

ANNUAL SUPPLEMENT

134th Aviation Company (Assault Helicopter)

268th Combat Aviation Battalion

1st Aviation Brigade

1 January 1971 to 31 December 1971

Prepared by:

WO-1 Stephen J. Franish Jr.  
Unit Historical Officer

Approved by:

W. F. O'Neal  
Major, C.E.  
Commanding

Tuy Hoa A.A.F.  
Republic of Vietnam  
APO 96316

VHQA 71

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"TO HELL AND BACK"

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UNIT INSIGNIA  
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drawing

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**FORWARD**

**This work is a composition of the men of the 134th  
Assault Helicopter Company**

**Of those past and present, of those living and dead.**

**This is the story of the "DEMONS" and "DEVILS"  
whose motto is "To Hell and Back"**

## **CHAPTER I**

### **HERALDRY**

## LINEAGE AND HONORS

The 134th was constituted 30 June 1965 in the Regular Army as the 134th Aviation Company and was activated 1 July 1965 at Fort Benning, Georgia. The 134th was inactivated January 1967 in Vietnam.

The 134th Assault Helicopter Company was activated 17 February at Fort Bragg, North Carolina. The 134th with its subordinate units, the 618th Transportation Detachment and 832nd Signal Detachment was one of four companies being organized at Fort Bragg at that time.

The 134th arrived in Vietnam, Thanksgiving Day, 24 November 1967 and in less than one month after it arrived it was participating in normal company operations.

The mission of the 134th Assault Helicopter Company carried them as far south as Saigon, west to ~~Cambodia~~ Cambodia and as far north as Dac To. Backing the Demons and Devils were the maintenance teams that set the standards of excellence for maintenance in Vietnam. During the year 1969 the 134th absorbed the 832nd Signal Detachment and the 618th Transportation Detachment. The company was redesignated from the 134th Aviation Company (Airmobile Light) to the 134th Aviation Company (Assault Helicopter).

## **CHAPTER II**

### **COMMAND AND CONTROL**

## COMMANDERS AND PERIOD OF ASSIGNMENTS

### 134th Assault Helicopter Company

The Commanding Officer of the 134th Aviation Company (Assault Helicopter) at the beginning of the 1971 was MAJ Elliot J. Welch, FA. On 15 March 1971 CPT Lauren D. Rouig, INF assumed command of the company. Capt. Rouig commanded the company until 13 Sept. 71, at which time he was called home on emergency leave. The Executive Officer, CPT Kenneth Canup, INF, assumed command of the company until 2 Oct 71; on this date command of the 134th was turned over to MAJ W. F. O'Neal, CE. MAJ O'Neal brought the company through the remainder of the year until its stand down on 28 December 1971.

AREA OF OPERATIONS

*This is spelled wrong  
then I also misspelled it on  
the map. This is a large  
city. One North of Tuy Hoa  
(was stationed with the 129<sup>th</sup> AAC  
Bulldogs, Cobras, at Lang Vei  
at An Son, which was the  
location of Quir Nhon. If you  
spelled differently  
let me know*

The 134th Assault Helicopter Company's area of operation for the year 1971 was the entire Military Region II Tactical Zone. Demon and Devil aircraft have flown in the flat rice lands of Tuy Hoa and Quin (check spell) Nhon, to the mountainous regions of An Khe, to the high plateau of Pleiku. In one day, a ship operating out of Tuy Hoa AAF may travel to the boundary of Military Regions I and II, north of LZ English, west to the Cambodian border, and Dak To to the south.

On occasions, aircraft from the 134th Assault Helicopter Company have flown as far north as Da Nang and as far south as Saigon.

The Demons and Devils fly from "Hell and Back" to accomplish the mission set before them.

The area outlined on the following page is the A. O. of the 134th Assault Helicopter Company.

this page for map of RVN

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On this page: organizational chart of 134th

**CHAPTER III**

**UNIT OPERATIONS**

## Unit Operations

On the frontless war in Vietnam, more than 2000 rotary and fixed wing aircraft from the 1st Aviation Brigade give ground commanders an extra edge in closing with the enemy and defeating him. Never before in military history has a ground commander had such capability with which to find the enemy, conduct route and area reconnaissance, deploy infantrymen to the enemy's location, deliver sustained firepower and supplies, control the ground battle from the air, adjust artillery and air strikes and evacuate the wounded soldiers.

Since its establishment, the 134th Assault Helicopter Company has been flying in support of U. S. and Allied forces on all types of missions, including tactical combat assaults, direct fire support, aerial reconnaissance, medevac, troop lift, cargo hauling, evacuation of South Vietnamese civilians from battle areas and actions in support of the rural development program.

The 134th has continued its mission as a general support aviation unit for the year 1971. Normal daily tasks have ranged from 6 to 10 lift ships and one light fire team.

