

MY VERSION
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ANNUAL SUPPLEMENT

134th Aviation Company (Assault Helicopter)
268th Combat Aviation Battalion
1st Aviation Brigade

1 January 1971 to 31 December 1971

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CONTENTS:

Foreword

I. Heraldry

- a. Unit Crest
- b. Lineage and Honors

II. Command and Control

- a. Commanders and Period of Assignment
- b. Organizational Charts
- c. Area of Operation

III. Unit Operation

- a. Operations for 1971
- b. Summary of Activities

IV. Reflections

- a. Awards and Decorations
- b. In Memorium

"TO HELL AND BACK"

UNIT INSIGNIA

(DRAWING)

FOREWORD

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 on 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 in January 1967 in Vietnam.

The 134th Assault Helicopter Company was activated on 17 February 1967 at Fort Bragg, North Carolina. The 134th with its subordinate units, the 168th Transportation Detachment and the 832d 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, and as far north as Dak 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 PERIODS OF ASSIGNMENT

134th Assault Helicopter Company

The Commanding Officer of the 134th Aviation Company (Assault Helicopter) at the beginning of 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 September 1971, at which time he was called home on emergency leave. The Executive Officer, CPT Kenneth Canup, INF, assumed command of the company until 2 October 1971, when 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

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 Qui Nhon, to the mountainous regions of An Khe, to the 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 missions 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

ON THIS PAGE:
ORGANIZATIONAL CHART OF 134TH

CHAPTER III

UNIT OPERATIONS

UNIT OPERATIONS

On the frontless war in Vietnam, more than 2,000 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 a 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 missions 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 Republic of Korea Capitol Infantry Division. Support also has 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 utmost 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 were 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, also was 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 Masheres (slick company).

The northwest monsoon covers 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 as, at times, much more hazardous than "Charlie" himself. This didn't seem to hinder their performance, however, because they flew more hours from January through March than for any other three month period.

On a mid-February morning at approximately 1000 hours, a Tactical Emergency was called in to the 134th Operations. A company sized element of VC were spotted in the open on a sand bar near the village of Vinh Cau Phu, which is located one mile NE of Song Cau. What happened that day was later known and recalled as the "Song Cau Massacre". Operations immediately launched two 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 mainland. The enemy, seeing this, tried to retreat to the security of a tree covered hill located on the southeastern 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 ten 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. Three radios, an assortment of small arms, one 60mm mortar, and a B-40 Chicom rocket were captured. Two *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 1 April at 0830 hours, the 134th had seven slicks and two 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 one foot from the right skid. Sp/5 Raymond Boyd, who was gunner at the time, received severe shrapnel wounds in the face and right eye. Two Korean PAX (passenger/troops) were injured and the aircraft commander also received shrapnel in the face. The ship was damaged to the point that it was doubtful that 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 Sp/5 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 settling 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 at a maximum high in general support of the Korean and ARVN forces.

On 10 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 commander, 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 0330 in the morning the *Demon* standby flare ship was launched. At 0357 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 two 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, six *Demon* slicks and two *Devil* gunships were employed to lift three 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 offloaded their troops with no problem. The C&C (Command and Control) bird dropped down to insert the command element. On about a quarter 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 two 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 1715. Shortly before that a ??? FAC appeared on station and proceeded to mark the targets. At 1715 two F-4F *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 1800 the ARVN ground

forces had reported 150 enemy troops killed, the 134th being credited with 35. As the ARVN secured what was left of the village they found three mortars, 20 B-40 Chicom rockets and launchers, an undetermined amount of small arms and ammo, one 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.

On 26 June the 134th Assault Helicopter Company supported the 7/17th Aviation Cavalry with seven ships and two gun ships. The entire operation consisted of 20 lift ships, eight gunships, and six CH-47 *Chinooks*. The mission was to lift 1,300 Korean troops from the Cavalry 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 on 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 LZ's 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 chief's arm. The operation took all day to complete and was followed the next seven 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, six structures damaged, two 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 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 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 inch 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 later 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 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 to the aircraft and the crew was uninjured.

The 31st of August marked the end of training for the five 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 site 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 inch 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 lose 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-1C gunship back to Tuy Hoa. Enroute the blades somehow came untied and the pilot was forced to punch it off from 2,000 feet. The aircraft was written off as a total loss.

On 27 September 1971, while engaged as a command and control aircraft five miles northwest of Tuy Hoa, a *Demon* ship came under intense small arms fire, sustaining eight hits. It was landed successfully 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 over command of the 134th Assault Helicopter Company to Major W. F. O'Neal, CE.

The month of October got off to a rather saddened start with the loss of three 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-1M 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 third 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 five NVA soldiers in the open. The crew chief was given clearance to fire and opened up with his M-60 machine gun. The five NVA soldiers returned the fire. An estimated 15 additional NVA troops, hiding in a nearby 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, but as he rolled away from the 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, two *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 six NVA bodies and credited the kills to the crew chief aboard the C & C bird. Later that day a CH-47 Chinook sling loaded 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 "Hell's 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 1845. At 1848 the blades ceased to turn, and by 1915 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 three 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 integral 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.

This is truly the end of an era...

