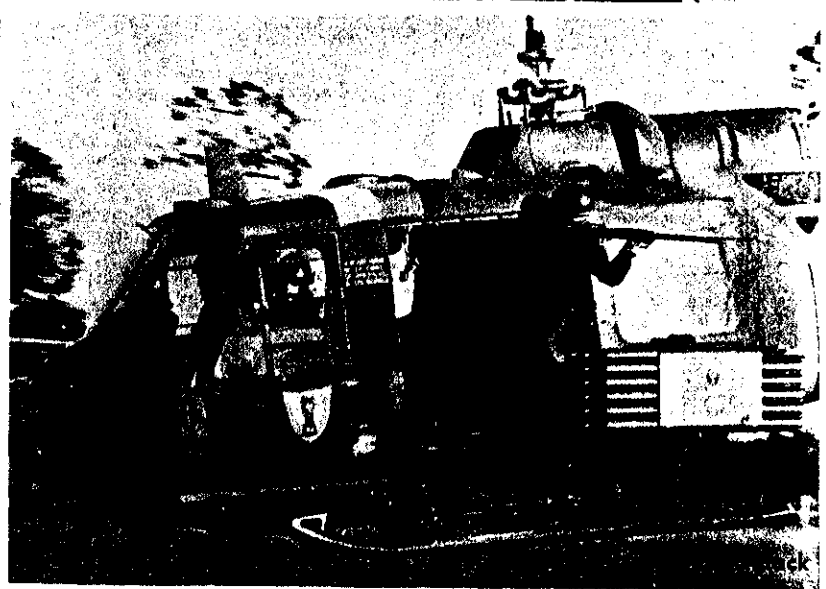
Crew Chief Returning Fire



Crew Chief Covering
Troop Carriers



Covering the Landing Zone



EVALUATION OF DOCTRINE

Each operation and mission gave added knowledge to the company operations in deployment of its aircraft. Many new tactics proved their usefulness and were developed to their fullest capabilities.

The 114th effectively utilized air cover in a suppressive role by use of the armed helicopter platoons, which reconnoitered the landing zone prior to the troop-carrying helicopters' arrival. Normally, 2-5 minutes were allotted for this reconnaissance and the gunship platoons planned the entry and exit routes and evaluated the enemy positions and situation. Also, at times, the gunships, after artillery and air strikes, would perform a feigned reconnaissance of an area a few miles from the actual objective and then link up with the troop carriers and escort them into a completely unexplored area, thus obtaining a great element of surprise successful in many cases.

SUMMARY OF OPERATIONS

The 114th Assault Helicopter Company had another good year. Its record of responsiveness and support merits a keystone in aviation in general and, more specifically, in concept of the airmobile company. The total hours flown was 32,012, with a record month in October of 2,893 hours. The aircraft and crews were constantly exposed to hostile fire; however, only 33 crewmen were wounded in action and 5 were killed in action. There were 125 aircraft hit by enemy fire and only 6 forced down by hostile fire. A total of 103,734 passengers and 1,189 tons of cargo were transported during 43,899 sorties flown (14).

E. PERSONAL SERVICES

The 114th Assault Helicopter Company has done more than complete the combat mission. It also gave to its personnel many recreational activities for off-duty pleasure.

SPECIAL SERVICES

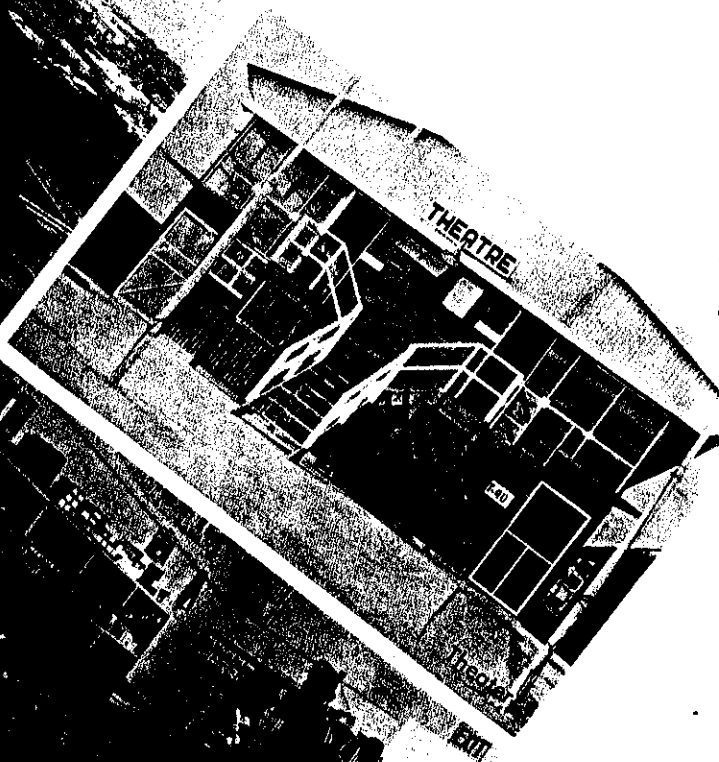
The facilities at Vinh Long always made a man proud to say "I'm from Vinh Long."