The preponderance of missions flown have been for the Capitol Republic of Korea Infantry Division, Military Assistance Command Vietnam ( to include Phu Yen, Phu Bon and Binh Dinh Provinces), the 40th Regimental Army of the Republic of Vietnam, and the 173rd Airborne Brigade, until their stand down. The 134th Assault Helicopter Company has provided aviation support for regimental size operations for the Capitol, Republic of Korea Infantry Division. Support has also been provided for numerous battalion and company size operations. Also, local, Regional Forces and Popular Forces combat assaults are accomplished almost daily.

During the year 1971, the Demons and Devils played a very important part in the air war over the Republic of Vietnam, fighting Communist aggression. They were tested again and again, but not once did they fail to complete the mission in an upmost professional manner. The 134th Assault Helicopter Company, being under the 268th Battalion, 17th Group, 1st Aviation Brigade, is an Assault Helicopter Company made of two slick platoons, one gunship platoon, and last and equally important, one service platoon. The slicks being the Demons, the guns the Devils.

Beginning the year 1971, the 134th's home was Tuy Hoa Army Air Field, which is located 2 miles south of Tuy Hoa. The 134th overseer, the 268th Battalion was also stationed at Tuy Hoa, along with four of its other subordinate units. The four units were as follows: the 238th Gunrunners (Aerial Weapons Company), the 225th Phantom Hawks (Mohawk Company), the 180th Big Windy (Chinook Company) and the 59th Mashers

(slick Company).

The northwest monsoon cover much of the A.O. (Area of Operations) from the coast inland approximately half way to the western border. The monsoon begins in October and is at a cut off point mid way through March. The weather during the monsoon season is looked upon by all Demons and Devils that fly in it, at times, much more hazardous than "Charlie" himself. This didn't seem to hinder their performance, however, because they flew more hours from January thru March than for any other 3 month period.

On a mid February morning at approximately 10:00 hours a Tactical Emergency was called into the 134th Operations. A company size element of VC were spotted in the open on a sand bar near the village of Vinh Cou Phu, which is located 1 mile NE of Song Cau. What happened that day was later known and recalled as the "Song Cau massacre". Operations immediately launched 2 gunships, and diverted the Phu Yen resupply ship to the Phu Yen province headquarters where it picked up an American advisor and then proceeded to the Song Cau MACV compound where the rest of the command and control party was waiting. Four other DEMON aircraft were diverted to Song Cau to pick up ARVN troops. These troops were inserted on the northern end of the peninsula and acted as a blocking force. They successfully cut the enemy force off from the main land. The enemy, seeing this, tried to retreat to the security of a tree covered hill located on the south eastern corner of the peninsula. This attempt was foiled by rockets from the DEVIL gunships. The enemy was caught in the open with no way to go. They dug in and continued to fight. When the gunships finally expended and had to break station to rearm, the slicks moved in and put down suppressive door gun fire to keep the enemy from gaining its objective of the hill. After an hour and 10 minutes of intense fighting on both sides, the enemy was immobilized to the point where 41 VC lay dead, the rest were wounded or captured by the ground force that had closed on them. 3 radios, an assortment of small arms, one 60mm mortar and a B-40 Chicom rocket were captured. 2 DEMON aircraft were forced to make precautionary landings due to rounds received from enemy fire. Both ships landed without further damage and there were no injuries sustained.

On 15 March Major Elliot J. Welch turned the guidon of the 134th over to Captain Lauren D. Rouig. Captain Rouig accepted the guidon and assumed command of the 134th.

On April 1st at 08:30 hours, the 134th had 7 slicks and 2 gunships participating in a local area combat assault. Captain Donald Kent was inbound to a very tight single ship LZ (landing zone). On short final into the hot LZ the troops on board started dismounting the aircraft. An explosion occurred approximately 1 foot from the right skid. It was believed to be a command detonated mine. Sp/5 Raymond Boyd, who was gunner at the time, received severe shrapnel wounds in the face and right eye. Two Korean PAX

(passengers/troops) were injured and the aircraft commander also received shrapnel in the face. The ship was damaged to the point that it was doubtful if it were still flyable. Captain Kent, faced with a door gunner in critical condition, elected to try and fly the aircraft back to the nearest field hospital, that being at Tuy Hoa. He successfully landed at the Tuy Hoa medevac pad and it was later disclosed that his quick actions saved the life of Sp5 Boyd. The ship \*\*sustained major combat damage and had to be shipped back to the States.

Ending the monsoon season, the hot and humid weather that everyone associates with Vietnam, begins setting in.

For the first three months of the year, the pilots had to contend with "Charlie" and low visibility. Now, the same men had to contend with the same old foe, "Charlie", but they also had to cope with the invisible high density altitude, which was a new enemy.

During the entire year, there were no aircraft accidents in the 134th, \*\*associated with a high density altitude environment. All crew members realized the critical situation that was facing them with the high D.A. and took a professional outlook, and took precautions as far as knowing limitations on the aircraft and knowing it was within limits before ever pulling pitch.

