

ANNUAL SUPPLEMENT
HISTORY OF THE
191ST ASSAULT HELICOPTER COMPANY
214TH COMBAT AVIATION BATTALION
1ST AVIATION BRIGADE

1 July 1968 - 31 December 1968

Prepared By
First Lieutenant Carl L. Radtke
Unit Historical Officer

APPROVED BY:

John A. Petric
JOHN A. PETRIC
MAJ TC
Commanding

Dong Tam, Republic of Vietnam
APO 96370

VHPA 203

TABLE OF CONTENTS

<u>ITEM</u>	<u>PAGE</u>
FORWARD	
Introductory Notes by Unit Commander	2
CHAPTER I	
Heraldry	4
CHAPTER II	
Unit Background	6
CHAPTER III	
Command and Control	9
CHAPTER IV	
Unit Operations	13
CHAPTER V	
Reflections	21
Major Awards	22
Honor Role	24
APPENDICES	24
Boomerang Statistics	25
Aircraft and Aviator Flying Hours	26
Aircraft Availability Percentage	27
Aircraft Accident Experience	27
Awards and Decorations	28
Letters of Appreciation	29
	30

FORWARD

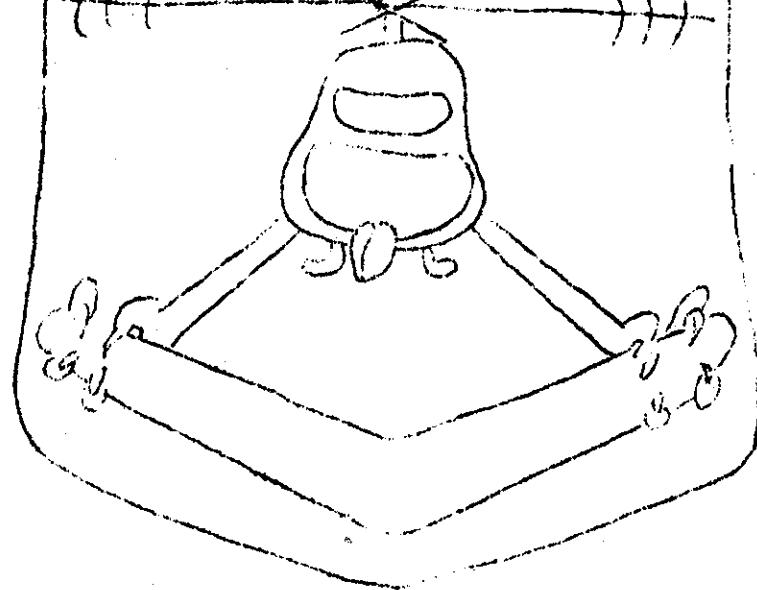
The 191st Assault Helicopter Company, although younger than many assault companies in Vietnam, is one of the best known and respected in its area of operations. It's assigned aviators are young but quickly learn to function effectively as part of a combat assault team. In the past six months the company has flown over seventeen thousand eight hundred hours and spent one hundred seventy five days conducting combat assaults. Each aircraft has an orange boomerang painted on the nose section and just as the name implies, the 191st "Boomerangs" always come back.

CHAPTER I

HERALDRY

191ST ASSAULT

(+ + + + +)



A recapitulation of history and honors as described in the history of lineage shows the 191st was constituted on 23 September 1942 in the Army of the United States as the 2029th Quartermaster Truck Company, Aviation, and activated on 1 October 1942 at Hensley Field, Texas. After participating in the Rome-Arno Campaign, the company was inactivated on 20 June 1946 in Germany. It was converted and redesignated on 1 August 1946 as the 2029th Transportation Corps Truck Company and again on 30 September 1966 as the 191st Aviation Company. The Company was activated on 1 December 1966 at Fort Bragg, North Carolina.

CHAPTER II
UNIT BACKGROUND

By direction of General Order Number 463 dated 18 November 1966 the 191st Assault Helicopter Company was organized at Fort Bragg, North Carolina. The 26th Signal Detachment and the 606th Transportation Detachment were attached at this time. On 23 February 1967 these units were assigned to the 82nd Aviation Battalion, 82nd Airborne Division at Fort Bragg. The 191st was attached to the 627th Supply and Service Battalion (GS), a host unit, for the purpose of providing administrative, training, operational and logistical support. Due to a tremendous recurring program subjected by the 627th, the 191st Assault Helicopter Company did not have a formal orderly room, nor did they have a great deal of administrative control. The 191st was greatly stabilized upon assignment to the 82nd Airborne Division just three months prior to its deployment to Vietnam. The 191st training program consisted of seven weeks of formal training, a seven day FTX, and a three day ORT. Operations was established at Simmons Army Airfield, Fort Bragg, North Carolina. The 191st then received a rating of combat ready.