During the days off and leisure hours at night, the service offered lighted tennis, basketball, and volleyball courts, as well as movie and slide projectors, tennis balls and rackets, baseballs and bats, footballs, volleyballs, and games. Recently, a ring and mats for wrestling and boxing has been erected.

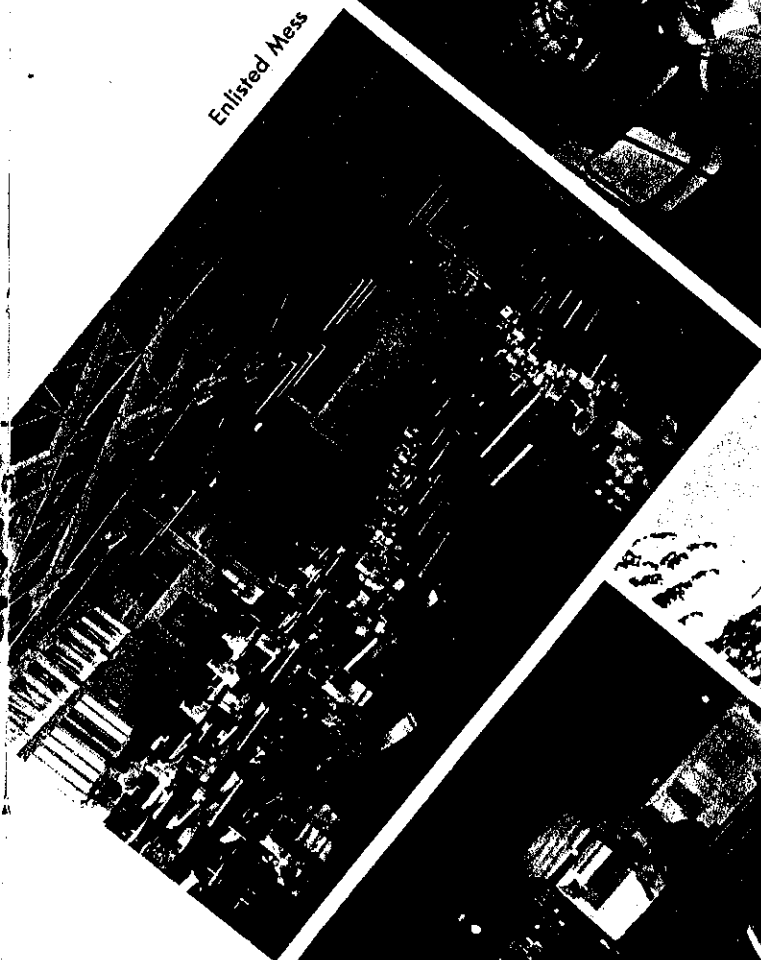
Many Special Services projects were completed to improve the compound, including a library reading room, a photography laboratory, and stereo tape room. A swimming pool is underway toward completion. The installation theater was also run by Special Services personnel and movies were shown nightly. Special Services also coordinated with the USO to bring top entertainment to the troops.

R&R centers were available for seven days to Hong Kong, Bangkok, Japan, Hawaii, and Taiwan.

