

History of the
191st Assault Helicopter Company
214th Combat Aviation Battalion
1st Aviation Brigade

1 December 1966 - 30 Jun 1968

191st Assault Helicopter Company

Commanding Officer - Carlvin J. Griggs, MAJ, Inf
First Sergeant - Harold E. Meneley, SFC E7

606th Transportation Detachment

Commanding Officer - Melvin E. Eckles Jr., CPT, Arty
First Sergeant - Harry C. Lyons Jr., SFC E7

26th Signal Detachment

Detachment Commander - Roy L. Droke, 1LT, Sig
Detachment NCOIC - Johnny M. Minton, SSG E6

Prepared By
First Lieutenant Robert C. Wren
Unit Historical Officer

30 Jun 1968

Approved By:

/s/ Carlvin J. Griggs
Carlvin J. Griggs
MAJ Inf
Commanding

Bearcat, Republic of Vietnam
APO 96530

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FORWARD

The 191st Assault Helicopter Company, although younger than many assault companies in Vietnam, is fast becoming 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 first thirteen months of the company's operational history it has flown over thirty-seven thousand hours and spent nearly three hundred 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

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-Arnd 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 ~~106th~~ ^{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 637th 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, and 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.

HEADQUARTERS
BUFFALO COMBAT AVIATION BATTALION (PROVISIONAL)
APO San Francisco 96370

AVGC-E

11 April 1967

SUBJECT: Welcome

TO: Commanding Officer
191st Aviation Company
Fort Bragg, North Carolina

1. It is a distinct pleasure to welcome you to your new station. You will soon become an integral member of this battalion which is a part of the 12th Combat Aviation Group of the 1st Aviation Brigade, the keystone in the Vietnam perimeter of our country's defenses. I know you will be proud to join us in the accomplishment of our urgent mission.

2. You have been selected for assignment to this provisional battalion which is destined to become the 214th Combat Aviation Battalion. Plans are for your company to be co-located with this headquarters at Bear Cat (near Long Thanh North), Republic of Vietnam. Our location is 14 miles, as the Huey flies, due east of Saigon.

3. Please tell me the composition of your advanced party and the day your various elements are scheduled to arrive in RVN. I'm sure you also have many questions. Direct communication is encouraged. My staff stands ready to assist you in any way possible:

XO: MAJ Raymond L. Smith, SigC
S3: MAJ Robert C. Hallmark, Inf
S4: MAJ William C. Bradley, Inf
Avn Maint Off: MAJ James R. Goetchess, Inf
Standardization Off: MAJ Charles L. Miller, CE
Adj: CPT Hudson A. Schnell, Arty

4. I am looking forward to having you as a member of the Buffalo Combat Aviation Battalion (Provisional). I am confident you will find your assignment both challenging and profitable.

s/ J. M. Leslie
t/ J. M. Leslie
LTC, Infantry
Commanding

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 COMMANDER

| <u>COMPANY COMMANDER</u> | <u>INCLUSIVE DATES</u> |
|---------------------------------|-------------------------------|
| 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 67 |
| Major Colbert L. Dilday | 12 Feb 67 - 19 Jun 68 |
| Major Carlin J. Griggs | 20 Jun 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 Carlin 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 - 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 - Present |

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.

Chapter IV

Unit Operations

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 95% of the operations at the present time are combat assault operations in support of 9th Division units.

The 191st ~~Boomerangs~~ have a proud history or past operations. Except for a brief period from 1 Dec 67 - 18 Dec 67 when the 191st was in support of the 18th ARVN Division, the company has participated in almost all 9th Division operations since the 191st became operational on 21 Jun 67. Although day by day operations are too numerous to mention, a few of the unit's major accomplishments are outlined below.

On 13 Dec 1967 the 191st gun ship pilots without regard for their own safety repeatedly made gun runs through enemy automatic weapons fire to stop a Viet Cong attack directed at elements of the 3rd Battalion, 52nd ARVN Infantry. On a second ARVN extraction the flight and troops received heavy automatic weapons fire. After the helicopters departed approximately 120 VC executed a human wave attack. The 191st gun ships made extremely low, slow firing passes exposing themselves in an effort to pull the VC attach away from the ARVN troops. The gunships received credit for 31 VC kills. There were no ARVN troops injured. Two 191st pilots were injured. Four gunships and two of the lift ships received moderate damage. The heroic action of the men of the 191st Assault Helicopter Company repulsed an organized enemy attack and saved the lives of many ARVN troops.