The 191st Assault Helicopter Company was given until 10 April 1967 to move all aircraft to Sharpe Army Depot. A crash maintenance program had to be established and the first aircraft departed Fort Bragg on 30 March 1967. The remainder of the aircraft departed during the next five days and were all ferried to Sharpe Army Depot by the specified date. 75% of the unit's personnel were on the ferry flight. Upon their return final packing was completed on 20 April 1967.

The 191st arrived in Vietnam on 24 May 1967 where it was assigned to the 214th Combat Aviation Battalion. In-country orientation was completed on 21 June 1967 and the company was declared operational.

Upon its arrival at Bearcat, Republic of Vietnam, the 191st was faced

with the enormous task of building a new base. Help in building the mess hall was given by the Engineers, but the men of the company had to construct aircraft revetments, bunkers, tents, maintenance sheds, an orderly room and an operations hut. The construction was greatly hampered by the heavy monsoons, but the end product was a fine example of workmanship and determination.

Prior to completion, 9th Infantry Division Headquarters moved to Dong Tam, RVN and rumors of the 191st following them were spread quickly. In mid October 1968 the word became official and the Boomerangs prepared for the 2 November move.

After uneventful road and air movements the men set down to change an area of dust, sand, and water into comfortable living and working areas. Due to careful prior planning and hard work, no one had to spend any time in tents or had to do without any of the basic comforts. A smooth move such as this is a fine reflection of the esprit de corps and determination of the Boomerangs to always be first.

CHAPTER III
COMMAND AND CONTROL

From 1 December 1966 the 191st Assault Helicopter Company has boasted a distinct line of commanders. Major Winesette and the Company Commanders that followed have boosted the unit to the proud station it holds today.

COMPANY COMMANDERS

INCLUSIVE DATES

Major Richard C. Winesette	1 Dec 66 - 23 May 67
Major Clarence A. Patnode Jr.	24 May 67 - 4 Nov 67
Major William W. Spurlock	5 Nov 67 - 11 Feb 68
Major Colbert L. Dilday	12 Feb 68 - 19 Jun 68
Major Calvin J. Griggs	20 Jun 68 - 9 Oct 68
Major John A. Petric	10 Oct 68 - Present

PLATOON COMMANDERS

INCLUSIVE DATES

1ST FLIGHT PLATOON

Captain Harold K. Taylor	24 Jun 67 - 14 Jan 68
Captain Ollie D. Kennedy Jr.	15 Jan 68 - 9 May 68
Captain Lambert J. Essary Jr.	10 May 68 - 19 Jun 68
First Lieutenant Raymond P. Rugg	20 Jun 68 - Present

2ND FLIGHT PLATOON

Captain John V. Hedrick	22 Dec 66 - 24 Sep 67
Major Calvin J. Griggs	25 Sep 67 - 23 Nov 67
Captain John S. Crossman	24 Nov 67 - 19 Mar 68
Captain Stephen O. Petty	20 Mar 68 - 10 May 68
Captain Arnold W. Luke	11 May 68 - 12 Aug 68
First Lieutenant Robert C. Wren	13 Aug 68 - 8 Sep 68
Captain John D. Falloon	9 Sep 68 - 31 Oct 68
Captain Edson O. Parker	1 Nov 68 - 18 Dec 68
First Lieutenant Henry F. Walburn	19 Dec 68 - Present