While the flight crews were concerned over the warm weather, the maintenance crews were jubilant over the sudden change of weather. Sure they could get a good DEROSE tan, but more important, they could perform their maintenance duties without worry of rain or wind hampering their performance.

During the months of April and May, the 134th kept its flying strength of a maximum high in general support of the Korean and ARVN forces.

On the 10th of May the 134th received 5 ARVN aviators who had completed their helicopter training at Fort Hunter-Stewart. They were to fly a total of 200 hours each before they would be turned over to the 229th Helicopter Squadron, 62nd Air Wing, 2nd Air Division, VNAF, located at Nha Trang.

In the latter part of May, the 134th received a letter of commendation from Brigadier General Jack W. Hemmingway, 1st Aviation Brigade, commanding, for completing a 123 day period of combat operations, 28 January through 31 May 1971, without experiencing an aircraft accident.

With June came Cung Son, a name that will remain in the minds of men of the 134th for a long time. It might well be remembered as the single \*\*MOST IMPORTANT engagement the 134th participated in during the year 1971. A combined VC and NVA battalion \*\*was attempting to overrun an ARVN artillery base located at Cung Son. The VC had penetrated the perimeter wire and had partially overrun the outpost. At 03:30 in the morning the DEMON standby flare ship was launched. At 03:57 the ship was over Cung Son, and the crew

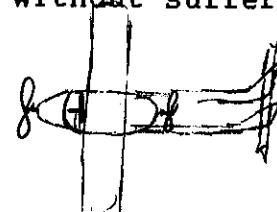
were dropping flares for illumination to aid the ground forces in their defense. With the light from the flares, the enemy was sighted and the 105's from the artillery base turned and fired point blank at the advancing enemy troops. The enemy found they were defenseless against the heavy firepower being thrown against them, so they retreated to a small village 2 clicks northeast of Cung Son. The enemy occupied all the houses, taking hostages as they went. At this time there were 30 to 40 houses being occupied. The ground forces on both sides were \*\*stalemated, and remained that way until dawn. That morning, 6 DEMON slicks and 2 DEVIL gunships were employed to lift 3 companies of ARVN troops ( about 150 men) from Tuy Hoa to aid the Cung Son troops. It was to be done in three lifts. An LZ was chosen along the river northeast of the occupied village. The first lift landed and off loaded their troops with no problem. The C & C \*\*(Command and Control) bird dropped down to insert the command element. On about a 1/4 mile final the VC started firing B-40 rockets. They all fell short of their mark. The ARVN ground forces marched in towards the village to suppress any enemy fire that might be directed towards the next lift. It apparently worked, because the next two lifts took negative fire. After troops were on the ground the slicks continued their support by pulling 13 medevacs

As the day wore on the ARVN forces were making little or no progress. The DEVIL gunships were called in and given clearance to fire on the village. When the Devils finally expended, they put out a call for more gunships. The Gunrunners from Tuy Hoa responded to the call and soon were on station to relieve the Devils. The hostages were turned loose and headed for Cung Son. The VC were dug in and continually returned fire. The Devils expended three times and the Gunrunners twice, and they successfully destroyed all but 2 strongholds. The ARVN and province senior advisors, fearing that with darkness the remaining VC might escape, requested an air strike from Phu Cat A. F. B. The strike time was set for 17:15. Shortly before that a(????) FAC appeared on station and proceeded to mark the targets. At 17:15 2 F-4 F Phantom Jets started their runs from north to south, dropping napalm and high explosive bombs, and continued to do so until the village was leveled. By 18:00 the ARVN ground forces had reported 150 enemy troops killed. The 134th being credited with 35. as the ARVN's secured what was left of the village they found 3 mortars, 20 B-40 Chicom rockets and launchers, an undetermined amount of small arms and ammo, 1 VC flag and an assortment of radio equipment. Their most valuable find were maps and intelligence on future plans. It was also learned at this time that the enemy consisted of a combined VC and NVA battalion.

Throughout the entire ordeal the DEMONS and DEVILS continued to act in the supporting role, without suffering a single casualty.

In receiving my copy, I recorded it as a Herb Fox.  
What this was, was a small Airforce spotters plane. It was a double prop job with propellers on the front & rear of the plane & had twin tails. It suffered to it as a Herb Fox.

Looked  
15 Similar  
to this



On 26 June, the 134th Assault Helicopter Company supported the 7/17th Aviation Cavalry with 7 ships and 2 gun ships. The entire operation consisted of 20 lift ships, 8 gunships and 6 CH-47 Chinooks. The mission was to lift 1300 Korean troops from the Cavalry Regiment and the 1st Regiment of the Capitol Republic of Korea Infantry Division into the mountains just west of Phu Cat. The 134th worked out of the First Regiment Command Post, flying a total of 52 1/2 hours, 119 sorties and carrying 371 combat troops. The LZ's were prepped by artillery, TAC-AIR, gunships, and occasionally a "foo" gas run by CH-47 Chinooks. Still, many of the LZs were hot. The 134th had one ship shot down while on short final to an LZ, resulting in major damage to the aircraft, and a flesh wound in the crew chiefs arm.