Aerial View of Compound



Enlisted Mess



NCO Club



Officers Mess



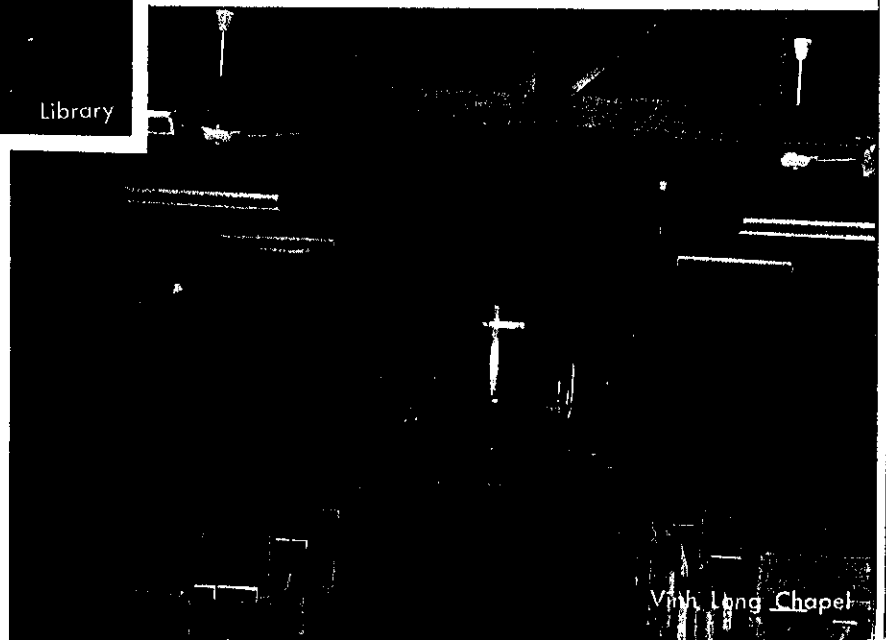
Enlisted Club



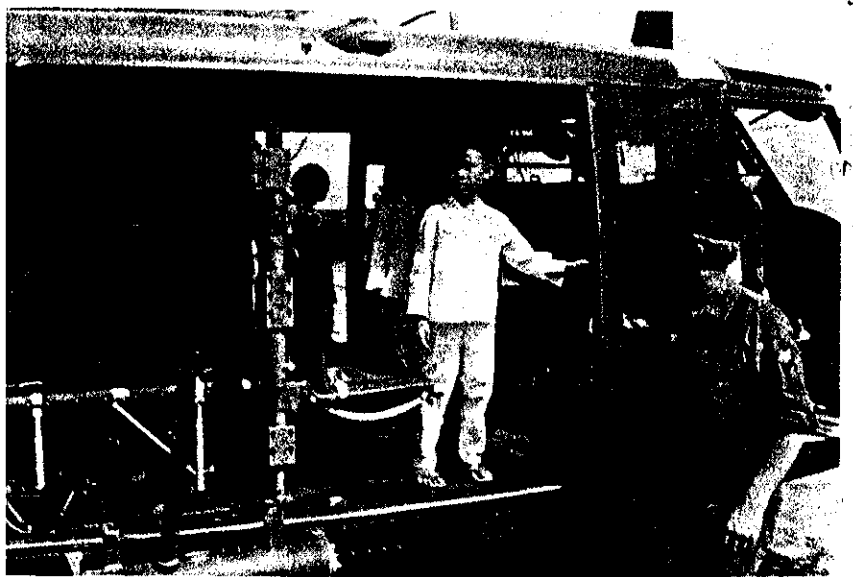
LIBRARY AND CHAPEL

In 1966 the construction of a new library was completed and on 4 July was dedicated by Miss Agnes D. Crawford, Chief Librarian of the United States Army, at a dedication ceremony attended by all personnel of the installation who were not flying at the time. Named in honor of Major Carl S. Miller, 075253, killed in action on 29 January 1966 at Ba Tri, the library contains approximately 2,500 books, 25 different type current magazines, and 15 different type regularly mailed newspapers. The building is air-conditioned, well managed, and a source of pleasure to all personnel from 1000 to 2200 hours seven days a week.


The Chapel at Vinh Long is always a source of religious pleasure. The Chaplains at the close of 1966 were Chaplain (CPT) Charles D. Logue, Catholic and a resident of Vinh Long Installation, and Chaplain (CPT) Ermine Todd, Jr, Protestant, a resident of Soc Trang. Protestant services were conducted each Sunday at 1115 hours with Bible Study on Wednesdays at 1930 hours. Catholic services were held at 1800 hours on Sunday, Tuesday, Wednesday, Friday, and Saturday. Special services were also held for both faiths on Thanksgiving Day, Christmas Eve, Christmas Day, and at memorials for our deceased personnel. Both Chaplains conducted regular services at Vinh Long, Soc Trang, Long Xuyen, and Tra Vinh and were a constant inspiration during hours of need.



Knights With Orphans on Christmas Day



MORALE AND AWARDS

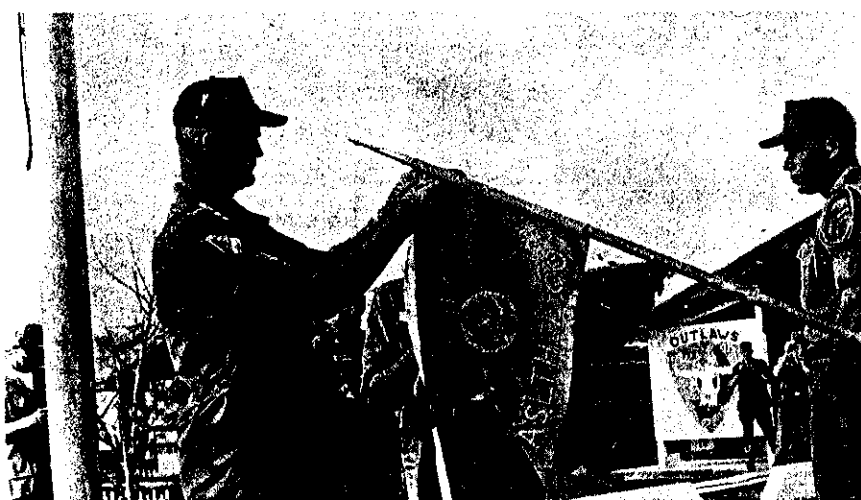
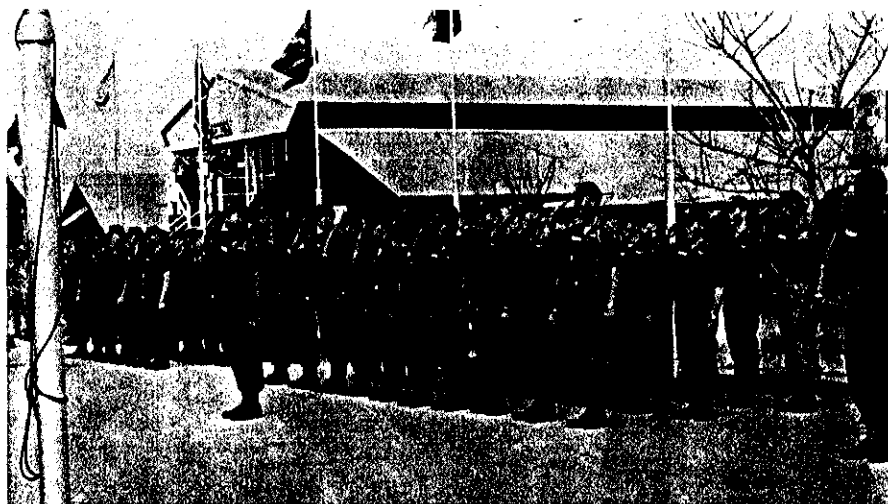