ARMED PLATOON

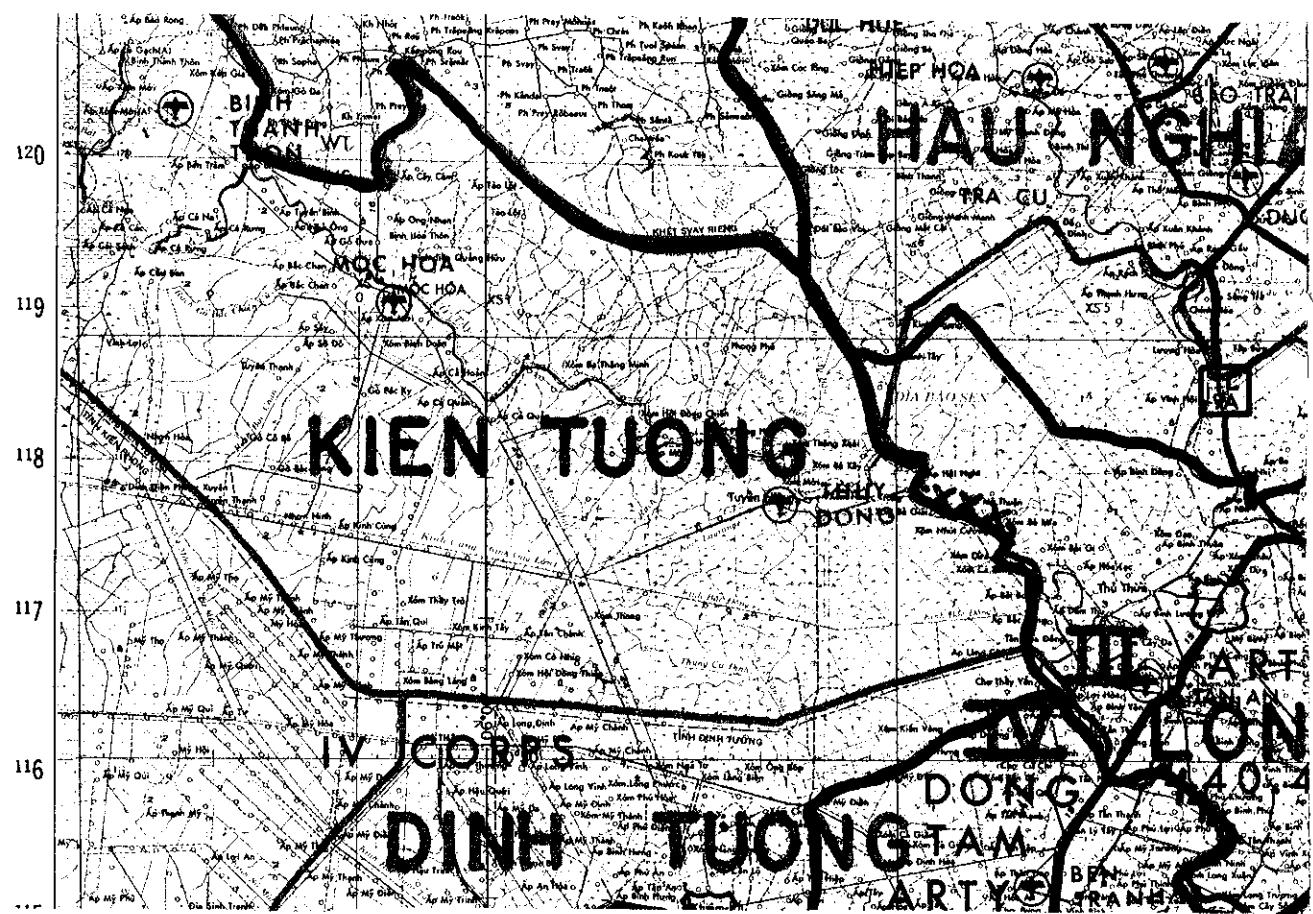
Captain Norman Kidd 11 Jan 67 - 26 May 67
Captain David Bergman 27 May 67 - 20 Nov 67
Captain Robert C. Stack 21 Nov 67 - 4 Feb 68
Captain Stanley Cherrie 5 Feb 68 - 18 May 68
Captain Harry J. Sands 19 May 68 - 2 Aug 68
Captain David C. Burch 3 Aug 68 - 3 Sep 68
Captain Bruce W. Palmer 4 Sep 68 - 30 Nov 68
First Lieutenant John L. Cook 1 Dec 68 - Present

CHAPTER IV
UNIT OPERATIONS

AREA OF OPERATIONS

The normal area of operations for the 191st Assault Helicopter Company is from Nha Be on the Dong Nai River extended south and southeast to Dong Tam on the My Tho River.

The terrain is extremely flat. Average elevation in this area is from 0 to 10 feet. The countryside is dominated by a vast network of rice paddies which are covered by water most of the year.



UNIT OPERATIONS

The present mission assigned to the 191st Assault Helicopter Company, although unstated in a mission statement, is the direct support of the operations of the 9th Infantry Division. Approximately 98% of the operations at the present time are combat assault operations in support of 9th Division units.

On 2 July 1968 the 191st Assault Helicopter Company gun ships were credited with 5 enemy KBA, 1 WBA and 7 KBA/WBA probable while supporting the 2/60 Infantry Battalion, 9th Infantry Division. The 191st had just completed inserting 14 sorties when several VC with weapons were observed. Permission to fire was quickly obtained and the "Bounty Hunters" immediately engaged the force with devastating accuracy.