The operation took all day to complete and was followed the next 7 days by continuous resupply. The resupply drop off points were hardly ideal landing zones, as pilots and crews can testify. The majority of the places were dangerous "hover holes", mountain ridges, or slopes that took the utmost coordination and cooperation between the pilots and crews to get into and out of safely. The results of the operation were as follows: the 134th was credited with one KBA, 6 structures damaged, 2 structures destroyed.

The month of July was a quiet month for the company. The company continued to carry out its task of supporting Military Region II.

August saw more letters of commendation for the 134th. This one from LTC William T. Kaser, TC, 268th Bn., commanding, and the Brigade and Group Commander. It stated: "A spotless safety record for the period 28 January 1971 through 31 (August ??JULY) 1971, is one you can truly be proud of." The 134th Assault Helicopter Company has consistently displayed good judgement and urgent concern for aviation safety that is in keeping with the highest standard of Army Aviation. (???"?) *This sentence sounds like it was taken off the letter.*

This brought us up to 214 straight accident free days.

On 2 August, while covering slicks inbound to a hot LZ a DEVIL gunship had a 2.75" rocket explode as it cleared the tube, causing major damage to the right section of the cabin and cockpit compartments. WO-1 Davis, who was occupying the seat at the time, received extensive shrapnel wounds in both legs. He was medevaced to the field hospital at Qui Nhon, and latter back to the States where he is now recovering.

In the latter part of August a DEMON ship working as the Binh Dinh Province utility bird in the LZ English area, came under fire as it was going into and out of an ARVN base camp. It sustained 11 hits, 2 of which entered in the fuel cell of the aircraft. With a \*\*noticeable loss of fuel the pilot made a precautionary landing at a secure area. There was minor damage done to the aircraft, and the crew went uninjured.

The 31st of August marked the end of training for the 5 VNAF pilots. During the period 10 May to 13 August the VNAF aviators flew a total of 1,193 hours while participating in the daily missions of this organization. The VNAF aviators were assigned to platoons within the company, and were scheduled to fly on a rotational basis with the other aviators in the company. The total average time for the VNAF aviators was 238.6 hours.

The training went smoothly with little or no problems. The VNAF aviators showed themselves to be willing and capable student pilots.

With September came more trouble from the LZ English area. Another DEMON aircraft, again working as the Binh Dinh utility ship, came under fire while on a climb out from an ARVN outpost. The fire had originated from a house set in a clearing. A man with a rifle was sighted running from the house towards a tree line. After getting proper clearance, the A/C (Aircraft Commander) rolled in, and before the man could reach the protection of the tree line, he was killed. On climb out the pilot noticed a loss of oil pressure and a rise in engine temperature. He was also experiencing a slow loss of power which forced him to put the aircraft down 2 miles from the hit location. A round had entered through the cabin heater compartment, continued through the engine deck and finally lodged in the diffuser section of the engine causing major engine damage. The 134th maintenance team showed their flexibility by responding with the needed parts to repair the ship on sight, and then fly it back to Tuy Hoa.

The 13th of September saw an unscheduled change of command for the 134th. Captain Rouig was called home on an emergency leave. The Executive Officer, Captain Cannup, assumed the duties of Company Commander.

On the 25th of September the DEVIL gunships encountered still more rocket trouble. While working as gun cover for a combat assault, a lead gunship had a 2.75" rocket explode as it cleared the tube. The explosion caused a complete loss of throttle and collective control. After evaluating the situation, the pilot began to make a slow, left hand, descending turn, in order to loose altitude. He was successful in landing the aircraft without further damage. Due to the explosion, the gunner received shrapnel wounds in legs, thighs, left cheek, nose and throat. They were all classified as minor and after a short stay at the LZ Crystal field hospital, he was released. A CH-47 Chinook arrived on the scene of the downed aircraft and proceeded to sling load the UH-1 C gunship back to Tuy Hoa. Enroute the blades somehow came untied and the pilot was forced to punch it off from 2000 feet. The aircraft was written off as a total loss.

On 27 September 1971, while engaged as a command and control aircraft, 5 miles northwest of Tuy Hoa, a DEMON ship came under intense small arms fire, sustaining 8 hits. It was successfully landed at Tuy Hoa AAF with no further

damage to the aircraft and no reported injuries to the crew.

On the 2nd of October Captain Cannup turned command of the 134th Assault Helicopter Company over to Major W. F. O'Neal, CE.

The month of October got off to a rather saddened start with the loss of 3 crew members, in the FIRST\*\*major accident in over 250 days.

