

History Of
175th Assault Helicopter Company
APO San Francisco 96357

1 JAN 67 - 31 DEC 67

Prepared By
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175th Assault Helicopter Company

Approved By
GEORGE W. BARNITT JR.
Major, Infantry
Commanding

13th Combat Aviation Battalion
United States Army, Republic of Vietnam
United States Army, Ryukyu Islands
United States Army Pacific

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SECTION I
ACTIVATION

1. General Orders Number 210 activated the 175th Aviation Company and deactivated A/502 effective 1 September 1966. The unit was formed from personnel and equipment formerly assigned to A/502 and commanded by Roger L. Lacourse, Major Infantry. The 175th was organized under TOE 1-77E, 63 w/c 1 (TOE 300-27) (SRC 01 077E 3001) plus par 8, augmentation (SRC 29 500 D 8201), and authorized a strength of 14 Officers, 41 Warrant Officers and 141 enlistedmen. The basic organization consisted of a Company Headquarters, two airlift platoons, an armed platoon, and a service platoon with modifications. Major items of equipment were 8 UH-1B and 21 UH-1D aircraft.

2. On 2 Nov 1967 the destination of 175th Assault Helicopter Company was adopted for in country use. The primary missions of the Assault Helicopter Companies are: to provide tactical air transport of combat troops, supplies, and equipment within the area of operations of the supported unit; provide tactical armed escort of the lift ships during the conduct of air landed assault operations, and to provide supplemental aerial fire support to the maneuver elements of the supported unit once committed.

3. Key Company Personnel were:

Major Roger Lacourse, Commanding Officer, Major Robert Blake, Executive Officer, Major Donald Casper, Operations Officer and First Sergeant Raymond E. Hall.

SECTION II
MISSION

1. 175th Avn Co (AM) was a part of US Army Support Command, Vietnam under USAFVIS and USARPAC and was placed under the operational control of the 13th Aviation Battalion. SUASCV became US Army, Republic of Vietnam in August 1965. The general mission of the company was to augment, within the "rules of engagement", the aviation capability of the Republic of Vietnam forces by providing Army Aviation support for the ARVN forces of the IV Corps area. Specifically, the aviators of the company would be required to fly troops and supplies over the remote and otherwise inaccessible areas located in the Delta to avoid ground ambush and to provide the third dimension in warfare, the vertical, air landed envelopment.

2. Primarily, the 175th Avn Co (AM) was to render support to the 7th Infantry Division (ARVN) located at My Tho, unless circumstances dictated a consolidation of effort from the various aviation companies located in the Delta.

SECTION III
AREA OF OPERATIONS

A. IV Corps Tactical Zone

1. The IV Corps tactical zone, which the 175th Avn Co (AML) shared with the 114th Avn Co, the 121st Avn Co (AML), and the 336th Avn Co (the latter two being located at Soc Trang), covered nearly all of the Mekong Delta south and west of Saigon. This area encompassed the major food producing region of South Vietnam and was considered the critical area wherein the struggle for freedom would be decided. The three major ARVN units under IV Corps were the 7th, 9th and 21st Infantry Divisions. In addition to the regular military units, innumerable political sub-divisions, each requiring aviation support, existed.

B. Weather and Terrain

1. The weather and terrain conditions encountered in the Delta were akin to nothing that the personnel of the 175th Avn Co (AML) had heretofore encountered. During the dry season, from November to May, the skies were generally clear. Prevailing winds were generally from the east and seldom exceeded 30 knots and dust was a primary hazard in the conduct of operational missions.

2. During the rainy season, from June to November, heavy rainshowers and thunderstorms occurred almost daily. Early morning low overcast conditions were experienced frequently and the prevailing winds were from the southwest. The temperature range was from 80 - 95°F and the humidity remained high throughout the year. These conditions caused density altitudes to remain around 2000 feet and significantly affected the operational limitations of the UH-1C and UH-1D helicopter.

3. The terrain in the Delta was characterised by a flat, poorly drained surface, criss-crossed by an intricate network of canals and streams, with an average elevation of approximately 15 feet. During the rainy season the Delta was subjected to widespread flooding with up to 70 percent of the terrain covered by one to three feet of water. Mangrove swamps, predominate in the coastal fringe area which surrounds the Delta on two sides. The inland terrain is covered mainly with rice paddies lined with earthen dikes and levees. Except for the trees that border canals and waterways, and low-lying marsh grass and reeds, there is little concealment. Isolated jungle growth in uncultivated areas is found in several provinces and most of the populated areas are linear in pattern and situated close to border roads, rivers and canals.