On 15 July 1968 the Boomerangs supported the 1st Brigade, 9th Infantry division. From 0730 hours to 2200 hours the 191st Assault Helicopter Company flew constantly and was the only supporting element which enabled the 1st Brigade to completely surround a VC Battalion. The 191st gun ships throughout the day fired suppressive fire in support of the ground troops. The company flew 156 hours and had one UH-1C hit by enemy automatic weapons fire. Approximately 1,020 men were lifted during the day's operation. On the morning following these insertions the 1st Brigade units found 76 enemy dead. Captured weapons included 10 rifles, two machine guns and four mortars.

On the night of 17 July 1968 the 191st began a series of night operations for units of the 1st Brigade, 9th Infantry Division. Insertions and extractions were conducted in a manner similar to day operations

with the addition of illumination. One of the biggest dangers encountered in this night operation and those that followed was cannisters from the illumination rounds. One of the first night operations a gun ship was hit by a cannister which almost demolished the co-pilot's door and broke the left skid. The unit quickly learned to avoid the area of cannister "fall out" and no other mishaps were encountered. Aviators of the 191st logged 992 hours of night time during the month of July.

On 26 July the 191st Boomerangs flew elements of the Royal Thai Army's "Black Panther" Division on their first in-country mission. In essence the mission was a practice combat assault from Bearcat to the grass strip at Long Thanh South with the intended purpose of familiarizing the Thai soldiers with helicopters and airmobile techniques. For realism, one light fire team from the "Bounty Hunters", the 191st gun platoon, reconned the LZ and dropped smoke to mark the touch down point for the first lift. Though for most of the Thai soldiers this was their first encounter with helicopters, the operation went without incident. During an insertion of troops into an LZ 10 nautical miles southeast of Tan Tru on 4 August 1968 the flight was engaged by heavy automatic weapons fire from the nearby woodlines. Five ships were hit. One crashed and was destroyed due to enemy fire. Three of the crew members were hospitalized.

While supporting the 9th Infantry Division on a night combat assault operation on 5 August 1968, Warrant Officer Gary D. Allred, a member of the 191st Bounty Hunters Gun Platoon, experienced an engine failure in his UH-1C and had to execute a forced landing. The ship was skillfully

landed, causing no damage. The following morning Major General Robert R Williams, Commanding General, 1st Aviation Brigade, flew to Bearcat to congratulate WO Allred on his successful night forced landing. On 12 August 1968 the crash of a UH-1D one nautical mile west of Rach Kien claimed the lives of four crew members and six passengers. The ship was returning to Bearcat following the completion of a combat operation for the 9th Infantry Division.

Fifteen aircraft from the 191st Assault Helicopter Company departed Bearcat at approximately 0645 hours on 18 August 1968 to support a Battalion of the 9th Infantry Division north of Vinh Long. The following is an account of that day's events: E Company, 3/60 totaling 13 sorties was inserted at approximately 0830 hours. LZ was cold and troops moved south to a canal and started sweeping south east. Inserted B Company, 3/60 totaling 14 sorties. LZ was cold and troops moved north east to flank E Company and move south east along canal. At approximately 1130 hours an Air Cav unit made contact. C Company consisting of 13 sorties was to be inserted to develop the situation. On first insertion of C Company the flight received intense automatic weapons fire from woodline to the N, NE, and E of LZ. Lead aircraft received several hits and landed at Vinh Long. Aircraft was unflyable. Number two aircraft in the flight also took hits, wounding two infantrymen. Aircraft Commander proceeded to Dong Tam with wounded and upon landing checked his aircraft for battle damage, finding it unflyable. The flight also received fire on second insertion and lead aircraft took hits. Aircraft was shut down in PZ, checked for battle damage and found unflyable. By this time 3 gunships of the 191st were down for

maintenance. Following the insertion of C Company one gunship from the 191st and one Huey Cobra proceeded to attack enemy emplacements to the NE of where they (C Company) were pinned down by enemy fire. After a short engagement both ships received hits from enemy automatic weapons and departed station for Vinh Long to check for battle damage. Both were damaged and unflyable. Another light fire team reported to the Air Mission Commander and were given the mission of reconnaissance of an LZ in which to reinsert E Company. Both received heavy automatic weapons fire and were damaged to the extent that they had to depart station. At approximately 1630 hours five UH-1 troop carriers and one light fire team was attached to the 191st. One 191st gun ship had been repaired and was flyable by this time. E Company was extracted and inserted. The flight received fire on both insertions but all ships continued to fly. At 1700 hours the Command and Control aircraft took hits at 1500 feet from an enemy automatic weapon and was forced to land, aircraft was unflyable. Another aircraft was taken out of the flight for the C and C Party. At approximately 1800 hours B Company was extracted and reinserted. The flight received fire from buildings and tree line on final approach. The flight departed station for refueling and a check for battle damage. Another light fire team was attached at approximately 1830 hours and was assigned the mission of flying cover for B Company. At approximately 1830 hours both aircraft received intense automatic weapons fire and departed station for Vinh Long. Neither were able to return due to bullet damage. At approximately 1845 hours, two companies had been attached to 3/60th and were inserted.