Captain Gerald F. McGlone, SP/5 Addison W. Page Jr., and SP/4 Rafail Vardega Perez were aboard a UH-1 M model aircraft on a local area test flight. The aircraft crashed and burned for unknown reasons at the abandoned Phu Hep air strip. In the ensuing crash, all three lives were lost. Their untimely deaths were, and still are a great loss in the hearts and minds of the men of the 134th. May the crew of 636 find Peace everlasting.

On the 10th of October the 134th had its 3rd slick shot down, in as many months, in the LZ English area. A DEMON Command and Control bird, while running a low level VR (visual reconnaissance) of an LZ spotted 5 NVA soldiers in the open. The crew chief was given clearance to fire and opened up with his M-60 machine gun. The 5 NVA soldiers returned the fire. An estimated 15 additional NVA troops, hiding in a near by tree line, also opened fire on the DEMON aircraft. The pilot put the aircraft into a hard right turn in order to avoid the enemy fire. The aircraft sustained hits on the left side; however, as he rolled away from source of fire, the pilot felt a high frequency vibration in the aircraft, particularly in the cyclic. The decision was then made to make a precautionary landing since gunships and a reactionary force were within two minutes of the site. He put out a "May-Day" call and immediately a DEVIL gunship and a DEMON chase ship pulled pitch. As the pilot shut the aircraft down the copilot started pulling radios. Before the blades of the downed aircraft could stop turning, 2 DEVIL gunships were overhead, and the chase ship was on final. M-79 rounds started falling in the vicinity of the downed aircraft. The gunship immediately put down suppressive fire, and as the chase ship landed the 11 people from the downed bird climbed aboard, and the recovery ship was on the go. Four DEMON slicks loaded with reactionary forces, lifted off LZ English. The ARVN troops were inserted near the downed aircraft and began to sweep the area. They found 6 NVA bodies and accredited the kills to the crew chief aboard the C & C bird. Later that day a CH-47 Chinook slung load the aircraft back to Tuy Hoa.

November was a slow month for the 134th. Pilots weren't flying as much as they had in previous months, fewer missions were coming down and the combat assaults were virtually nonexistent.

On the 28th of November Major O'Neal officially announced that the 134th would be standing down. He stated on the

28th of December the company would be dissolved in country.

On 27 November 1971 the last DEMON aircraft to fly a scheduled mission in Vietnam, touched down at "Hells' Half Acre". The aircraft, # 177, with WO-1 Pritchak (SP), 1 LT Barton, SP/5 Pena and SP/4 Lemon aboard had flown a VIP mission to Pleiku and back. They arrived in Tuy Hoa at 18:45. At 18:48 the blades ceased to turn, and by 19:15 the ship was post-flighted and pushed into the revetments for the last time.

As the year 1971 drew to a close the DEMONS and DEVILS had flown 21,078 hours with a total of 72,709 sorties in general support of Military Region II. Five aircraft were lost, with the loss of 3 lives.

Every man in the 134th flew to "Hell and Back" for the entire year of 1971. It made no difference whether he was a flight crew member, a maintenance crew member, or a clerk typist, because the men of the 134th, who work as an integrated team know that you can't have one without the other.

Throughout December, men and equipment would be shipped home or to new units. The 134th would go through the standard routine of standing a company down. However, it wasn't a standard or routine company that was being dissolved. It was the 134th, and the 134th was and still is one of the finest Assault Helicopter Companies in Vietnam today. The professionalism and dedication to duty have been proven time and time again by the men who served proudly for what they believed in. They have, in some way, contributed to the successful completion of the mission of the United States Army in Vietnam.

For those who served in it, and for those it served, the 134th Assault Helicopter Company will be long remembered.

This is truly the end of an Era ...