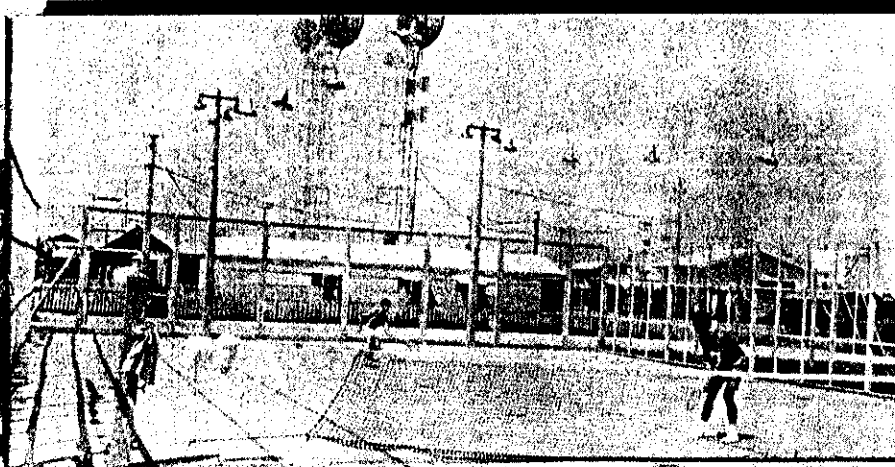
The unit had high esprit de corps at all times. The constant threat of bodily harm from Viet Cong attack was not enough to break the will of the men to serve, nor was the long arduous day, under continuous field conditions, ever a factor in the morale of the men. The company would experience periods of higher morale than other periods; however, there was always present that high degree of professionalism, discipline and efficiency possessed by the finest soldier. The depressing fact of being away from family and friends was overshadowed by the constant flow of mail. Each individual knew why he was serving in Vietnam, which was displayed by his devotion to duty, willingness to do his job, and the efficient manner in which he carried out all missions and assignments.

The occurrence of death is never a pleasant one, especially when you may be next. This unit lost six of its members in 1966 and thirty-three others were wounded, some severely. The company was depressed with these casualties but became determined to a man to see that the mission was completed despite any great loss suffered.

The 114th Assault Helicopter Company earned its share of awards in the combat zone of the Republic of Vietnam, and the sacrifices and deeds did not go unnoticed. Many individuals distinguished themselves with heroic achievement or meritorious service while supporting the 114th Assault Helicopter Company. For such services awards appropriate for the deed were granted. Individuals were recommended for awards ranging from the USARV Certificate of Achievement to the Distinguished Service Cross. Captain Hugh R. Nelson, through conspicuous gallantry, has been awarded posthumously the Distinguished Service Cross. Lieutenant Frank H. Mayer was also awarded the Distinguished Service Cross, the nation's second highest award for valor. For meritorious service, Captain George L. O'Grady was awarded the Legion of Merit. The following awards were submitted: 2 Distinguished Service Crosses, 1 Legion of Merit, 2 Silver Stars, 2 Bronze Stars for Valor, 36 Bronze Stars for Meritorious Service, 20 Distinguished Flying Crosses, 52 Air Medals with "V" Device, 15 Army Commendation Medals for Valor, 52 Army Commendation Medals for Meritorious Service, and 44 Purple Hearts. Many Vietnamese certificates and medals were awarded to members of the 114th, from province level to as high as the corps level Cross of Gallantry. The individual recognition by the Vietnamese Government was in itself an honor. The Valorous Unit Award was presented by General Westmoreland on 18 December 1966.