No fire was received on the first insertion. On the second insertion the company received heavy automatic (machine gun) fire which engaged the flight while in the LZ and after taking off from the LZ. The second lift of this insertion was inserted 500 meters farther south. After checking for battle damage it was determined that the 191st had 2 UH-1 troop carriers, the command and control aircraft, and one gun ship plus a spare UH-1 troop carrier that were still flyable. Of all attached assets (12 aircraft total) there were 3 UH-1 troop carriers and one gun ship flyable. Beginning at approximately 2000 hours these 8 aircraft were utilized to complete a 5 ship extraction and insertion of troops from one fire support base to another one (these 5 ships received fire from two unknown locations enroute) and to resupply 3 companies with one resupply sortie to each company. No fire was received during resupply missions. The flight was released at 2200 hours. The 606th Maintenance Detachment personnel had been at Vinh Long and the initial PZ since 1500 hours repairing aircraft and determining recovery procedures to be used. Seven aircraft had to be left at the PZ and Vinh Long. The remainder of the damaged ships were temporarily repaired and flown to Bearcat. The flight arrived at Bearcat at 2330 hours. The following day marked the first time in the history of the unit that it was unable to execute its assigned mission due to battle damage.

The company lost a UH-1C gunship on 24 August due to enemy ground fire 20 nautical miles north of Vinh Long. The aircraft engulfed in flames from bullet damage, executed a forced landing and burned, the crew escaped uninjured.

On 25 August 1968 a UH-1C gunship struck a rice dike and was destroyed while attempting a take off from a field location northwest of Saigon. The crew escaped without injury.

The company suffered the loss of three crew members on 3 September when their ship was shot down while supporting a combat operation near Rach Kein. The aircraft, a UH-1C gun ship, was being used to suppress known enemy positions when it came under intensive enemy fire and crashed. On 5 October WO Ross was on approach to a pick-up zone when the tail rotor of his aircraft struck a high dike. The aircraft began to spin; a hovering autorotation was attempted and the aircraft landed hard. The main rotor blade flexed down and struck the top of the cockpit crushing through and impacting with the pilot's head. WO Ross died of a severe concussion on 9 October 1968.

On 24 November 1968 the Boomerangs were again conducting combat assault operations in the VC infested Ben Tre area. Though six aircraft received numerous hits, the Bounty Hunters confirmed 9 KBA's and assisted in capturing 35 detainees. Later on in the day the flight encountered anti-helicopter mines in an LZ. These consisted of grenades placed on long bamboo poles set at a 45 degree angle with the ground. These were the first such devices encountered in this area.

On 21 December the flight spotted approximately 20 Viet Cong with weapons while on short final. The Bounty Hunters engaged the enemy killing at least 15 of them. Later on in the day the Hunters bagged 4 more that were taking evasive action.

24 December 1968 during firing passes to cover the ground elements withdrawal, Bounty Hunter 11's aircraft received a hit from a rocket propelled grenade in the engine compartment and machine gun fire opened up his fuel cells. The aircraft immediately burst into flames. The aircraft was landed safely and the crew received no injuries. After extraction of its crew the aircraft was destroyed when its own armament exploded.

CHAPTER V
REFLECTIONS

MAJOR AWARDS PRESENTED TO UNIT MEMBERS

SILVER STAR

<u>NAME</u>	<u>DATE OF ACTION</u>
Major John B Jones	18 Aug 68
WO Eric Rebstock	18 Aug 68
WO Larry D Miller	3 Jun 68
PFC Bobby E Robinson	4 Aug 68

DISTINGUISHED FLYING CROSS

Major Calvin J. Griggs (Achievement)	20 Jun - 13 Oct 68
Major Calvin J. Griggs (2nd Oak Leaf Cluster)	8 Jun 68
Major Calvin J. Griggs (3rd Oak Leaf Cluster)	9 Oct 68
Captain Edson O. Parker	24 Nov 68
Captain Bruce W. Palmer	18 Aug 68
Captain Bruce W. Palmer (1st Oak Leaf Cluster)	24 Nov 68
1LT John P. LaSalle Jr	18 Aug 68
1LT Raymond P. Rugg	1 Jun 68
CWO Edwin P. McKee (1st Oak Leaf Cluster)	18 Aug 68
CWO Edwin P. McKee (2nd Oak Leaf Cluster)	24 Aug 68
CWO Robert Holt	18 Aug 68
CWO Cecil Andrews	1 Jun 68
CWO William J. Campbell	18 Aug 68
CWO William Gill	24 Aug 68
CWO Richard W. Van Dusen	24 Aug 68
CWO Fred Williams	30 Sep 68