THIS PAGE FOR AIRCRAFT UTILITY STATISTICS

HOURS  
SORTIES  
PAX  
CARGO TONS

## 134th ASSAULT HELICOPTER COMPANY SUMMARY of ACTIVITIES

JAN

Cargo Tons	107
Sorties	8,021
Pax	11,296
Hours Flown:	2315
H:	1902
C/M:	413

FEB

Cargo Tons	141
Sorties	5,995
Pax	10,031
Hours Flown:	2021
H:	1691
C/M:	330

MAR

Cargo Tons	277
Sorties	7,354
Pax	7,690
Hours Flown:	2131
H:	1752
C/M:	379

APR

Cargo Tons	138
Sorties	6,957
Pax	11,410
Hours Flown:	2201
H:	1721
C/M:	480

MAY

Cargo Tons	100
Sorties	7,102
Pax	10,067
Hours Flown:	1937
H:	1597
C/M:	340

JUN

Cargo Tons	57
Sorties	6,737
Pax	10,091
Hours Flown:	2147
H:	1774
C/M:	373

JUL

Cargo Tons	91
Sorties	5,711
Pax	13,387
Hours Flown:	1625
H:	1384
C/M:	241

AUG

Cargo Tons	165
Sorties	7,085
Pax	12,085
Hours Flown:	1625
H:	1384
C/M:	241

SEP

Cargo Tons	239
Sorties	8,458
Pax	12,420
Hours Flown:	1961
H:	1866
C/M:	95

OCT

Cargo Tons	84
Sorties	5,461
Pax	9,589
Hours Flown:	1640
H:	1443
C/M:	197

NOV

Cargo Tons	61
Sorties	3,587
Pax	6,586
Hours Flown:	1246
H:	1149
C/M:	97

DEC

Cargo Tons	0
Sorties	0
Pax	0
Hours Flown:	0
H:	0
C/M:	0

## YEARLY TOTALS:

CARGO TONS HAULED :	1,470
PAX CARRIED:	114,833

SORTIES:	72,709
HOURS- H:	17,833
C/M:	3,245

Do you need copies  
of these pages?

THIS PAGE FOR AERIAL TARGET STATISTICS

134th ASSAULT HELICOPTER COMPANY

WEAPONS ASSESSMENT

| 1971 |

JAN

FEB

MAR

Killed by Air	6
Structure Dam	0
Structure Des	0

Killed by Air	41
Structure Dam	0
Structure Des	0

Killed by Air	17
Structure Dam	3
Structure Des	14

APR

MAY

JUN

Killed by Air	41
Structure Dam	68
Structure Des	41

Killed by Air	0
Structure Dam	6
Structure Des	4

Killed by Air	34
Structure Dam	10
Structure Des	51

JUL

AUG

SEP

Killed by Air	3
Structure Dam	2
Structure Des	4

Killed by Air	0
Structure Dam	1
Structure Des	0

Killed by Air	2
Structure Dam	1
Structure Des	4

OCT

NOV

DEC

Killed by Air	0
Structure Dam	1
Structure Des	1

Killed by Air	0
Structure Dam	0
Structure Des	1

Killed by Air	0
Structure Dam	0
Structure Des	0

YEARLY TOTALS:

Killed by Air: 144
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Structures Damaged: 92
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Structures Destroyed: 120
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Other:
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Other:
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**CHAPTER IV**

**REFLECTIONS**

## AWARDS AND DECORATIONS

### Key to Awards

Silver Star	(SS)
Distinguished Flying Cross	(DFC)
Bronze Star	(BS)
Air Medal	(AM)
Basic Air Medal	(BAM)
Army Commendation Medal	(ACM)
Purple Heart	(PH)
Soldier's Medal	(SM)
Valor	("V")
Oak Leaf Cluster	(olc)
Vietnamese Cross of Gallantry	(VCG)

Adams, Dennard H. Jr.	1LT	BAM
Alee, Woods J.	WO1	BAM
Andino, Manual L.	1LT	BAM
Arostegui, Enrique	SP4	ACM, ACM/1 olc
Baker, Henry C.	SP4	BAM, ACM, PH, ACM/1&2 olc, AM/2nd "V", AM: 3-19, VCG
Baker, Jeffery S.	PFC	BAM
Baldridge, Thomas M.	SP4	ACM
Basa, Victor R.	SP5	BAM
Berthiaume, Gene A.	PSG	AM/1olc, AM # 3
Besst, John V.	1LT	BAM
Bowman, Lance L.	SP4	BAM
Boyd, Raymond D.	SP4	BAM, AM: 3-26
Britton, Craig C.	SP5	BAM, AM/"V", AM: 3-26
Brown, Curtis L.	SP4	BAM
Brunson, Bobby	SP5	ACM, BAM
Bundy, John D.	SP4	BAM
Burnett, David M.	SP4	BAM
Burns, Jimmy L.	CPT	BAM
Cannup, Kenneth	CPT	BAM, DFC, PH, BS, AM: 2-38
Carrell, Dennis D.	1LT	BAM, AM: 2-11
Christensen, Steven E.	PFC	ACM
Clark, Stephen C.	1LT	BAM, AM: 2-11
Clauss, Thomas E.	SP4	BAM, AM:2-11
Clements, John L.	SP4	ACM
Cook, Samuel A.	SP4	BAM
Copeland, Roy A.	SP4	BAM, AM/2"V"
Cordova, Frank S.	PFC	BAM
Corona, Manual	SP5	BAM
Creekman, David A.	1LT	BAM
Crittendon, Elmer	SP4	BAM
Czibik, John D.	1LT	BAM, AM/"V", AM: 3-7, ACM
Davis, David P.	WO1	BAM, PH
Decker, William F.	SP4	BAM
Del Carlo, Gino R.	1LT	BAM
Dillingham, Kevin E.	WO1	BAM
Dillingham, Martin D.	CW2	BAM, AM: 2-29, BS, BS/olc
Dixson, Edwin E.	CW2	BAM
Douglas, Larry J.	SP5	BAM, ACM, AM: 2-10
Domino, Ricardo J.	SP4	ACM
Dunlop, Phillip S.	SP4	BAM, AM: 2-19
Fairley, Walter C.	SP5	BAM
Fisher, Robert E.	CPT	BAM
Fornes, William J.	CW2	BAM
Forsee, Donald R.	SP4	BAM, PH
Franich, Stephen J.	WO1	BAM
Frechett, Joseph F.	CW2	BAM