SECTION IV
ORGANIZATION

A. Assigned Unit

1. To carry out its mission, the company was equipped with twenty five UH-1C and UH-1D helicopters organized into two (2) airlift platoons, each with eight aircraft (UH-1D), and one platoon of eight armed aircraft (UH-1C). For simplicity and control, the platoons were further divided into two sections -each with four aircraft. The remaining UH-1D was equipped with a supplemental radio console and utilized as a command and control aircraft.

2. Each lift aircraft (UH-1D) could transport ten (10) ARVN troops in addition to its organic American crew of four. The company's lift capability was one hundred and sixty (160) ARVN troops or approximately two ARVN infantry companies.

3. The armed platoon, with one aircraft equipped with the M-5 Grenade Launcher, plus 24 tube rocket installation, one aircraft with 48 tube rocket installation, and 6 aircraft with the M-6 machine gun system and 14 tube rocket installation, provided detailed reconnaissance of the landing zone proper, and suppressive fire in support of the airlanded assault when necessary. Upon completion of its primary mission, the armed platoon provided assault fires for the ground elements when necessary to bridge the gaps in available air and artillery support. The command and control aircraft was flown by the company commander and carried representatives of ARVN division command group, ARVN staff representatives and MACV advisory personnel, who jointly controlled the airmobile assault and subsequent ground operations.

4. The garrison organizational activity consisted of the normal administrative orderly room organization, and operations/intelligence office, and airfield dispatch office. The overall post facilities and functions were shared jointly by the 114th and 175th Avn Co (AML), controlled by the office of installation coordinator.

B. Support Units Attached

1. In consonance with its unique missions, two direct support units were attached to the 175th Avn Co (AML). The first of these was the 150th Transportation Detachment (CHFM). The detachment was activated on 8 August 1964 at Fort Eustis, Va. Equipment and personnel for this unit were drawn from the assets of established CONUS units.

2. The consolidated system of maintenance was carried forward from Co A 502nd Avn Bn. The maintenance personnel of the 175th Avn Co (AML) were incorporated into the 150th, which enabled them to work two shifts, thereby spreading the maintenance workload and providing continuous maintenance support.

3. 175th Avn Co (AML) absorbed the administrative workload of the 150th, thereby allowing the personnel of the detachment to exert their full energies to their primary mission: providing second and third echelon maintenance support. This system proved to be the most satisfactory in all respects due primarily to the organizational abilities and close supervision

provided by the consolidation.

4. The other attached support unit was the 28th Signal Detachment (RR4). The detachment was authorized 1 officer and 6 enlisted men and had the primary mission of providing radio repair and avionics supply to the aviation company. The detachment has the capability of providing up to fourth echelon maintenance on all aircraft radio equipment.

5. The service platoon of the 175th Avn Co (AML), minus the maintenance personnel attached to the 150th Trans Det, joined forces with the 114th Service platoon and was responsible for the functioning of the consolidated ammunition supply point. Utilizing one officer and seven enlisted men, the service platoon was responsible for requisitioning, storing, and issue of all ammunition utilized by the installation.

SECTION V

COMBAT SUPPORT OPERATIONS

A. Missions

1. Many types of missions were flown, ranging from routine administrative support to combat assaults. They included troop transport into hostile landing zones, "eagle flights", used to seek out and destroy the enemy, resupply, medical evacuation, rescue operations and training newly arrived US ground units. The company also had its share of VIP flights. The majority of flying was done during the hours of daylight, but a night capability existed and was frequently called upon.

B. Command and Liaison

1. The command and liaison missions (C&L) originated at the supported units and were funneled to the 13th Aviation Battalion Operations Center (COC), through Division and IV Corps Tactical Operations Center (TOC) where they were consolidated. COC determined the number of aircraft available for the next day's use, and allocated these aircraft on a priority basis to the support units. The company operations section received the missions from COC, and assigned them to the respective platoons. The aviators assigned a C & L mission order. C & L support ranged from support wherein the villages, hamlets, and districts were visited and resupplied. Special Forces, USOM, etc, received their allocations along with the other requestors.