On 25 January 1968, the 191st Assault Helicopter Company continually suppressed a Viet Cong force allowing two RF companies to conduct a search and destroy operation. After the ground operation was completed, the 191st executed their first extraction under heavy automatic weapons fire. Several helicopters were hit and required inspection and on the spot maintenance which delayed the second extraction until after sunset. Even though the enemy were in a position to attack, the 191st returned to the PZ to complete their mission. Darkness and a solid wall of enemy bullets did not stop the men of the 191st from completing the second extraction. Four helicopters received ~~major~~ damage. Three of them being forced down in a secure area. The other helicopter was forced down in another VC infested area. An ARVN force was inserted at night, under fire at the site of the downed helicopter.

[Note by Don Williams - Narrative of DFC awarded to WO Donald E. Williams for action on 25 Jan 68: Warrant Officer Williams distinguished himself while serving as aircraft commander of a UH-1D troop carrying helicopter engaged in the extraction of an allied unit pinned down by an enemy force near Tan Tru. On the first extraction, his ship came under intense enemy fire, but he remained undaunted and skillfully landed

and departed the area without incident. Volunteering to return to the hostile area, he again came under murderous barrages of hostile fire. While departing the area, one ship received several hits, forcing it to land 500 meters from the pick up zone. With complete disregard for his own safety, he landed by the downed ship and directed the troops to form a defensive perimeter. When darkness had set in, Warrant Officer Williams turned on his navigational lights and rotating beacon to assist the gunships in locating the downed ship. Once all equipment and the crew of the downed ship were aboard his aircraft, he skillfully flew his heavily laden ship thru a hail of enemy fire to safety. - End note]

The 191st flew 182 hours and had twelve ships receive multiple hits during the operation. Four of the helicopters were evacuated the following morning. Even after such a heroic and costly day, the 191st met the normal requirements for an assault helicopter company the following day.

[Note by Don Williams - My DA Form 759 (Individual Flight Record - Army Aviator) indicated I flew 12.8 hours and made 36 landings on 25 Jan 68. Also, on the flight back to the 191st base at Bearcat at approximate 0200 hours on 26 Jan 68 Boomerang Operations called me (Boomerang 11) and when I answered they told me my wife had given birth. I later learned that my second son, Donald M. Williams had been born. I had flown more missions that day than any other Boomerang slick because my aircraft was one of only two slicks which had not taken hits. A very lucky and rewarding day - Unharmed, a DFC, and most importantly, a healthy baby. End of note]

On 25 March 1968, the 191st inserted and later extracted elements of the 2nd Battalion 39th Infantry 9th Infantry Division.

[Note by Don Williams - My DA Form 759 (Individual Flight Record - Army Aviator) indicates I flew 9.9 hours and made 26 landings on 25 Mar 68 - End note]

Throughout the day the 191st received automatic weapons fire to include 50 caliber. The company remained on station past their normal release time in order to extract the security forces. The extractions were made under heavy fire. The 191st approached the PZ's from all angles in order to reduce their vulnerability. The last element to be extracted was lifted out at first dark. The 191st completed their night resupply, making their approach without aircraft lights to a single strobe light on the ground. The company returned home with nine UH-1D's and four UH-1C's. Two aircraft had to be evacuated the following day. Of the thirteen helicopters returning to Bearcat twelve of them had multiple bullet holes. The following morning the 191st met the normal commitment for an assault helicopter company. The gun ships and Air Force were given credit for 21 VC KBA

During the period 1-9 June 1968, the 191st Assault Helicopter Company supported the 1st Brigade, 9th Infantry Division on operation Truong Cong Dinh conducted in the Plain of Reeds. During this operation the 1st Brigade, 9th Division was credited with 600 VC casualties (195 actual body count) and 84 weapons captured or destroyed. Throughout the operation the 191st Assault Helicopter Company provided the majority of the airmobile assets and conducted assaults, resupply and medical evacuation missions into numerous hot landing zones. The first major battle at coordinates XS 382720 began after the 191st Assault Helicopter Company reinforced by 8 UH-1D's and 4 UH-1C's from the 240th Assault Helicopter Company inserted Charlie Company, 2nd Battalion, 39th Infantry only 25 meters from two enemy battalions later identified as the 261 A and B Battalions.

[Note by Don Williams 10 Jan 94 - "The 240th AHC was equipped with UH-1H models not UH-1D's." - end note]

Charlie Company immediately engaged the enemy and required reinforcing units to be inserted into the area of contact. The 191st made numerous assaults through enemy anti-aircraft and rocket fire into the area of contact. The last assault being made at night into a small LZ that had been cut out of the high brush by a recent air strike. Throughout the night assault the helicopters, in flights of five, continued to fly through the heavy automatic weapons, rocket and mortar fire until the entire 15 sorties were inserted into the hot landing zone. After the assaults were completed night resupply and medical evacuation missions were required. A one ship LZ on the edge of the area of contact was established and the required ammunition resupply and the medical evacuation missions were accomplished in spite of darkness, bad weather and the deadly accurate automatic weapons fire. The 2nd Battalion, 39th Infantry reinforced by the 2nd Battalion 60th Infantry continued the battle throughout the night.