French, Thomas J.	SP5	BAM, AM: 2 & 3
Fullbright, Frank H.	PFC	BAM
Fulks, Phillip E.	SP4	ACM, AM, AM/"V", 2nd PH, AM: 3-22
Fusilier, Phillip A.	WO1	
Fugua, Stephen A.	SP4	PH, ACM, AM, AM/"V", AM: 3-22
Galligos, Robert C.	PFC	BAM
Gardinier, John F.	SP4	BAM
George, William P. III	SP4	PH, BAM
Ghrist, Robert Jr.	WO1	BAM, BS, AM: 2-6
Gipson, Eugene Jr.	SP5	BAM, ACM/2 olc, AM: 2-23
Glahn, Warren J.	SP4	BAM
Gorski, John A.	SP5	BAM, ACM/2 olc, AM: 2-36
Green, William L.	SP4	BAM, PH
Gregory, David L.	SP5	ACM
Gregory, James Jr.	SP4	ACM, BAM, AM"V"
Hall, Bennie A.	SP5	ACM
Harrison, Kenneth	SGT	ACM
Hartselle, Richard M.	CPT	PH, BAM, DFC, AM: 2-30
Hawkins, Richard B.	CPT	AM: 18-20
Henderson, Ronald D.	WO1	BAM
Hermon, Leonard K.	SP4	ACM, ACM/olc, PH
Hickman, Milton C.	SFC	BAM, BS, ACM, ACM/olc
Hicks, Louis A.	SP4	ACM, BAM, AM: 2-14
Hiett, Russell M.	CPT	BAM, BS, AM: 2-28
Hollar, Phillip L.	WO1	BAM, AM: 2-19, BS
Huggins, Michael O.	CPT	BAM, AM"V", BS
Hooks, David M.	SP5	BAM, ACM, ACM/olc, BS, AM: 2-26
Holliday, Benjamin H.	WO1	BAM
Hopp, Stephen M.	SP5	ACM, ACM/2 olc
Huber, Mark C.	WO1	BAM
Huls, Marion D.	SFC	BAM, BS, ACM
Huggins, Michael O.	CPT	BAM, AM"V", BS
Hulbert, Jay P.	WO1	BAM, BS, AM: 2-21
Johnson, Alfred W.	SP4	BAM, ACM, AM"V", AM/olc
Johnson, Myron R.	SP5	BAM, ACM, AM"V", AM: 3-35
Johns, Roosevelt	SP4	BAM, AM: 22-16, ACM
Kelleher, Gary L.	SP4	BAM
Kent, Donald	CPT	BAM, AM, ACM/"V", DFC, PH, SM, AM: 57-65
Kerney, Alvin Jr.	SP4	BAM, ACM
Kuhlman, Richard	WO1	BAM, VCG
Kurtz, Gregory V.	SP4	ACM, ACM/2 olc, BAM, PH, AM: 2 & 3
Lafive, James E. Jr.	WO1	BAM
Lance, Curtis A.	SP4	BAM, AM: 2-22
Lemon, Neal J.	SP4	BAM