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C. Pre-Planned Assault

1. On the pre-planned assault, the operations officer received a briefing from the unit conducting the operation (usually division) and, upon his return, briefed the company on the operation. The enemy situation, technical ground plan, company formation, flight routes, release points, refueling and staging instructions, etc, were covered in detail. CO/C had by this time levied the respective aviation units for the assets necessary to complete the mission. The aviation elements involved would then proceed to the staging area for a final briefing on any changes in the operational plan. The 13th Aviation Battalion provided logistical support for the operation in conjunction with the battalion liaison officer who was located at each division headquarters.

2. In the majority of cases, a combined effort on the part of the four aviation companies in the Delta was required. The company in whose area of operations the operation took place was delegated as the unit to control the operation.

3. The execution of the air assault phase of the mission utilized a "transport" leader, an armed escort, and a reconnaissance of the landing zones. A command and control ship, assisted by the vector control aircraft, exercised overall supervision of the operation. Upon completion of the initial troop lifts, the bulk of the transports were released to perform C & L missions, while the remainder were held on standby in the event that re-enforcements were required at a later time.

D. Eagle Operations

1. Eagle flights were usually flown in conjunction with a troop lift in support of a ground operation or in search of VC activity or concentrations in an attempt to develop a situation. Normally, ten transport aircraft carrying 100 Vietnamese Rangers and a platoon of armed helicopters formed the flight. Armed aircraft provided security for the troop carriers as they would in a regular airmobile operation. The forces were flown to an area suspected to contain a VC unit at which time the armed aircraft would screen the area for VC activity, often receiving ground fire which gave the eagle force commander an indication of what to expect.

2. After the troop commander had selected the area which he wished to search, he would coordinate the selection of a landing zone with his advisor and the airlift commander. The flight then swooped down into the landing zone (LZ), with armed aircraft escort to provide suppressive fire if needed. The troop carriers landed, discharged the troops, and climbed to altitude to orbit over the area, or to be returned to the staging area until the troop commander requested to be picked up. Meanwhile the armed aircraft were flying their "daisy chain" pattern at low altitudes, searching for likely targets of fleeing VC. During these operations, prisoners, supplies, and weapons were often captured, and hidden VC facilities such as arms factories and hospitals were located and destroyed.

E. Doctrine Employed

1. The 175th Avn Co (AML) employed aviation doctrine garnered from preceding aviation units operating in the Republic of Vietnam. Techniques employed by the company were; flights to and from LZ at 2500 feet absolute or higher, detailed reconnaissance of LZs by the armed platoon and subsequent shifting of the proposed LZ in relation to the volume of enemy ground fire received. Suppressive fire by the armed platoon on the tree lines and flanks of the LZs, and using flight formations which provided maximum control, flexibility, and safety to the leaders of the troop carrying aircraft.

2. Old techniques were refined and modified and new techniques were developed and employed. Techniques that were determined best for overall operational ability were retained and became SOP to all aviators.

G. Fire Fly

1. "Fire Fly" is one of the most versatile capabilities organic to the company. A transport was equipped with a bank of seven to nine aircraft landing lights mounted on the side of the aircraft for operation by the crew chief or gunner.

2. A "Free Fire Zone" would be designated by the appropriate ARVN division commander, and the local personnel were told to keep clear. The transport would then fly between 100 and 200 feet, depending on the visibility and search out movement in the area. Two or three armed aircraft accompanied the transport and would destroy any moving object sighted.

3. Out of this came many experimental innovations. A 50 cal. MG was mounted over the lights in the transport, which enabled it to fire more effectively. Later, the MG was mounted separately in an armed ship. A 20mm MG was also used. These missions had varying success, depending on the activity in the area. There was no set manner in which to conduct these missions and something new was tried each time.

H. Summary of Operations

The 175th Assault Helicopter Company has established an outstanding record for responsiveness and support during the period covered by this report. During this period the company logged approximately 30,000 hours and was subjected to hostile fire the majority of the time.

SECTION VI

ACTIVITIES AT VLNH LONG COMPOUND

A. Command and Administration

1. Major Roger L. LaCourse was in command on 1 Jan 67 until

6 Mar when he was relieved by Major William J. Meehan. Major Meehan was in command until 3 Jul 67, when he was relieved by Robert F. O'Kane. Maj O'Kane held the command until 8 Sep 67 when he was relieved by Major George W. Barnitt Jr. who finished this reporting period in that capacity.

2. In addition to commanding the company and the attached units, the company commander participates in airmobile assault operations by flying the C & C aircraft. When he is not required as mission commander, he also flies with both the armed and transport platoons in order to better understand the overall requirements of the aviation company.