THIS PAGE FOR AIRCRAFT UTILITY STATISTICS

HOURS

SORTIES

PAX

CARGO TONS

THIS PAGE FOR AERIAL TARGET STATISTICS

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.	WO/1	BAM
Andino, Manual L.	1LT	BAM
Arostequi, 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, Jeffrey S.	PFC	BAM
Baldridge, Thomas M.	SP4	ACM
Basa, Victor R.	SP5	BAM
Berthiaume, Gene A.	PSG	AM/1 olc, AM #3
Besst, John V.	1 LT	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, Curtiss 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
DelCarlo, 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
Christ, 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 M.	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.	W01	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: 16-22, 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	W01	BAM, VCG
Kurtz, Gregory V.	SP4	ACM, ACM/2 olc, BAM, PH, AM: 2 & 3
Lafive, James E., Jr.	W01	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.	W01	BAM, BS, ACM
Londin, Steven E.	W01	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.	W01	BAM
McNeal, Jimmy R.	W01	BAM
McShane, Michael D.	SP6	BS, AM/8 olc, VCG
Maggio, Christopher	W01	BAM, AM: 2-26, AM/"V", ACM/"V", BS
Mahi, Isaac, Jr.	SP4	BAM, DFC
MalDonaldo, Jose	CPT	BAM
Malikowski, Kevin	SP4	ACM
Mangiaracina, Raymond	SP5	ACM, BAM
Mann, Joseph	SGT	ACM
Marlow, Harold D.	W01	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.	W01	BAM, ACM/"V", AM/"V", AM: 3-25
Mesner, Cecil E., Jr.	SP4	BAM

Mohn, Gregory	CPT	ACM, BAM
Mooney, Willard E.	SSGT	ACM
Moose, Charles	SP5	BAM, AM: 2-12, ACM
Moseley, Joseph	PFC	BAM
Nance, Lloyd	WO1	BAM
Neal, Vincent C., II	SP4	BAM, AM/"V"
Nelson, 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
Bobinson, 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, Lauren 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.	W01	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, Rap\lph H.	W01	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/olc
Trebbe, Neal R.	PFC	BAM
Turner, Timothy W.	W01	BAM
Underwood, Philip J.	1LT	BAM
Underwood, Phillip T.	SP5	BAM
Vance, Paul D.	W01	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.	SP5	BAM
Wharton, William D.	CPT	BAM, BS, AM: 2-4
Wideman, Calvin D.	SP5	BAM, ACM
Widner, Gary L.	SP5	BAM, ACM
Wilcoxan, Charles A.	SP4	BAM, ACM, AM: 2-5
Zurl, John J.	W01	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

<u>NAME</u>	<u>RATER</u>	<u>ENDORSER</u>	<u>REVIEWER</u>
CO	LTC Farmer	COL Mahone	MG Burdette
MAJ Teeter, Charles E			
XO	MAJ TEETER	MAJ Shelhorn	LTC Farmer
CPT Nichols, William T			
OPAS			
1Lt O'Quin, Otis W.	CPT Nichols	MAJ Teeter	MAJ Shelhorn
ASST OPNS			
CW2 Campbell, James E	1Lt O'Quin	CPT Nicols	MAJ Teeter
SUPPLY			
WO1 Boggs, Gene	CPT Nichols	MAJ Teeter	MAJ Shelhorn
1ST PLT CMDR			
CPT Brewer, Lauren	MAJ Teeter	LTC Farmer	COL Mahone
ASST PLT CMDR			
1Lt Domio, Paul	CPT Brewer	CPT Nichols	MAJ Teeter
1ST PLT SEC CMDR			
1Lt Harris, Joel	1Lt Domio	CPT Brewer	MAJ Teeter
1Lt Brennan, Paul	"	"	"
1ST SEC 1ST PLT			
CW2 Crawford, Robert	1Lt Harris, J.	CPT Brewer	MAJ Teeter
WO1 Thornton, Harold	"	"	"
WO1 Osgood, Jonathan	"	"	"
WO1 Thomas, Douglas	"	"	"
WO1 Giebner, Robert	"	"	"
WO1 Coleman, Arvine	"	"	"
WO1 Willis, Bruce	"	"	"
WO1 Currier, John	"	"	"
WO1 Morris, Robert	"	"	"
2D SEC 1ST PLT			
CW2 Leathers, Lawrence	1Lt Brennan	CPT Brewer	MAJ Teeter
CW2 Yalden Robert	"	"	"
WO1 Hill, Robert	"	"	"
WO1 Grubbs, William	"	"	"
WO1 Tambling, Clyde	"	"	"
WO1 Schroeder, Bruce	"	"	"
WO1 Zapf, Merrill	"	"	"
WO1 Bush, Gregory	"	"	"
WO1 Price, Charles	"	"	"
WO1 Williams, Duane	"	"	"
2D PLT CMDR			
CPT 1Lt Dewitt, James	MAJ Teeter	LTC Farmer	COL Mahone
ASST PLT CMDR			
1Lt Haug, Harley	CPT 1Lt Dewitt	CPT Nichols	MAJ Teeter

<u>NAME</u>	<u>RATER</u>	<u>INDORSER</u>	<u>REVIEWER</u>
SVC PLT QMDR CPT Wehmeyer, David	MAJ Teeter	LTC Farmer	COL Majone
ASST PLTQMDR CPT Greenfield Thomas	CPT Wehmeyer	CPT Nichols	MAJ Teeter
COMM ELEC RPR TECH 1Lt Appelle, Harvey	CPT Greenfield	CPT Wehmeyer	MAJ Teeter
ACFT MAINT TECH CW2 Surgener, Ronald	CPT Greenfield	CPT Wehmeyer	MAJ Teeter
ACFT MAINT TECH WO1 Chesser, Davis	CPT Greenfield	CPT Wehmeyer	MAJ Teeter
ACFT SYS RPR TECH WO1 Ward, James	CPT Greenfield	CPT Wehmeyer	MAJ Teeter