CWO Richard Inskeep	1 Jun 68
CWO Donald Nicholas	1 Jun 68
CWO Donald Nicholas (1st Oak Leaf Cluster)	4 Aug 68
CWO Donald Williams	1 Jun 68
WO Timothy Sherman	24 Aug 68
WO David Schwartz	18 Aug 68
WO Irwin Schneider	30 Sep 68
WO Larry D. Miller	30 Sep 68
WO Robert Kund	30 Sep 68
WO Terry Wilund	18 Aug 68
WO Stephan Brundage	30 Sep 68
WO Clyde Wilkerson (Achievement)	16 Apr - 1 Jul 68
WO William Wells (Achievement)	4 Apr - 8 Aug 68
SP5 Robert Heinmiller	18 Aug 68
SP5 Robert Heinmiller (1st Oak Leaf Cluster)	24 Nov 68
SP5 Michael L. Jackson	4 Aug 68
SP5 Daniel Leonardo	18 Aug 68
SP5 Daniel Leonardo (1st Oak Leaf Cluster)	14 Nov 68
SP4 Randall L. Edwards	18 Aug 68
SP4 Gerald C. Kahn	24 Nov 68
SP4 George Reliford	18 Aug 68

HONOR ROLL

UNIT MEMBERS KILLED IN ACTION

NAME

GRADE

David C. Burch	CPT	5 Sep 68
Ronald M. Cederlund	WO1	5 Sep 68
Paul R. Frazier	SGT	5 Sep 68
Glenn R. Lawfield	SP4	7 Oct 68

UNIT MEMBERS KILLED NOT AS A RESULT OF HOSTILE ACTION

Arnold W. Luke	CPT	12 Aug 68
Terry R. Jens	WO1	12 Aug 68
Morris J. Ross	WO1	9 Oct 68
Gerald A. Wilson	SP5	12 Aug 68
Arturo D. Montion	SP4	12 Aug 68

APPENDICES

APPENDIX A

BOOMERANG STATISTICS

Since its arrival in the Republic of Vietnam Records indicate the following statistics through December 1968.

Total Support Hours Flown	55,907
Total VC Killed by Body Count	554
Total VC Killed (Possible)	42
KIA Due to Combat	9
Non-Combat Fatalities	18
WIA due to Combat (Losses)	17
Non-Combat Losses (Injuries)	22
Wounded in Action, Returned to Duty	35
Court Martials:	
Summary	0
Special	4
General	0
Article 15's.	35
Malaria Cases	0

APPENDIX BAIRCRAFT AND AVIATOR FLYING HOURS

<u>MONTH</u>	<u>UH-1D</u>	<u>UH-1C</u>	<u>UH-1H</u>	<u>TOTAL</u>	<u>HIGH AVIATOR</u>	<u>AVERAGE</u>
Jul 68 . . .	2450 . . .	796 . . .	0 . . .	3246 . . .	148.0 . . .	110.0
Aug 68 . . .	2606 . . .	665 . . .	0 . . .	3270 . . .	155.0 . . .	118.0
Sep 68 . . .	2285 . . .	629 . . .	0 . . .	2914 . . .	161.0 . . .	118.0
Oct 68 . . .	2205 . . .	654 . . .	0 . . .	2856 . . .	160.0 . . .	112.0
Nov 68 . . .	1876 . . .	545 . . .	0 . . .	2421 . . .	136.0 . . .	98.0
Dec 68 . . .	2202 . . .	717 . . .	14 . . .	3139 . . .	180.0 . . .	104.0

APPENDIX CAIRCRAFT AVAILABILITY PERCENTAGE

<u>MONTH</u>	<u>Type A/C</u>	<u>AVAIL</u>	<u>NORS</u>	<u>NORM</u>
Jul 68 . . .	UH-1C/UH-1D . . .	72.2/81.3%	8.2/2.8%	19.6/15.9%
Aug 68 . . .	UH-1C/UH-1D . . .	56.0/69.9%	4.4/5.7%	39.5/24.7%
Sep 68 . . .	UH-1C/UH-1D . . .	60.7/59.2%	10.1/14.2%	29.2/26.6%
Oct 68 . . .	UH-1C/UH-1D . . .	52.9/65.3%	18.2/01.3%	28.9/33.4%
Nov 68 . . .	UH-1C/UH-1D . . .	60.0/73.6%	15.1/5.4%	24.9/21.0%
Dec 68	UH-1C/UH-1D/UH-1H	48.5/71.2/30.9	14.3/3.9/0.0%	37.2/24.9/69.1%