3. The company commander is assisted by the executive officer. During the period covered by this report, the position of executive officer was held by Maj Robert F. Blake from 1 Jan 67 to 1 Feb 67, when he was relieved by Maj James T. McQueen. Maj McQueen held this position until 3 Jul 67. On 3 Jul 67 Maj Charles R. Latta assumed the position of executive officer and was acting in this position at the time of his death on 9 Aug 67. On 15 Aug 67 Maj Joseph J. O'Neill assumed the position of executive officer and finished this reporting period in that capacity.

4. The operations officer is responsible for coordinating all activities with respect to airmobile operations performed by the company as well as maintaining all flight records for the company. This position was held by Maj Donald T. Casper from 1 Jan 67 to 12 Jan 67. On 12 Jan 67 to 1 June 67 Maj Robert F. O'Kane held the position, which was assumed by Cpt. Ray S. Levty on 1 June 67 and held by him until 4 July 67 when he was relieved by Maj Robert L. Weathersby Jr. who finished this reporting period in that capacity.

5. The intelligence officer is responsible for the assimilation and dissemination of intelligence information and assists the operations officer in the planning of airmobile operations.

6. Within the platoons, the first platoon was commanded by Cpt Ray S. Levty (1 Jan 67 - 1 Jun 67), Cpt William L. Stout (1 Jun - 8 Sept 67) Cpt Robert R. Seibemorgan who finished this reporting period in that capacity.

7. The second platoon was under the leadership of Cpt Louis C. Pawlin (1 Jan - 15 Feb), Maj Juri Toomepuu (15 Feb - 7 Apr), Cpt Dale Sherrod (7 Apr - 10 Jul), Cpt Stanly D. Arnold who finished this reporting period in that capacity.

8. The third armed platoon was commanded by Major Jerome G. Hileman (1 Jan - 18 Feb), Major Charles T. Gordon (18 Feb - 3 Apr), Cpt. Joseph V. Moffett (3 Apr - 1 Dec), Cpt. Richard M. Koenig who finished this reporting period in that capacity.

9. The service platoon, augmented by the 150th Transportation Detachment provided necessary maintenance functions for the aircraft organic to the company. In addition, a maintenance aircraft (Road

Runner) accompanied the transport and armed platoon on all combat assault missions to provide "in the field maintenance" when required. The Service platoon was commanded by Major Robert L. Harbuck (1 Jan - 9 Jan), Major Robert H. Hillward (9 Jan - 1 Jun), Cpt Arthur J. Hall (1 Jun - 9 Oct), Cpt James M. Vrba Jr., who finished this reporting period in that capacity.

10. The 28th Signal Detachment provided avionic and Signal maintenance service for the company. A representative from the detachment accompanied "Road Runner" on all combat assault operations. The detachment was commanded by: Cpt George L. Klopp (1 Jan - 12 Jan) WO-1 Thomas H. Wingfield (12 Jan - 6 May), 1/LT Glenn R. Love 23 Jun - present)

11. The position of Flight Surgeon was held by Cpt Thomas J. Rose (1 Jan to 19 Jan 67), Cpt J.R. Hilegas (9 Feb to 1 Jun 67), Cpt E.M. Malone (18 Jun to 31 Dec 67). The position of Dentist was held by: Cpt R.D. Brooks (1 Jan to 31 May 67), Cpt R.J. Mayott (1 Jun to 31 Dec 67).

B. Operations

1. Personnel of the 175th Avn Co (AML) and the 114th Avn Co jointly manned and operated the dispatch office, control tower, PCL facilities, fire station, and ammunition dump.

2. The operations officer was responsible for the successful coordination of flight requirements and maintenance of flight operation records. He was assisted by the intelligence officer in manning the operations office on a 24 hour basis, either by being physically present or on immediate call for any situation that might arise.

C. Consolidated Maintenance

Supporting the heavy operational demands of the company and aircraft required many long hours of work by the maintenance and service personnel. The bulk of this load fell upon the 150th Maintenance Detachment (CHFM). On all major troop lift operations, a maintenance team from the 150th was flown to the staging area where it provided emergency repairs on the spot, aided in the recovery of downed aircraft, and determined whether or not damaged aircraft could be safely flown to the base airfield. The appearance of "Road Runner" became a frequent and welcome sight in the operational area.