Valorous Unit Award





114th at Tennis Tournament

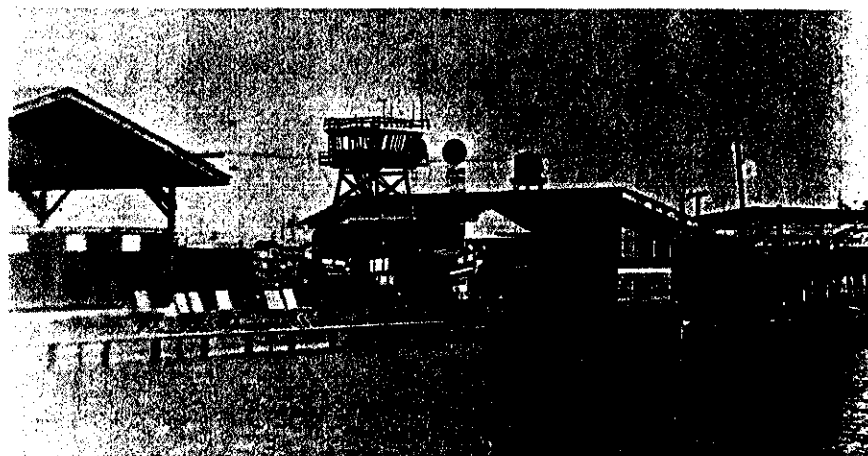


114th Members at Table Tennis



114th Volleyball

114th Swimming Pool



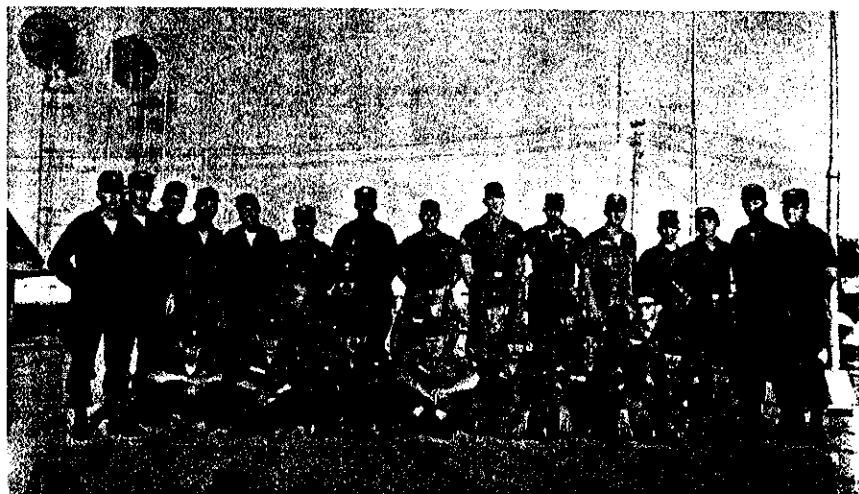


1st Platoon "RED KNIGHTS"

2nd Platoon "WHITE KNIGHTS"

3rd Platoon "COBRAS"

4th Platoon "LANCERS"





KNIGHTS AND SUPPORT PERSONNEL, CLOSE OF 1966 COMPANY HEADQUARTERS

LTC Stoverink, Robert I.	SP5 Shuey, Donald E.
MAJ Reid, Robert W.	SP5 Bartlett, Donald B.
MAJ Helfenberger, Forrest H.	SP5 Bishop, Clyde D.
CPT Bosworth, Frank H.	SP4 Davies, Glenn E.
CPT Fry, Llayll A.	SP4 Duvall, Robert S.
CW3 Kelly, George E.	SP4 Echols, David F.
CW3 Ridenour, Charles R.	SP4 Johnson, James R.
WO1 King, Boyd E. Jr.	SP4 Munoz, Lucio Jr.
1SG Clark, Freddie L.	SP4 Ornelas, Rudolfo
MSG Middleton, William G.	SP4 Sanchez, Louis L.
SFC Collins, Dennis A.	SP4 Shea, Danny A.
SFC Schiessel, Daniel H.	SP4 Vogt, Melvin E.
SSG Brantley, James A.	SP4 Wiley, James B.
SSG Donovan, Wallace P.	PFC Clagett, Charles R.
SSG Edert, Norbert N.	PFC Groen, Eugene L.
SP5 Harris, Benjamin B.	
SP5 Johns, James D.	

FIRST PLATOON

MAJ Duerr, Richard D.	SP4 Deyton, Kenneth L.
1LT Harmon, Raymond W.	SP4 Gilbertson, Michael B.
1LT Kline, Stanley B.	SP4 Jennings, Bradford H.
1LT Olson, Vernon M.	SP4 Jurhs, John C.
1LT Steger, Kenneth W.	SP4 Rich, Harley W.
1LT Tison, Joseph T.	SP4 Semenuk, Phillip J.
CW2 Mead, Larry D.	PFC Collins, Larry F.
WO1 Artis, George G.	PFC Dutro, Darrel E.
WO1 Dolin, Gerald L.	PFC Leonard, Theodis
WO1 Lafever, Wendell C.	PFC Livengood, James S.
WO1 Whitlow, Lloyd W. Jr.	PFC McClain, Donald L.
SSG Anderson, Joseph	PFC McGee, Curtis A.
SGT Smith, Johnnie L.	PFC Morales, George M.
SP5 Carsey, Gary L.	PFC O'Brien, Hugh A.
SP5 Smaltz, Earl R.	PFC Southern, John T.
SP4 Winchel, David F.	PFC Woodard, William W.