[Note by Donald E. (Don) Williams - I was awarded a DFC for actions on 1 Jun 68 - Narrative of General Order 6589 follows:

Warrant Officer Williams distinguished himself by exceptionally valorous actions while serving as aircraft commander of a UH-1D helicopter engaged in combat assault operations near Tan An. On both lifts of a two lift insertion conducted in total darkness, his aircraft came under extremely intense enemy automatic weapons and RPG fire. The landing zone was covered with brush six to eight feet high, requiring that the aircraft be terminated to a hover, a position vulnerable to murderous enemy fire. Once clear of the landing zone on the final lift, he received a call for emergency med-evac and resupply into the same area. Again his aircraft came under a barrage of machine gun and RPG fire, as he landed in total darkness. With the supplies unloaded, it was discovered that the enemy fire was too intense for wounded to be moved to his location and he was forced to depart. Nevertheless, he contributed immeasurably to the success of the mission. His actions were in keeping with the highest traditions of the military service and reflect great credit upon himself, his unit, and the United States Army. - End Note]

On the morning of 2 June 1968 the remaining enemy force was overrun and the 191st Assault Helicopter Company extracted the two battalions from the operational area. On 3 June the Cavalry unit attached to the 1st Brigade located the enemy force that had escaped the 1 June battle. Again the 2nd Battalion, 39th Infantry with the 191st Assault Helicopter Company supporting, was alerted to assault into the area to destroy the enemy force. Alpha Company, 2nd Battalion, 39th Infantry assaulted into an LZ vic XS 274578. Immediately after the company was on the ground they became heavily engaged and were unable to maneuver. The unit's position would not allow the supporting artillery to fire on the enemy force. In an effort to relieve the pressure the 191st gun ships began to deliver deadly accurate fire on the enemy force. At this same time the 191st lift ships were preparing to insert the remainder of Alpha Company into the area. During the insertion the 191st helicopters received heavy automatic weapons fire from all sides; however the mission was completed with only one ship being hit by enemy fire. At this time the Battalion Commander of the 2/39th Infantry decided to reinforce with Echo Company. The reinforcing unit was to be inserted into an LZ vic XS 273576. The air mission commander had the gun ships prepare the LZ, knowing the helicopters would receive fire from all directions. Just prior to landing the 191st smoke ship placed a horseshoe smoke screen around the LZ. The insertion was completed; however the helicopters received heavy automatic weapons fire on the approach into and departure from the LZ. The smoke screen restricted the enemy's visibility of the touch down point; consequently the infantry troops were off-loaded without taking a casualty. Later in the afternoon the 2nd Battalion, 60th Infantry and a two company task force were inserted in the immediate area to reinforce the 2/39th Infantry. Throughout the afternoon the 191st gun ships and the command and control helicopter while observing the area killed 7 VC trying to escape. The battle continued on into the night. The following morning the 1st Brigade units policed the battle area and prepared to continue operations. From 3 through 7 June the 1st Brigade, 9th Infantry Division continued to search their area of operations for any of the VC force that had escaped. On the morning of 8 June the 191st inserted Alpha Company, 2nd Battalion, 60th Infantry into an LX vic XS 268562. The unit inserted immediately engaged an enemy force estimated at battalion size (later identified as the 267 B Battalion). The decision to reinforce was made. Charlie Company, 2/60th was inserted into an LZ vic 268562. The lift ships received heavy automatic weapons fire on approach into and while on the ground in the LZ. Mortar fire also landed all round the helicopters before they could depart the area. The men of the 191st were not to be stopped, the insertion was completed and all the ships went to Dong Tam for inspection and repair. The Air Mission Commander at this time received orders to report to the 2/39th Infantry who would be the next unit inserted into the area. Prior to the departure the CO, 2/60th Infantry requested he be inserted into the hot LZ. Realizing the importance of the Battalion Commander being on the ground with his two units, the Air Mission Commander started his approach into the hot LZ. Heavy automatic weapons and mortar fire was received on approach into and while on the ground in the LZ. A blast of automatic weapons fire hit the helicopter and the Battalion Commander and his S-3 made a dive for the rice paddy. The Air Mission