D. Logistical Support

Logistical support for the company was no small task. Since transportation by road was unsafe, nearly all supplies and equipment were flown in or brought in by water transportation. Being fifty-five miles away from logistical support facilities in Saigon created many problems in supply procedures. Consequently, a liaison team from the 13th Aviation Battalion was established in Saigon to coordinate and expedite logistical resupply. Air transportation was our primary means of movement; and daily, large quantities of supplies including ammunition and rations, arrived at Vinh Long on scheduled flights by "Caribous" and other USAF transport aircraft. Organic aircraft were

also used as gap-fillers. Bulk P.O.I. products were transported by commercial vehicles with water transportation being used as the principal means of ammunition resupply.

E. Medical Support

The 83rd Medical Detachment operated a dispensary and provided primary medical services, including sanitation services, preventative medicine service, physical examination, aeromedical evacuation, and emergency treatment. The flight surgeon and members of his team participated in many combat support missions when they felt their services were needed. On major trooplift operations, they accompanied the flights to the staging areas where they were able to administer emergency treatment when required. In addition, an 82nd Medical Detachment evacuation helicopter (Dust Off) flew with the 11th aircraft on all combat operations.

F. Area Facilities

1. Installation personnel live in semi-permanent buildings constructed with cement floors, board walls, and tin roofs. The individuals soon interjected their own personalities into the "hooches" and living became quite comfortable. Construction of additional "hooches", offices, hangars and aircraft parking facilities is continuing.

2. The office of the installation coordinator was established soon after the arrival of the 62nd Inv Co and the senior company commander was assigned this additional duty. The 175th Inv Co (AVI) was responsible for the administration of this office. The function of the installation coordinator was to facilitate administrative and logistical support for the two companies and their attached units at Vinh Long, thus relieving the individual units from the time-consuming tasks of internal housekeeping.

3. Among the areas of interest undertaken were: internal security, indigenous labor, repairs and utilities, post exchange, clubs and messes, supply, impress fund pass policy, installation communications service system, real estate and safety.

G. Special Services

Motion pictures, made available through Special Services, were shown in the compound theater nightly and frequent USO shows provided live entertainment for the men. The theater was remodeled and gained additional seating capacity and greater comfort. On Christmas Day 1967 the special services had the opening of the Vinh Long Service Club. The club provides recreation and entertainment for all personnel on the compound.

H. Mail

Mail, always an important morale factor, was processed at the APO operated by Detachment 29, 11th Air Postal Squadron. Mail service was rapid and efficient with letters often arriving at Vinh Long three or four days after they were mailed in the States. The Vinh Long address is APO San Francisco 96357.

I. Post Exchange

Within the compound, a post exchange (PX) was operated by installation personnel and open daily. It filled the men's essential needs, and stocked many luxury items such as radios, watches, cameras, recorders, etc. A Vietnamese owned and operated PX provided availability for procurement of Vietnamese items of culture and interest.

J. Clubs

Both officer and enlisted clubs were operated on the compound for the benefit and pleasure of all personnel. The "Tie One On" Enlisted Club and the "Mekong Manor" officer's club provided refreshments and the most comfortable surroundings in the area. These clubs provided mess facilities for unit COLA personnel, while consolidated mess served the enlisted men's dietary needs.

K. Religious Services

1. Father (Cnt.) Nathaniel C. Giannatasio, Chancery Corps, a resident of the compound, held Catholic services each Sunday and Chaplain (Cpt.) Lawrence Haworth Chancery Corps, from Soc Trang conducted protestant services.

2. Midweek services held each Wednesday night inspired fellowship and worship through song and bible study. The Chapel remains open 24 hours daily, always ready to fulfill the religious needs of the installation personnel.

SECTION VII

MORALE

A. Unit Morale

The morale of the unit was reflected by the esprit de corps and devotion to duty of company personnel. The morale of the men of the 175th Inv Co and its attachments was extremely high, despite the conditions under which they had to live and work. The men, realizing the importance of their jobs, developed a "can do" attitude, and carried out all missions and assignments with boldness, aggressiveness and efficiency.