Lietz, John E.	SP4	BAM, DFC, ACM, PH, AM: 2-10
Lucius, John E.	WO1	BAM, BS, ACM
Londin, Steven E.	WO1	BAM
McGlone, Gerald F.	CPT	BAM, AM: 2-5, BS, PH
McCaw, Stanley C.	CW2	BAM, DFC, DFC/2 olc, BS, BS/2 olc, SS, ACM/"V", SS, AM: 2-24
McCoy, Wendell T.	SP5	BAM
McFie, Terry A.	SP4	BAM, PH, VCG
Mcintosh, Raymond E.	CPT	BAM, AM/"V", VCG
McKinney, Jerry D.	WO1	BAM
McNeal, Jimmy R.	WO1	BAM
McShane, Michael F.	SP6	BS, AM/8 olc, VCG
Maggio, Christopher	WO1	BAM, AM: 2-26, AM/"V", ACM/"V", BS
Mahi, Issac Jr.	SP4	BAM, DFC
MalDonado, Jose	CPT	BAM
Malikowski, Kevin	SP4	ACM
Mangiarcina, Raymond	SP5	ACM, BAM
Mann, Joseph	SGT	ACM
Marlow, Harold D.	WO1	BAM
Maver, Richard E.	CW2	BAM, ACM, AM: 2-10
Mays, Michael	SP4	BAM, AM/"V", VCG
Mazur, Gregory	SP4	BAM
Medina, Antonio	SP4	BAM, ACM
Meldrum, Edward	SP5	BAM
Miller, Thomas S.	SP4	BAM
Menninger, James V.	WO1	BAM, ACM/"V", AM/"V", AM: 3-25
Mesner, Cecil E. Jr.	SP4	BAM
Mohn, Gregory	CPT	ACM, BAM
Mooney, Willard E.	SSG	ACM
Moose, Charles	SP5	BAM, AM: 2-12, ACM
Mosely, Joseph	PFC	BAM
Nance, Loyld	WO1	BAM
Neal, Vincent C. II	SP4	BAM, AM/"V"
Nesson, Lawrence M.	SP4	BAM, AM/"V"
Nelson, Patrick F.	SP4	BAM, ACM, PH
Nihsen, Dallas	SP4	BAM, AM/"V"
Oathoudt, Frank C.	WO1	BAM, AM/"V", VS, AM: 2-23
O'Brian, Thomas S.	WO1	BAM, BS, AM: 2-29
Oeffult, William T.	1LT	BAM, ACM, AM: 2-24
Olsen, William E.	SP4	BAM, ACM
Page, Addison W. Jr.	SP5	BAM, ACM
Parshell, Brian D.	SP4	BAM
Pate, George T.	SP4	BAM
Patterson, Michael F.	WO1	BAM, BS, AM: 2-19
Parez, Rafael	SP4	ACM, PH
Pena, Jsidro J.	SP5	BAM
Pietrzak, Henry Jr.	WO1	BAM

Pippi, Thomas P.	SP4	BAM
Plunk, Thomas W.	SP4	BAM
Pollan, Frank L.	SP4	BAM
Ramey, James C.	1LT	BAM, BS, AM: 2-21
Robinson, John, P.	WO1	BAM
Robinson, Stanly D.	WO1	BAM
Rodriguez, George	SP4	BAM
Rodgers, Anthony	SP4	BAM, AM: 2-6
Rollins, Roger V.	1LT	BAM
Romias, Calixtro	SP5	BAM, ACM
Ronan, Patrick J.	CPT	BS, DFC
Rosario, Adail	SP4	BAM, ACM, ACM/olc
Rouig, Lauern P.	CPT	PH, ACM, BAM, BS/2 olc, SS, AM: 2-9
Royster, Robert L.	SSG	AM, ACM, BS, AM: 2-11
Russell, James A.	SP4	ACM
Rovolo, Robert	SP5	BAM, AM: 2-11, ACM
Ryan, Dale E.	PFC	BAM
Sanchez, Hector	SP5	BAM, PH
Scarpino, Anthony	1LT	BAM
Sellars, Richard	SP5	2-AM/"V"
Sheron, William R.	SP4	ACM, ACM/olc, BAM, AM: 2-8
Shipman, Walter	SGT	PH
Smith, Daniel J.	WO1	BAM, AM"V", BS, 2-AM"V", AM: 4-22
Smith, James E.	SP4	BAM
Smith, John A.	SP5	ACM/"V", ACM/olc, BAM, AM, ACM/2 olc, BS
Smith, Joseph L.	SP4	BAM
Smith, William C.	CPT	BAM, AM: 2-20, DFC, DFC/olc
Spurlock, Charles F.	SFC	ACM, ACM/olc
Staples, Cal	SSG	AM
Staunton, Ralph H.	WO1	BAM
Stevens, Ronny H.	SP4	ACM
Street, Gary L.	SP5	ACM, BAM, AM: 2-4
Subia, Stephen A.	SP4	BAM
Stupen, Edward E.	SP4	BAM, ACM, PH
Swank, Daniel W.	SP5	ACM, BAM, AM: 2-5
Thorp, Richard C.	SP4	BAM, ACM, ACM/olc
Trebbe, Neal R.	PFC	BAM
Turner, Timothy W.	WO1	BAM
Underwood, Philip J.	1LT	BAM
Underwood, Phillip T.	SP5	BAM
Vance, Paul D.	WO1	BAM
Van Nover, Randell T.	SP4	ACM
Vasela, Vidal M.	SP4	ACM

Walker, Bennie J.	1LT	BAM
Wiczek, Terrance M.	SP5	BAM, ACM/olc, AM/"V"
Willborn, Curtis P.	SP4	BAM
Wharton, William D.	CPT	BAM, BS, AM: 2-4
Wideman, Calvin D.	SP5	BAM, ACM
Widner, Gary L.	SP5	BAM, ACM
Wilcoxon, Charles A.	SP4	BAM, ACM, AM: 2-5
Zurl, John J.	WO1	BAM, AM/"V", VCG, 2-AM/"V"

**In Memoriam**

**134th Personnel Killed in Action in Vietnam**

**Captain Gerald F. McGlone**

**SP/5 Addison W. Page Jr.**

**SP/4 Rafail Vardega Perez**