Commander, however, did not depart the area until he had ascertained that none of the 2/60th Command and Control party had been hit by the enemy fire. The helicopter was flown to Dong Tam for inspection which revealed two hits with only minor damage. The 191st at this time reported to the 2/39th Infantry to continue their mission. Two companies of 2/39 Infantry were inserted into two LZ's vic XS 240587. The insertions were made while air strikes, artillery and 191st gun ships pounded the enemy force only 300 meters away. During the afternoon the 2/39th and 2/60th were reinforced by a CIDG force, a two company size task force and the 4/47th Infantry. The battle continued until after dark, at which time the infantry units moved into blocking positions and required ammunition resupply (11 sorties) and medical evacuation. Throughout the night operation the 191st received heavy automatic weapons fire from all areas. In fact, 2/60th Battalion Commander at one time stated his area was too heavily engaged to receive his resupply. Disregarding this warning, keeping accomplishment of the support mission to the infantry units in contact in mind the men of 191st continued until the resupply and medical evacuation missions were completed.

Throughout this nine day operation the 191st Assault Helicopter Company braved enemy fire to complete day and night combat assault operations, to provide the needed ammunition resupply and to execute numerous medical evacuation missions. The support provided by the men of the 191st Assault Helicopter Company was outstanding in all respects and brings great credit upon themselves, their unit and the entire aviation element in the Republic of Vietnam.

[Note by Don Williams, 12 Jan 94 - My DA Form 759 (Individual Flight Record - Army Aviator) indicates I flew the following:

| Date | Landings | Flight hours |
|-------|----------|--|
| 1 Jun | 24 | 12.8 hrs (DFC awarded for this action) |
| 2 Jun | 28 | 8.1 hrs |
| 3 Jun | 30 | 10.1 hrs |
| 4 Jun | 36 | 10.4 hrs |
| 7 Jun | 22 | 5.8 hrs |
| 8 Jun | 34 | 11.8 hrs |

Totals 7 days 206 landings 68.6 Flight hours - End note]

Chapter V

Reflections

Major Awards presented to Unit Members

SILVER STAR

| NAME | DATE OF ACTION |
|----------------------|----------------|
| Captain Robert Stack | 31 Jan 68 |
| CW2 Richard Inskeep | 31 Jan 68 |

DISTINGUISHED FLYING CROSS

| | |
|---------------------------|---------------------------------|
| Major Clarence A. Patnode | 29 Aug 67 |
| Captain Robert Stack | 4 Feb 68 |
| Captain Stanley Cherrie | 11 Dec 67 |
| Captain Stephen Petty | 26 Dec 67 |
| 1LT Edson Parker | 31 Jan 68 |
| 2LT Harold Stitt | 20 Sept 67 |
| CWO Robert Schega | 13 Dec 67 |
| CWO Larry Miller | 13 Dec 67 |
| CWO Tommy Sandefur | 13 Dec 67 |
| CWO Albert Ladesic | 26 Dec 67 |
| CWO Johnathon Haigh | 31 Jan 68 |
| CWO Gary Slanga | 12 Sep 67 |
| CWO David Erdkamp | 9 Jan 67 - 12 Nov 67 |
| WO Donald Williams | 25 Jan 68 -12 Mar 68 - 1 Jun 68 |
| WO Randy York | 31 Jan 68 |
| SP4 Robert Goble | 31 Jan 68 |

| | |
|---------------------|-----------|
| SP4 Richard Weske | 31 Jan 68 |
| SP4 Stephen Dillon | 31 Jan 68 |
| PFC Thomas Metlicka | 1 Feb 68 |

HONOR ROLL

UNIT MEMBERS KILLED IN ACTION

| NAME | GRADE | |
|--------------------|-------|-----------|
| Tommy G. Sandefur | CW2 | 1 Feb 68 |
| Gerald D. Aiton | PFC | 1 May 68 |
| Richard A. Weske | SP4 | 21 May 68 |
| Richardo R. Tajano | WO1 | 5 Jun 68 |
| Norman M. Turone | WO1 | 5 Jun 68 |
| Richard L. Vines | SP5 | 5 Jun 68 |
| Dennis O. Akers | SP4 | 5 Jun 68 |

UNIT MEMBERS KILLED NOT AS A RESULT OF HOSTILE ACTION

| | | |
|--------------------|-----|------------|
| Norman Kidd Jr. | CPT | 26 May 67 |
| Jack Leroy Dodson | 1LT | 26 May 67 |
| Sharel E. Bales | 1LT | 27 May 67 |
| David C. Hall | 1LT | 27 May 67 |
| Richard Scaduto | SSG | 27 Sept 67 |
| Luois C. Muser | SP5 | 27 Sept 67 |
| Joseph L. Whitaker | SP4 | 27 Sept 67 |

| | | |
|-------------------|-----|------------|
| Peter S. Martinez | SP4 | 27 Sept 67 |
| Jeffrey J. Yarger | WO1 | 19 Mar 68 |
| Harold S. Wood | SP4 | 19 Mar 68 |