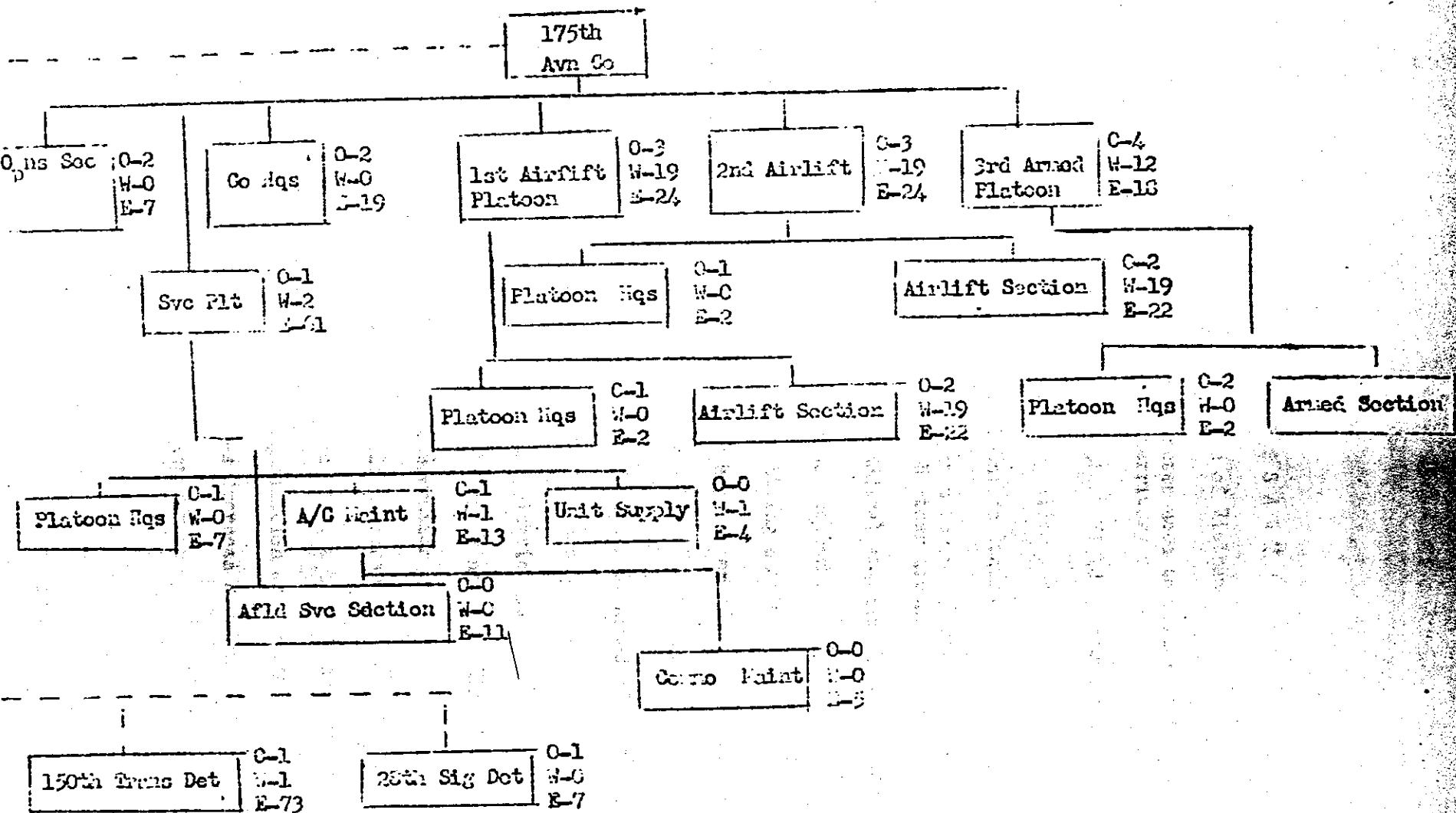
B. Outlaws and Mavericks

1. The nickname, "Outlaws" was adopted for the company as a whole and the armed platoon adopted the nickname "Maverick". These names, along with the unit patch, were carried forward from the 62nd to the 175th Inv Co.

2. The unit outlaw patch was displayed throughout the company and painted on all 175th aircraft. This insignia, and the outlaw name became known throughout the "ultra" area as denoting an "outfit" which was one of the best.

SECTION VIII
INDIVIDUAL RECOGNITION

The professional manner in which the mission were executed and the sacrifices and heroism exhibited by the crew did not go unnoticed. Many members of the company were decorated for thier performance in the many combat assault and support missions flown in support of the republic of Vietnam forces. During the period covered by this report the members of the 175th Assault Helicopter Company have earned or received, or have been recommended for the following awards: 1935 Air Medals, 85 Air Medals with V device, 27 Bronze Stars, 5 Bronze Stars with V device, 29 Distinguished Flying Crosses, 3 Soldiers Medals, 20 Army Commendation Medals, 15 Army Commendation Medals with V device, and 35 Purple Hearts.