SECOND PLATOON

CPT Cauley, Calway W.	SGT Villa, Angel.
CPT Gray, Nash P.	SP5 Boltz, Jerry A.
1LT Keller, Robert A.	SP5 Wakeman, Orville J.
1LT Payne, Jack C. Jr.	CPL LaVogue, Baldur B.
1LT Redmon, James A.	SP4 Claypool, John D.
1LT Winfree, Reverdy E. Jr.	SP4 Crayne, William B.
WO1 Black, Richard W.	SP4 Douglas, John J.
WO1 Brimage, Donald H.	SP4 Runnels, Willis J.
WO1 Custer, Larry D.	SP4 Thill, Donald E.
WO1 Eicher, David H.	SP4 Tuschinski, Paul C.
WO1 Frost, Gary C.	PFC Cahoon, Lawrence D.
WO1 Huber, Dennis D.	PFC Caldwell, Melvin J.
WO1 Kaufman, Charles W. Jr.	PFC Flis, Larry J.
WO1 Liberg, John E.	PFC Camble, Bradley D.
SGT Boyd, William D.	PFC Gohnson, Robert J.
SGT Prater, Hugh B.	PFC Medreno, Alex R.
SGT Toves, Rogue D.	PFC Redshaw, Ronald F.

THIRD PLATOON

MAJ Vining, Ray E.	SP5 Stillwell, Charles D.
CPT Adams, John B.	CPL Gosnell, James J.
CPT McFeely, George D.	SP4 Deluca, Richard F.
1LT Caddell, Herbert A.	SP4 Dunbar, Everett W.
1LT Emerick, Robert G.	SP4 Eckhardt, Larry D.
1LT Mayfield, Jess L.	SP4 Hoepfner, Gordon W.
1LT Sherman, Theodore	SP4 Jensen, Allen L.
CW2 Billings, Roy H.	SP4 Lewis, Ronald L.
WO1 Ames, Lonnie Jr.	SP4 McGoey, James F.
WO1 Bagley, Cleveland H.	SP4 Riordan, John R.
WO1 Boles, Larry E.	SP4 Smith, Clifford B.
WO1 Brooks, Grover W.	SP4 Storch, Ronald A.
WO1 Calkins, Robert D.	SP4 Walker, Jimmy A.
WO1 LoBonty, Robert J. Jr.	SP4 Wells, Steven R.
SSG Schrumpt, Michael W.	PFC Barthel, Thomas E.
SGT Worm, Maurice L.	PFC O'Keefe, Dale H.
SP5 Baugus, Jerry V.	PFC Powell, Richard A.
SP5 Boston, Everett D.	PFC Thomas, Donnie G.
SP5 Dennis, Jimmy V.	

FOURTH PLATOON

MAJ Hardin, Cletus A.	SP4 Anderson, Phillip A.
CPT Jones, Gary W.	SP4 Baumgardner, Richard
CPT Little, John A.	SP4 Burke, John J.
1LT Theys, Richard L.	SP4 Conk, Darrell G.
WO1 Blumenfeld, Berton P.	SP4 Luzar, Stephen L.
WO1 Brooks, Daniel H.	SP4 Pystor, Richard H.
WO1 Brown, Allen C.	SP4 Stabile, Richard
WO1 Bryant, Johnny L.	SP4 Suggs, Virgis R.
WO1 Busby, LaDonne	PFC Bovain, James
WO1 Koshar, William J.	PFC Byrd, Hayward Jr.
WO1 Lin, James J.	PFC Lenning, Donald G.
WO1 Stroud, Robert S.	PFC Marone, Ralph J. Jr.
SSG Eberwein, Charles D.	PFC Pazera, Henry L.
SGT Hunter, Walter E.	PFC Shook, Hugh G.
SP5 Buckingham, Forrest A.	PFC Watkins, Charles E.

96TH SIGNAL DETACHMENT

1LT Hall, Duane F.	SP4 Franks, Jimmie
SSG Camp, James E.	SP4 Parks, Kirby L.
SGT Trotter, Floyd A.	SP4 Rokicki, Edwin M.
SP5 Pryor, Herbert A.	SP4 Rosenberg, Ronald W.
	PFC Reinz, John R.

83RD MEDICAL DETACHMENT

CPT Rose, Thomas J.	SP4 Belvin, Howard
SGT Butler, James B.	SP4 McAllister, Joseph D.
SSG Herron, Orvil L.	SP4 Petron, Robert C.
SP5 Ceretto, Jesse P.	