[Note by Don Williams, 12 Jan 94 - On 12 August 1968 the following 191st Members were killed near Rach Kien due to an engine failure which resulted in a crash and burn:

| | | |
|-------------------|-----|-----------|
| Arnold W. Luke | CPT | 12 Aug 68 |
| Terry R. Jens | WO1 | 12 Aug 68 |
| Gerald A. Wilson | SP5 | 12 Aug 68 |
| Arturo D. Montion | SP4 | 12 Aug 68 |

On 13 Aug 68 one of my missions that day was to insert a team to recover the bodies of the the crew and the six infantrymen who were also on board. I took the remains to Hotel Three at Saigon. End note]

Appendices

APPENDIX A

BOOMERANG STATISTICS

Since its arrival in the Republic of Vietnam Records indicated the following statistics through June 1968.

| | |
|-------------------------------------|--------|
| Total Support Hours Flown | 37,360 |
| Total VC Killed by Body Count | 396 |
| Total VC Killed (Possible) | 25 |
| KIA Due to Combat | 7 |
| Non-Combat Fatalities | 10 |
| WIA Due to Combat (Losses) | 10 |
| Non-Combat Losses (Injuries) | 20 |
| Wounded in Action, Returned to Duty | 25 |
| Court Martial: Summary | 0 |
| Special | 3 |
| General | 0 |
| Article 15's | 23 |
| Venereal Disease Cases | 9 |
| Malaria Cases | 0 |

Through 30 June 1968 the 191st Assault Helicopter Company led all other Assault Helicopter Companies in the 12th Combat Aviation Group in total flying hours for FY 68 with a total of 37,360 hours. The currant accident rate for FY 68 now stands at 34.7%.

Personnel Strengths:

| | AUTHORIZED | ASSIGNED | PRESENT FOR DUTY | JULY LOSSES |
|-----------|------------|----------|---------------------|-------------|
| Officers: | | | | |
| MAJ's | 1 | 2 | 2 | 0 |
| CPT's | 5 | 4 | 4 | 0 |
| LT's | 9 | 10 | 10 | 0 |
| WO's | 52 | 44 | 44 | 0 |
| Enlisted | 230 | 194 | 176 | 11 |

DEROS DATA

| | OFFICERS | WARRANT OFFICERS | | |
|--------|----------|------------------|--------|----|
| MONTH | NUMBER | % | NUMBER | % |
| Jun 68 | 1 | 6 | 4 | 10 |
| Jul 68 | 0 | 0 | 0 | 0 |
| Aug 68 | 2 | 12 | 9 | 20 |
| Sep 68 | 3 | 18 | 2 | 5 |
| Oct 68 | 1 | 6 | 7 | 16 |
| Nov 68 | 0 | 0 | 3 | 7 |
| Dec 68 | 2 | 12 | 3 | 7 |
| Jan 69 | 1 | 5 | 4 | 10 |
| Feb 69 | 1 | 6 | 0 | 0 |
| Mar 69 | 0 | 0 | 6 | 14 |
| Apr 69 | 2 | 12 | 0 | 0 |
| May 69 | 4 | 24 | 4 | 10 |
| Jun 69 | 2 | 12 | 3 | 7 |

Administrative Notes - Month of June 1968:

A change of command ceremony was conducted on 20 June 1968 with Major Carlvin J. Griggs receiving the 191st Assault Helicopter Company from Major Colbert L. Dilday, Guests attending: COL Robert O. Lambert, CO, 12th Combat Aviation Group, LTC Paul F. Anderson, CO, 214th Combat Aviation Battalion and his staff.

APPENDIX B

AIRCRAFT AND AVIATOR FLYING HOURS

| MONTH | UH-1D | UH-1C | TOTAL | HIGH AVIATOR | AVERAGE |
|--------|-------|-------|-------|--------------|---------|
| Jun 67 | 697 | 106 | 803 | 40.0 | 14.2 |
| Jul 67 | 2367 | 490 | 2859 | 118.9 | 56.0 |
| Aug 67 | 2611 | 810 | 3421 | 134.4 | 100.8 |
| Sep 67 | 2146 | 559 | 2705 | 137.8 | 100.9 |
| Oct 67 | 2138 | 717 | 2855 | 139.9 | 100.6 |
| Nov 67 | 2071 | 808 | 2679 | 139.0 | 100.0 |
| Dec 67 | 2157 | 853 | 2992 | 140.0 | 102.0 |
| Jan 68 | 2143 | 662 | 2805 | 189.0 | 94.0 |
| Feb 68 | 2095 | 703 | 2798 | 137.0 | 98.0 |
| Mar 68 | 2569 | 842 | 3411 | 156.0 | 122.0 |
| Apr 68 | 2593 | 807 | 3400 | 156.0 | 108.0 |
| May 68 | 2606 | 807 | 3413 | 145.0 | 107.0 |
| Jun 68 | 2158 | 758 | 2916 | 148.5 | 110.5 |