APPENDIX D

AIRCRAFT ACCIDENT EXPERIENCE

<u>MONTH</u>	<u>NUMBER</u>	<u>RATE</u>	<u>CUMULATIVE RATE</u>
Jul 68	0	00.0%	34.3%
Aug 68	3	93.0%	51.8%
Sep 68	2	68.6%	47.0%
Oct 68	1	30.9%	31.4%
Nov 68	0	00.0%	29.4%
Dec 68	3	95.4%	32.7%

PRESENT AIRCRAFT STRENGTH

	<u>AUTHORIZED</u>	<u>ASSIGNED</u>
UH-1D/UH-1H	23	20
UH-1C	8	8

APPENDIX EAWARDS AND DECORATIONS

<u>AWARD</u>	<u>RECOMMENDED</u>	<u>APPROVED</u>	<u>PENDING</u>	<u>DEGRADED</u>	<u>DISAPPROVED</u>
Silver Star	13 . . .	9 . . .	2	2	0
Soldier's Medal	8 . . .	2 . . .	4	2	0
Distinguished Flying Cross	131 . . .	107 . . .	14	14	2
Bronze Star W/V	12 . . .	11 . . .	0	2	0
Bronze Star	61 . . .	48 . . .	6	7	0
Air Medal W/V	208 . . .	169 . . .	47	0	8
Air Medal (Basic) . . .	391 . . .	358 . . .	33	0	0
Army Commendation Medal W/V	10 . . .	10 . . .	2	0	0
Army Commendation Medal	128 . . .	112 . . .	23	0	0
Purple Heart	12 . . .	56 . . .	1	NA	0
Air Medal (OLC'S) . . .	336 . . .	304 . . .	33	0	0

APPENDIX F

LETTERS OF APPRECIATION

S T A T E M E N T

22 June 1968

The 191st Assault Helicopter Company distinguished itself by gallantry in action against a hostile force in the Republic of Vietnam on 1 June 1968. On that date the company was in support of the 2d Battalion, 39th Infantry on an operation in the Plain of Reeds. At approximately 1230 hours an element of Company C, 2/39th Infantry was inserted at location XS 385716. Within minutes after being on the ground, the elements came under intense automatic weapons and rocket fire from enemy entrenched in a bunker complex. Throughout the remainder of the day the battle grew in intensity as additional ground forces were inserted in an effort to encircle the enemy, later determined to be a VC Battalion. Time and time again the aircraft of the 191st valiantly braved hails of fire including rockets timed for airburst directed against them. Without the slightest hesitation or concern for their own safety the company continued throughout the day to make possible tactical encirclement of the enemy. Although night fell, the crews of the 191st persisted. At one point the command and control ship, in almost total darkness, landed in the thick of the fight to land the Battalion Commander and his staff, making it possible for him to personally direct the operation. The company continued on into the night, spending every effort in the face of great risks, and in spite of the fact that virtually every ship in the unit had sustained hits, to accomplish its mission. Every crewmember of each ship, both lift ships and gunships deserve the highest praise and recognition for their bravery and dedication to duty. Each of them, and the company as a whole performed in a manner which is in the highest traditions of the military service and reflect great credit upon themselves and the United States Army.