SERVICE PLATOON

CPT. Fewox, Jerome E.	SP4 Wink, Herbert C.
SFC Butler, Fletcher R.	PFC Armagost, Robert J.
SSG Hazzard, Robert R.	PFC Alit, Vincent B.
SSG Thomas, Melvin R.	PFC Ayers, John H.
SP6 Swann, Harold E.	PFC Beegle, James W.
SGT Buchsen, Ronald J.	PFC Bell, Douglas H.
SGT Cochran, William A. Jr.	PFC Bettis, Paul E.
SP5 Durham, Thomas J.	PFC Bowman, Jayes H.
SP5 Farrar, Charles	PFC Bringhurst, Gilbert M.
SP5 Johnson, Norman E.	PFC Chatburn, David J.
SP4 Boyce, Leroy L.	PFC Downey, Charles S.
SP4 Bramlett, James T.	PFC Falgoust, John L.
SP4 Brown, Michael C.	PFC Ferry, Alfred D.
SP4 Corwin, Thomas G.	PFC Glisson, Freddie L.
SP4 Etheridge, Arnold L.	PFC Hathaway, Norman G.
SP4 Fiorentino, Richard	PFC Hefner, Arlie L.
SP4 Garay, Gilbert R.	PFC Hernandez, George L.
SP4 Garrett, Thomas R.	PFC Jenkins, Carlos R. Jr.
SP4 Hernsath, Dennis W.	PFC Lawley, Harvey G.
SP4 Hughes, Lee A.	PFC Malmquist, Daane K.
SP4 Johnson, Allen E.	PFC Marx, John
SP4 Lilly, Delano L.	PFC Mathieu, Gregory V.
SP4 Moye, Delbert O.	PFC Mortenson, Paul K.
SP4 Mickerson, John W. Jr.	PFC Perkey, Johnny L.
SP4 Pierce, Travis L.	PFC Pilkington, Darrel P.
SP4 Ruiz, Donald A.	PFC Renfro, Johnnie D. Jr.
SP4 Sebben, James R.	PFC Richardson, Curtis L.
SP4 Statchura, Kenneth J.	PFC Solatke, Michael J.
SP4 Stevenson, William T.	PFC Janson, David S.
SP4 Swartley, James R.	

544TH TRANSPORTATION DETACHMENT

MAJ	Lefebvre, Bernard R.	SP4	Mitchell, Leon M.
MSG	Eltzroth, Robert L.	SP4	McDade, John R.
SSG	McClain, Rex L.	SP4	Miele, Francis A. Jr.
SP6	Barrientes, Francisco B.	SP4	Obrist, Daniel F.
SP6	Jouett, Eldon L.	SP4	Orr, Howard K.
SP6	Hanna, Charles L.	SP4	Owens, Harold H. Jr.
SP5	Banter, Donald J.	SP4	Page, Hunter E.
SP5	Boles, Rupert W. III.	SP4	Parola, John T.
SP5	Bustamante, Eulalio C.	SP4	Pierson, Frankie K.
SP5	Crum, George R.	SP4	Ryder, Kenneth J.
SP5	Hoyle, Gordon L.	SP4	Thompson, Adrian L.
SP5	Reese, Herbert Jr.	SP4	Ventimiglia, Joseph S.
SP5	Van Order, John C. Jr.	SP4	Wiegert, Warren F.
SP4	Albertini, William P.	SP4	Wright, Thomas C.
SP4	Allard, Joseph R.	SP4	York, Thomas H.
SP4	Amerson, Donnie J.	SP4	Ziarko, Ronald T.
SP4	Batson, Louis C.	PFC	Celestine, John W.
SP4	Bell, Michael P.	PFC	Conforti, Frank F.
SP4	Booth, Edward S.	PFC	Criz, Lacy L. J.
SP4	Brooks, James	PFC	Finlayson, Robert G.
SP4	Burleson, Charles R.	PFC	Gage, Monty R.
SP4	Clair, Norman E.	PFC	Gilley, Norman L.
SP4	Cooper, Billy W.	PFC	Grant, Malcolm O.
SP4	Czeniak, John R.	PFC	Guest, Roy C.
SP4	Czoschke, David O.	PFC	Hicks, Bertrand H.
SP4	Dickerson, Willard E.	PFC	Huston, Norman R.
SP4	Dudek, William E.	PFC	Huffman, Marshall V.
SP4	Dukeshire, Herbert L.	PFC	McDonald, Bobbie
SP4	Etten, James R.	PFC	Matthews, Roland L.
SP4	Fleury, Thomas E.	PFC	Oshiro, Patrick S.
SP4	Funk, Robert L.	PFC	Ray, Delmar L.
SP4	Goddeau, Robert W.	PFC	Rhodes, George
SP4	Harmon, Robert D.	PFC	Standridge, Trevor S.
SP4	Hicks, Charles L.	PFC	Turja, Richard H.
SP4	Hoffaker, Herman G.	PFC	Vickers, Steven M.
SP4	Kamper, Glenn C.	PFC	Voutech, Robert C.
SP4	Maddox, Douglas T.	PFC	Weathers, William L.
SP4	Maize, Cecil O.		

SUMMARY

The mission of the 114th Assault Helicopter Company is to be the aviation capability of the Government of Vietnam in its IV Corps operational area, but not limited to that area. Occasions took the company to each of the other three corps areas. Through rotation, the company had many changes of personnel during the year. Each of them, though not all are listed or photographed herein, contributed greatly to the performance of the unit during the year 1966. Continuity of effort built the company to be an outstanding unit. Its maintenance, avionics, and medical support enabled the company to support the Vietnamese and American Government with an outstanding record of accomplishment. From routine command and liaison flights to the most dangerous "Eagle Flight", the 114th supported the IV Corps. However, it was not all work and no play for the "Knights".