G L O S S A R Y

ARVN	Army Republic of Vietnam
Chase Ship	Empty helicopter used to follow another aircraft over enemy territory
CHFM	Cargo Helicopter Field Maintenances
COLA	Cost of Living Allowance
CONUS	Continental United States
DAISY CHAIN	An oval flight pattern comprised of several helicopters following each other around
Dust Off	Nickname of medical evacuation helicopter
Free Fire Zone	Area designated as containing enemy personnel
Hootch	Nickname for living quarters
Fir Fly	Nickname for helicopter mounting a bank of lights
LZ	Landing Zone
Maverick	Nickname of 175th Avn Co Armed Platcon
Outlaws	Nickname of 175th Avn Co
POL	Petroleum, oil, lubricants
Roadrunner	Nickname of 150th Maintenance Aircraft
R & R	Rest and Recuperation
UTT	Utility Tactical Transport
Speaker Ship	Helicopter mounting a loud speaker system
TOE	Table of Organization and Equipment
USOM	United States Overseas Mission
VIP	Very Important Person



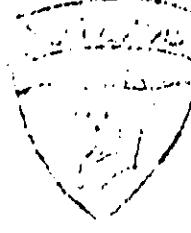
The white fringe on the crest border signifies the honor of the "Outlaws." It is for this honor that the 175th has dedicated itself to the people of Vietnam.

The blue background signifies the skies of the Delta; the skies the Outlaws know so well.

The red letters symbolize the blood shed by the 175th for the people of Vietnam in their struggle against oppression.

The steer's skull, the most outstanding feature of the Outlaws patch, symbolizes a defiance of the Viet Cong philosophy; a representation of the outcome of evil and oppression.

Below the skull is depicted the green and fertile lands of the Delta, home of the 175th.



REFLECTIONS

Throughout the history of the United States of America, there have been times of conflict, times of rebellion, and times of open hostilities. It has been traditional for the finest of American manhood to step forward from the home fields of peace and serenity, and answer the call to arms. The tableaus have recorded the names of millions of proud and prowess men, who have joined the honored fraternal order of fighting men and have crusaded for the inalienable right of mankind to possess liberty, equality, and the right to direct his destiny. Time and time again, an obsessed aggressor has been challenged and thwarted by the American fighting man who has stood by his country faithfully, with an undying belief in his duty, his honor, and his country.

It has been the American fighting man that has perpetuated freedom throughout the world. This laudable achievement has not been without its price. Thousands of exemplary citizen soldiers have met that price, some by rendezvous with death. They have faced this supreme sacrifice with the courage and dignity of a Titan. They have proudly given the last full measure so that others may enjoy the blessings of Freedom's way. There are those who have carried forth the standard of the 175th Assault Helicopter Company that have paid the price of freedom in the Republic of Vietnam. May these honored dead never go from our hearts and minds, as we enjoy the liberty that they have so nobly procured for us with their lives.

To the 52 members of the 175th Assault Helicopter Company who have paid the price, the company colours are retired in your honor.

Jack W. Sanford
Michael P. Moritz
Donnis S. Pitzenbarger
Kennith A. Arvidson
Jerry I. Holland
James W. Powers
Neil G. Rauter
Jerry A. Roberts
William H. Mayhair
Richard A. Rosbeck
Howard D. Ulmen Jr.
Larry R. Reeves Sr.
Gary L. Wesselman
Charles R. Latta
George F. Sodaitis
Gerald L. Hopper
Gary R. Koeman
William J. McRae
James M. Vrba

Vernon L. Newton
Donald L. Smith
Thomas W. Moore
Charles Yearans
Kenneth E. Hotchkiss
Michael F. Austin
Robert J. Rosar
Francis B. Schmitt
Raymond A. Mansley
William F. Julius III
Bruce C. Palmer
John C. Harpor
Davo W. Brant
James E. Ellington
Kenneth W. Peters
David Williams Jr.
John R. Bartlett
Edgar G. Adams
John W. Price

REFLECTIONS CONTINUED

Jeffrey L. Whynaught
James D. Ernest
Robert L. Glasgow
John P. Roc
Robert J. Whites
Michael L. Biles
William F. Walters
James K. Emoh