s/William T. Leggett Jr.
t/WILLIAM T. LEGGETT JR.
LTC, Infantry
Commanding

DEPARTMENT OF THE ARMY
HEADQUARTERS, 2D BATTALION 60TH INFANTRY
APO San Francisco 96373

AVDE-IHF

19 July 1968

SUBJECT: Letter of Commendation

TO: Commanding Officer
191st Assault Helicopter Company
APO 96530

THRU: Commanding General
1st Aviation Brigade
APO 96384

1. During the past six months the 191st Assault Helicopter Company, better known as the "Boomerangs," has performed its mission in support of the 2d Battalion, 60th Infantry in a truly outstanding manner. The Boomerangs always reported on time to the proper location with an operational Command and Control ship, ten lift ships, and four gunships. On the few and infrequent occasions when a helicopter developed maintenance problems, the aircraft was either quickly repaired or a replacement aircraft was immediately furnished.
2. On 8 June 1968 the support from the Boomerangs left nothing to be desired. Throughout the day all men in the unit continuously demonstrated supreme acts of heroism while supporting the Infantry units which were in heavy contact with a large enemy force. Although all landing zones were hot and were covered by a heavy volume of enemy small arms, automatic weapons, and mortar fire, the Boomerangs never hesitated to land their aircraft where and when they were directed. This was true throughout the day and night whether the mission was airmobile assault, resupply, or medical evacuation.
3. The Air Mission Commander, Major Griggs, always functions in an outstanding manner; however, his actions on 8 June 1968 were particularly commendable. Throughout the insertion of Companies A and C, which were immediately engaged in heavy contact, he calmly anticipated requirements which greatly simplified the coordination required between us and drastically reduced the reaction time of the airmobile company. Both rifle companies were inserted in a minimum amount of time which allowed the air assets to be quickly released to another battalion that was inserted into the same area. Prior to releasing the Boomerangs, however, I requested that I be landed with Company C. In spite of the intense volume of enemy fire on the landing zone, Major Griggs unhesitatingly landed his aircraft so that my command group and I could join and better control the units on the ground.
4. Personnel assigned to the 191st Assault Helicopter Company have always provided superior support to this battalion. Their high level of performance and uncommon valor has set a standard yet to be equaled

AVDE-IEP Letter of Commendation Cont'd

by any airmobile unit. The Boomerangs are undoubtedly the best airmobile unit with which this battalion has ever worked. Their continuing performance has proven this fact.

JAMES J. LINDSEY
LTC, Infantry
Commanding

DEPARTMENT OF THE ARMY
HEADQUARTERS 9TH INFANTRY DIVISION
APO San Francisco 96370

AVDE-CG

13 September 1968

Dear Major Griggs:

I want to thank you for the fine job the 191st Aviation Company has been doing in support of our operations. The 9th Division depends on its air-mobile support and we always like to work with the Boomerangs.

I understand that during operations with the First Brigade on 3 September you lost an aircraft and three men. I am really sorry and extend the sympathy of the entire division. Unfortunately victories are not won without cost. We look forward to working with you and your unit in the future.

Sincerely,

s/Ewell
t/JULIAN J. EWELL
Major General, USA
Commanding

Major Calvin J. Griggs
Commanding Officer
191st Aviation Company
APO 96530

DEPARTMENT OF THE ARMY
HEADQUARTERS 9TH INFANTRY DIVISION
APO San Francisco 96370

AVDE-GT

26 November 1968

SUBJECT: Letter of Commendation

Commanding Officer
214th Aviation Battalion
Dong Tam, Vietnam
APO 96370

1. I wish to extend my congratulations to you, your officers, and men for their outstanding support of 9th Infantry Division elements over the past few weeks. Deserving of special mention is the outstanding support rendered by the "Bounty Hunter" gunships of the 191st Aviation Company on 24 November 1968.
2. In addition to 10 KBA with which they were credited, the vigorous and successful execution of all assigned missions, contributed significantly to the success enjoyed by the Division that day.
3. Again, congratulations to all on a job well done.

s/Frank L. Gunn
t/FRANK L. GUNN
Brigadier General, USA
Acting Commander

AVGC-E (26 Nov 68) 1st Ind
SUBJECT: Letter of Commendation

DA, HEADQUARTERS, 214TH COMBAT AVIATION BATTALION, APO 96370, 12 December 1968

TO: Commanding Officer, 191st Assault Helicopter Company, APO 96370

1. I wish to extend my personal congratulations on a job well done. Performance such as this is indicative of a high level of training and discipline, both at command and individual levels.

2. I am confident that your unit will continue to perform with such a high degree of professionalism in the future.

s/Wallace R. Dietderich
t/WALLACE R. DIETDERICH
LTC, Artillery
Commanding

DEPARTMENT OF THE ARMY
HEADQUARTERS 9TH INFANTRY DIVISION
APO San Francisco 96370

3 October 1968

AVDE-CG

THRU: Commanding Officer
214th Combat Aviation Battalion
APO 96530

TO: Commanding Officer
191st Assault Helicopter Company
APO 96530

Dear Major Griggs:

I was sorry to learn that one of your crewmen, Specialist Four Glenn Lawfield, was killed by hostile fire near Ben Tre, 30 September 1968 while delivering troops of our Second Brigade onto a hot landing zone. On behalf of the Ninth Infantry Division, I extend to you our sympathy and condolences.

I hear nothing but good about the quality of support you are providing me. We are all grateful to you and look forward to working with the "Boomerangs" in the future.

Sincerely,

s/Ewell
t/JULIAN J. EWELL
Major General, USA
Commanding