APPENDIX C

AIRCRAFT AVAILABILITY PERCENTAGE

| MONTH | TYPE A/C | AVAIL | NORS | NORM |
|--------|-------------|------------|----------|------------|
| Jun 67 | UH-1D/UH-1C | 39/6% | 7/0% | 54/54% |
| Jul 67 | UH-1D/UH-1C | 71/73% | 9/16% | 20/11% |
| Aug 67 | UH-1D/UH-1C | 72/79% | 5/2% | 23/19% |
| Sep 67 | UH-1D/UH-1C | 80/72% | 2/8% | 18/20% |
| Oct 67 | UH-1D/UH-1C | 84.5/78.2% | 2.2/7.1% | 13.3/14.7% |
| Nov 67 | UH-1D/UH-1C | 87.9/80.3% | 0.9/8.0% | 11.2/11.7% |
| Dec 67 | UH-1D/UH-1C | 87.1/37.9% | 0.5/1.4% | 12.4/10.0% |
| Jan 68 | UH-1D/UH-1C | 78.0/85.0% | 3.0/0.0% | 19.0/15.0% |
| Feb 68 | UH-1D/UH-1C | 80.7/86.6% | 2.1/1.3% | 17.2/12.1% |
| Mar 68 | UH-1D/UH-1C | 86.8/85.7% | 0/67% | 13.2/12.6% |
| Apr 68 | UH-1D/UH-1C | 83.1/86.4% | 0/0% | 16.9/13.1% |
| May 68 | UH-1D/UH-1C | 73.8/83.9% | 0/1% | 26.1/16.1% |
| Jun 68 | UH-1D/UH-1C | 71.7/80.5% | 0/8% | 28.3/18.7% |

PRESENT AIRCRAFT STRENGTH

| | AUTHORIZED | ASSIGNED |
|---------|------------|----------|
| UH-1D'S | 23 | 21 |
| UH-1C'S | 8 | 7 |

APPENDIX D
AIRCRAFT ACCIDENT EXPERIENCE

| MONTH | NUMBER | RATE | CUMULATIVE RATE |
|--------|--------|-------|-----------------|
| Jun 67 | 0 | 0.00% | 0.00% |
| Jul 67 | 2 | 07.0% | 54.5% |
| Aug 67 | 3 | 86.0% | 75.1% |
| Sep 67 | 1 | 36% | 61.3% |
| Oct 67 | 2 | 70.0% | 66.9% |
| Nov 67 | 0 | 0.00% | 54.1% |
| Dec 67 | 1 | 33.0% | 50.6% |
| Jan 68 | 1 | 35.0% | 48.5% |
| Feb 68 | 0 | 0.00% | 42.7% |
| Mar 68 | 1 | 29.0% | 39.0% |
| Apr 68 | 0 | 0.00% | 38.5% |
| May 68 | 1 | 29.3% | 34.3% |
| Jun 68 | 1 | 34.4% | 34.7% |

APPENDIX E
AWARDS AND DECORATIONS

| AWARD | RECOMMENDED | APPROVED | PENDING | DOWNGRADED |
|-----------------------------|-------------|----------|---------|------------|
| Silver Star | 11 | 2 | 7 | 2 |
| Soldier's Medal | 2 | 2 | 0 | 0 |
| Distinguished Flying Cross | 86 | 22 | 52 | 12 |
| Bronze Star w/V | 9 | 4 | 7 | 0 |
| Bronze Star | 39 | 29 | 5 | 5 |
| Air Medal w/V | 177 | 85 | 92 | 0 |
| Air Medal (Basic) | 275 | 260 | 15 | 0 |
| Army Commendation Medal w/V | 3 | 2 | 1 | 0 |
| Army Commendation Medal | 66 | 52 | 19 | 0 |
| Purple Heart | NA | 37 | NA | NA |