Many forms of recreation were available, such as tennis, volleyball, baseball, and swimming. The evening could be spent relaxing with friends at one of the clubs, or at a movie in the theater. The library was a constant source of enjoyment, as was the chapel. For efforts made, the individual was rewarded not only by medals received, but by personal pride of serving with the 114th Assault Helicopter Company in its contribution to Army Aviation and in assisting the Vietnamese people in their struggle against communism.

V MISCELLANEOUS

A. Glossary

AAAA—Army Aviation Association of America.

APO—Army Post Office.

ARVN—Army of the Republic of Vietnam.

CHFM—Cargo Helicopter Field Maintenance.

COBRA, LANCER—Names of the 3rd and 4th platoons, armed, of the 114th.

RED KNIGHTS, WHITE KNIGHTS—Names of the two unarmed troop carrier platoons of the 114th.

CONUS—Continental United States.

EAGLE FLIGHT—A heliborne combat force used either as a blocking force in regular troop lift operations or as a separate unit used to seek out and destroy bands of hostile forces.

FLARESHIP—Army aircraft used for illumination purposes.

HUEY UH—1B, C, or D MODEL—Helicopters used by the 114th.

LZ—Landing Zone.

POL—Petroleum, Oil, and Lubricants.

PX—Post Exchange.

R&R—Rest and Recuperation.

TDY—Temporary Duty.

UPGO—Under the Provisions of General Order.

VC—Viet Cong.

B. APPENDIX

APPENDIX I.

In Vinh Long's Breeze, a Touch of Vinh Long (USASCV-10).

No American soldier can walk down the narrow dirt street of this remote Mekong Delta outpost without seeing a touch of home.

Lining the one short street of the 114th Aviation Company compound are 50 flag poles. From each waves a different State flag.

From Maine to Hawaii, from the Carolinas to California, they are all here just as their native sons are here.

It all started when the unit wrote U.S. governors with a simple request; send us your flag and we will fly it over our post in Vietnam.

The response was emphatic and rapid.

Ohio Gov. James A. Rhodes wrote, "I want you to know that this particular flag, at my personal direction, was flown over the state capitol here for a full day prior to being sent to you for display on the Boulevard of the United States. To those who man the ramparts of freedom, as we Americans and we Ohioans have done from the beginning, we offer our humble thanks and our constant remembrance. You are not forgotten here in Ohio. We shall not forget." From the governor of Maine came the requested flag and a letter noting that a native son served and died with the 114th Aviation Company." "It is for such men and such deeds that we are extremely proud and grateful" the letter added.

A TRUE COPY

From the Observer Newspaper

FRANK H. BOSWORTH

CPT, TC

114th Aslt Hel Co

APPENDIX II.
114TH ASSAULT HELICOPTER COMPANY

APPENDIX II.

114TH ASSAULT HELICOPTER COMPANY

Summary of Operations (1 January 1965 — 31 December 1965 and 1 January 1966 — 31 December 1966)

		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Totals
Hours flown	1965	2,092	2,268	2,528	2,489	2,519	2,454	2,274	2,498	2,340	2,240	2,082	2,237	28,017
	1966	1,952	2,010	2,196	1,386	2,278	2,576	2,705	2,646	2,607	2,893	2,571	2,192	32,012
Sorties flown	1965	3,606	3,451	3,856	4,634	4,440	4,006	3,097	4,168	4,153	3,957	2,949	3,572	45,889
	1966	3,428	3,556	3,530	2,465	3,190	3,348	3,514	3,981	4,385	4,588	3,705	4,009	43,899
Passengers transported	1965	6,984	7,703	7,704	7,238	7,435	7,109	4,309	8,986	8,825	7,412	5,463	7,198	86,366
	1966	6,393	7,742	7,264	6,105	7,195	8,821	8,186	9,120	9,973	10,934	9,159	11,702	103,734
Cargo transported (tons)	1965	72	36	54	53	67	68	50	78	103	82	40	114	817
	1966	58	91	102	77	173	142	138	96	95	131	115	71	1,189
Aircraft hit by enemy fire	1965	5	4	11	6	12	10	0	13	11	10	9	8	99
	1966	13	17	9	10	14	5	5	7	9	8	22	6	125
Aircraft forced down by enemy fire	1965	1	0	1	2	0	0	0	1	0	0	0	0	5
	1966	0	1	0	0	0	1	0	0	2	2	0	0	6
Aircraft lost to ground fire	1965	1	1	0	2	0	0	0	0	0	0	0	0	4
	1966	0	0	0	0	0	1	0	0	2	0	0	0	3
Crewmen wounded in action	1965	0	0	2	3	1	0	0	3	1	0	1	2	13
	1966	3	3	2	2	0	3	2	1	6	6	4	1	33
Crewmen killed in action	1965	0	0	0	4	0	0	0	0	0	0	0	0	4
	1966	1	0	0	0	0	1	0	0	3	0	0	0	5
Passenger miles	1965	199,040	193,780	251,219	281,377	281,459	265,337	186,517	294,200	294,470	244,295	191,636	282,006	2,965,336
	1966	206,560	203,920	218,720	197,200	129,040	154,240	157,600	126,320	126,080	150,280	128,640	255,440	2,050,040

Compiled from monthly operational summaries prepared by the 114th Assault Helicopter Company