Tommy H. Ivey
Charles H. Edwards
Berry A. Rhash
Robert M. Persinger
Charles Yeomans
Edgar G. McAdams
Wayne C. Rochowicz
Rolin J. Crosby

EQUIPMENT AND INSTALLATION

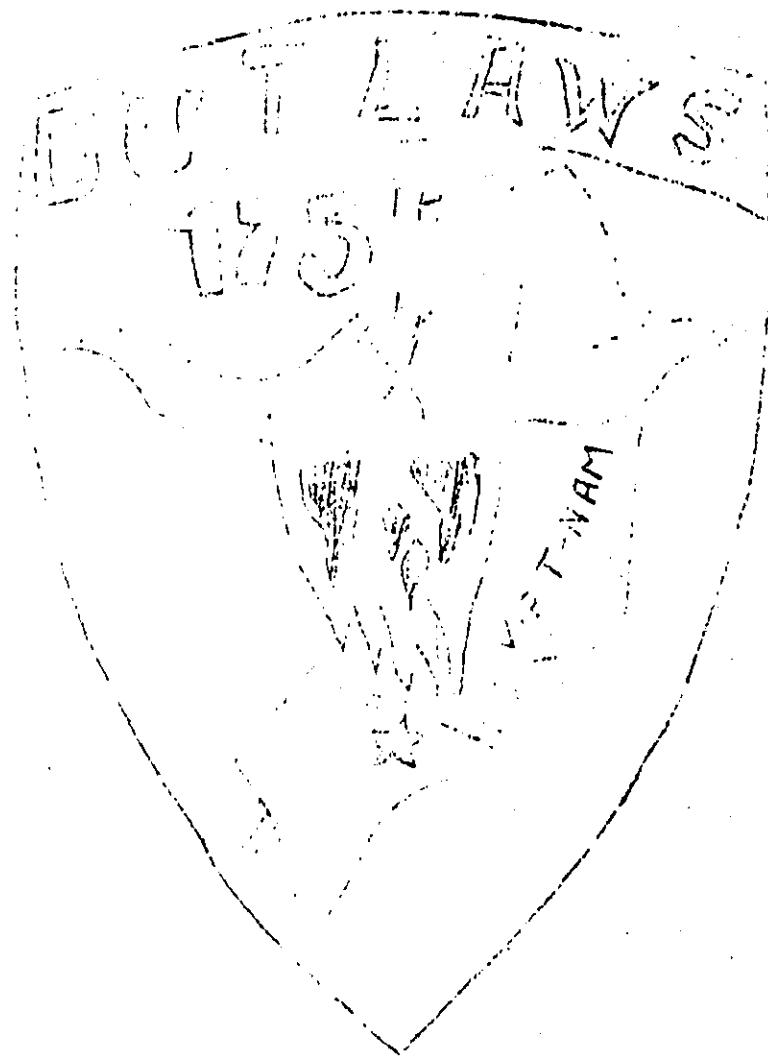
January, and February 1972 saw the stand down of the 175th AIC. Starting about the 23rd of January the company started the preparation of and turn in of all equipment at Vung Tau, Long Binh, and Phu Loi. The UH1H aircraft were quickly accepted at Vung Tau for retrograde stateside.

The Bushwhackers, the AH1G gunship platoon, redeployed to Can Tho AF as an Airborne Strike Force. Their mission was outlined as the defense of Can Tho AAF, a mission requiring immediate reaction to attacks upon the airfield.

The installation property was turned over to Pacific Architects and Engineers. By the 10th of February, only a handful of key personnel remained to accomplish the business of unit deactivation.

The members of the 175th will always remember Vinh Long, South Vietnam.

CHAPTER 1
HERALDRY



The nickname, "OUTLAWS" was adopted for the Company as a whole and the armed Platoon adopted the name "MAVERICK". These names, along with the Unit patch were carried forward from the 62nd to the 175th AH. The Unit patch upon receiving new Cobra gunships changed their name to "OUTLAWS", a name fast becoming known over the Delta.

The 175th AH was originally born as 62nd Avn Co. 11th Armd. Div. on 6 Aug 1964. On 14 Dec 1964 the 62nd was designated to a 502nd Avn Co. Finally on 1 Sep 1966 the Unit was activated as the 175th Avn Co. This makes the Outlaws the unit with the longest active service in Vietnam.