Appendix F

Letters of Appreciation

20 December 1967

STATEMENT

The 191st Assault Helicopter Company demonstrated their high combat effectiveness on 13 December 1967 in support of an operation conducted by the 18th ARVN Infantry Division. At approximately 1600 hours, the 3d Battalion, 52nd ARVN Infantry Regiment was being extracted from a pick up zone near coordinates YS 545923. One lift of 80 troops had been completed. As the troop ships touched the ground for the 2d lift, approximately 120 armed enemy in NVA uniforms charged the pick up zone from a woodline approximately 200 meters to the southeast. The 191st gunships immediately engaged the enemy with rapid and deadly accurate fire. Troops on the ground cite instances of gunships pivoting almost to a halt, while receiving heavy AW fire, to fire rockets and miniguns at the exposed enemy. When tactical air support was called in, the gunships coordinated with them so that as the high performance aircraft rolled out, the gunships moved back into the area. Because of the effectiveness of the 191st and the valor shown by members of the unit, there was not a single friendly casualty among the troops on the ground, even though both the enemy and the pursuing friendly fires from the 191st were within 75 meters of their exposed position. The 191st was credited with 31 VC kills, which together with the accepted percentage of wounded to dead, would have made a VC Battalion ineffective for an extended period. I cannot praise enough the actions of the men of the 191st. Their performance throughout the entire battle was completely professional. Their actions were in keeping with the highest traditions of the Army and reflect great credit upon themselves and their unit. Their professionalism and tenacity for the destroying of the enemy in spite of the hazardous conditions will make them remembered and praised by the 18th ARVN Infantry Division for a long time to come. Indeed, they surely save the 3/52 ARVN Infantry Battalion from possible grave losses due to the superior fire power demonstrated by the VC unit.

s/Paul E. Morkoysky
t/PAUL E. MORKOYSKY
CPT Cm/C
Airmobile Task Force Commander
Asst, G-3 Air Advisor

APO 96314

AGFBG-LA

30 January 1968

SUBJECT: After Action Report

TO: 191st Assault Helicopter Company
APO 96370

1. At 0700 hours on 25 January, five RF Companies and the CRIP platoon from Long An Province began Operation Ben Thu I, supported by the 191st Assault Helicopter Company. The operation was routine until approximately 1330 hours when a spot report from a 3rd US Brigade FAC reported sighting 18 VC at grid 710650. This headquarters had received an intelligence report from FS/34 on the previous evening placing 120 VC from the 2nd Ind Bn in the same area.
2. As a reaction to the FAC sighting, LTC Gilbert, the ground forces Senior Advisor, in the C&C ship, decided to divert 2 RF companies which had been previously inserted into LZ's Northwest of Tan An along the Vam Co Tay. The two companies were inserted into LZ's under moderate ground fire and began searching the area vic 710650, south of the elbow. At this time Bounty Hunter 21, one of the gunships working the operation assumed a C&C mission for the extraction of the three Companies and the CRIP platoon in the Northern AO. This freed the C&C ship and the remaining gunships to work the new AO.
3. At approximately 1745 extraction of the first two companies in the elbow was initiated. From the approach through lift-off the slicks and the gunships were under a continuous and extremely heavy volume of AW and SA fire from a nippa-palm line northeast of the LZ. Five slicks were hit during the extraction and two had to shut down at Tan Tru. In spite of the extremely heavy ground fire and aircraft performed superbly. The gunships unloaded ordinance into the nippa-palm line time after time under heavy fire and the slicks persisted in carrying out their mission. Despite the fact that five had taken multiple hits, all ships cleared the PZ and deposited their loads.
4. It was growing dark when Boomerang 3 and Leroy Almond 6 decided that the situation was indeed critical and that the remaining ground troops must be extracted immediately. Eight slicks were available for the pick up.

AGFBG-LA

30 January 1968

SUBJECT: After Action Report

5. In preparation for the final extraction, the ground troops had been moved some 200 meters further away from the nippa-palm line. This plus the maintenance necessary on the slicks resulted in some delay and the extraction was begun at about 1900 hours. Again from the approach through the lift-off, extremely heavy ground fire was received despite the fact that the gunships were dumping ordinance as fast as they could. One slick went down during the extraction. All but two of the slicks took multiple hits and all four gunships took hits. As soon as Boomerang 3 and Leroy Almond 6 heard of the downed ship it was decided to put another ship down near it to help secure it and to assist the crew if necessary.

[Note by Don Williams - The decision to land, off load my ARVN troops to assist the ARVN troops of the downed slick, and to pick up the equipment and crew of the downed helicopter was mine and was not made by Boomerang 3 or Leroy Almond 6 as stated here. I followed the helicopter down and we made a "semi-formation" landing. (See General Order Number 5321, 1st Aviation Brigade awarding DFC) - End note]

SHRT

The ship's location was about 4000 meters from the hostile nippa-palm line. The slick immediately ~~had~~ down behind the downed slick and picked up the crew and equipment from the disabled ship. Boomerang lead then came in with two additional slicks and deposited their troops making a total of five loads now on the ground to secure the downed ship. Lead and his ships again came under heavy fire as they departed the LZ. It has since been ~~said~~ determined that Boomerang voluntarily inserted five slicks with element of 2/60 US Inf into the area of the downed ship to assist the ARVN troops. Considering the losses already sustained by the 191st and the fact that they had been flying since 0700 hours they could have easily declined and no question would ever have been asked. This act summarizes the spirit, courage and dedication displayed by the 191st on this day. Results of the operation were: 8 VC KIA / 6 KBA, 2 RF WIA, 1 US WIA, 1 VC CIA, 1 VC Susp., 2AK47, 1 Chicom MG, 1 B40 Launcher, 5 40 rds.

6. I cannot praise enough the actions of the entire 191st. Their actions throughout the entire operation were cool and professional. In spite of the murderous ground fire, they carried out the mission with minimal loss to the supported unit. Although all

performed well beyond the normal requirement, the activities of Boomerang 6, Bounty Hunter 21, and Boomerang Lead were especially noteworthy and deserve specific commendation. Their actions were in keeping with the highest traditions of the Army and reflect great credit upon themselves and their unit. Their professionalism and tenacity for completing the job in spite of the hazardous conditions will make them remembered by this unit for a long time to come. Indeed, they surely saved it from possible grave losses due to the superior fire power demonstrated by the VC unit.

FOR THE PROVINCE SENIOR ADVISOR:

s/ Robert L. Gilbert
t/ ROBERT L. GILBERT
LTC, Artillery
Province Deputy Senior Advisor

AVGC-E (3 Mar 68)
SUBJECT: Letter of Appreciation

1st Ind

DA, HEADQUARTERS, 214TH COMBAT AVIATION BATTALION, APO 96370, 13
March 1968

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

TO: Major Carlvin J. Griggs, 191st Assault Helicopter Company, APO 96370

I am extremely proud to forward the laudatory comments of LTC Carper. The are indeed indicative of the spirit and confidence you have instilled in those working with you. Your professionalism and outstanding leadership have helped spur the "Boomerangs" and the battalion to many combat successes. I deeply appreciate your fine support.

s/ Leo C. Bryan
t/ LEO C. BRYAN
LTC, CE
Commanding

THE OLD GUARD
2ND BATTALION, 3RD INFANTRY
199TH LIGHT INFANTRY BRIGADE

AVBH-A-CO

3 March 1968

SUBJECT: Letter of Appreciation

THRU: Commanding Officer
214th Combat Aviation Battalion
APO San Francisco 96370

TO: Major Carlin J. Griggs
191st Assault Helicopter Company
214th Combat Aviation Battalion
APO San Francisco 96370

1. I am indeed honored to take this opportunity of expressing my profound appreciation to you for a great performance in support of elements of my command rendered on 23 February 1968.

[Note by Don Williams - DA 759 indicated I flew 6.5 hours and 18 landings on 23 Feb 68. End Note]

As commander of the airmobile company, you displayed the highest degree of professionalism, courage, and devotion to duty while inserting Company D into an extremely volatile area of operations, executing medevac of US wounded personnel, and catering to the call of emergency resupply of Companies C and D, 2d Battalion, 3d Infantry, and Company D, 4th Battalion, 12th Infantry, which was under my operational control.

2. You are commended most highly for a performance frankly rated one of the finest I have ever witnessed. Particularly noteworthy and gratifying to me was the timely response, the tremendous enthusiasm and the professional zeal which characterized you and your team at a time of great crisis. Despite heavy contact on the two landing zones, and notwithstanding the fact that two of your gunships sustained several hits,

you steadfastly continued your support role with outstanding results far into the hours of darkness by total commitment of your airmobile company.

3. The aggressiveness, boldness, and daring courage exemplified by you and your fine team materially contributed to the successful accomplishment of my assigned mission and reflects most favorably upon you, your entire unit, and the United States Army. Again, kindly accept my deepest expression of appreciation and convey to each of your men my profound gratitude for a job most excellently performed.

S/ William C. Carper III
T/WILLIAM C. CARPER III
Lieutenant Colonel
Commanding

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 2nd Battalion, 39th Infantry on an operation in the Plain of Reeds. At approximately 1230 hours and 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 crew member 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.
tWILLIAM T. LEGGETT JR.
LTC, Infantry
Commanding

DEPARTMENT OF THE ARMY
HEADQUARTERS, 2D BATTALION, 60TH INFANTRY
APO San Francisco 96375

AVDE-IHP

19 July 1968

SUBJECT: Letter of Commendation

THRU: Commanding Officer
1st Aviation Brigade
APO 96384

TO: Commanding Officer
191st Assault Helicopter Company
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 by any airmobile unit. The Boomerangs are undoubtedly the best airmobile unit with which this battalion has ever worked. Their continuing performance had proven this fact.

s/James J. Lindsay
t/JAMES J. LINDSAY
LTC, Infantry
Commanding